

Communities and Place Committee

Thursday, 04 July 2019 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

1	Minutes of Last Meeting held on 6 June 2019	3 - 8
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
4	Annual Update - Sherwood Forest Country Park	9 - 10
5	Review of Library Opening Times	11 - 20
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12	The Nottinghamshire County Council (Bestwood Village) (Prohibition of Waiting and No Stopping) TRO 2019 (7212)	83 - 96
13	The Nottinghamshire County Council (Water Meadows, Worksop) (Prohibition of Waiting) TRO 2019 (1234)	97 - 104
14	The Nottinghamshire County Council (The Park and Wildflower Rise, Mansfield) (Prohibition of Waiting) Traffic Regulation Order 2019 (2220)	105 - 114
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Notes

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

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.
- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting	Communities and Place Committee
Date	6th June 2019 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

Pauline Allan	Tom Hollis (Items 1-7 and 15-20 inclusive)
Boyd Elliott	Vaughan Hopewell
Glynn Gilfoyle	John Knight
Kevin Greaves	Bruce Laughton

OTHER COUNCILLORS IN ATTENDANCE

Jim Creamer
Kay Cutts
Maureen Dobson
Kate Foale
John Longdon
Gordon Wheeler

OFFICERS IN ATTENDANCE

Ian Bond	-	Inspire
Doug Coutts	-	VIA
Peter Gaw	-	Inspire
Sally Gill	-	Place Department
Suzanne Heydon	-	Place Department
Neil Hodgson	-	VIA -
David Hughes	-	Place Department
Sue Jaques	-	Place Department
Stephen Pointer	-	Place Department
Adrian Smith	-	Place Department
Mark Walker	-	Place Department
Nina Wilson	-	Place Department
Gary Wood	-	Place Department

1. CHAIRMAN AND VICE-CHAIRMEN

The appointment by the County Council on 16 May 2019 of Councillor John Cottee as Chairman and Councillors John Handley and Phil Rostance as Vice-Chairmen of the Committee for the 2019-2020 municipal year was noted.

2. COMMITTEE MEMBERSHIP

The membership of the Committee for the 2019-2020 municipal year as Councillors Pauline Allan, Glynn Gilfoyle, Kevin Greaves, Tom Hollis, Vaughan Hopewell, John Knight, Bruce Laughton and John Ogle was noted, with a change in membership of Councillor Boyd Elliott for Councillor John Ogle for this meeting only.

3. MINUTES OF THE LAST MEETING

Subject to recording Councillor Handley's role as Vice-Chair, the minutes of the meeting held on 9th May 2019 having being circulated to all Members, were taken as read and were signed by the Chairman.

4. APOLOGIES FOR ABSENCE

None.

5. DECLARATIONS OF INTEREST

Councillor John Cottee declared a non-pecuniary interest in agenda items 9 'Inspire Learning Annual Plan and Fees 2019-2020' and 10 'East Leake Community Partnership Library Development' as a Nottinghamshire County Council appointee to the Inspire Board, which did not preclude him from speaking or voting.

Councillor Glynn Gilfoyle declared a non-pecuniary interest in agenda items 9 'Inspire Learning Annual Plan and Fees 2019-2020' and 10 'East Leake Community Partnership Library Development' as a Nottinghamshire County Council appointee to the Inspire Board, which did not preclude him from speaking or voting.

Councillor Boyd Elliott declared a private interest in agenda item 17 'Discretionary Scholars Pass Schemes Price Revision' as family members were service users of the Faith Travel Scheme, which did not preclude him from speaking or voting.

6. VIA EAST MIDLANDS:UPDATE AND 2018-2019 OVERVIEW

RESOLVED 2019/044

- 1) That the report and presentation updating the Committee on the development of Via East Midlands Limited in the delivery of highways and fleet management services across Nottinghamshire be welcomed and endorsed;

- 2) That further update reports in a similar format be submitted to Committee on a bi-annual basis.

7. NOTTINGHAMSHIRE MINERALS LOCAL PLAN – PUBLICATION VERSION

RESOLVED 2019/045

That:

- 1) The summary of the main issues raised during the consultation on the Draft Plan Stage (Appendix 1) and how these have been addressed be accepted;
- 2) The Nottinghamshire Minerals Local Plan – publication Version (Appendix 2) be endorsed and recommended to Council that it be published for formal representations, and thereafter be submitted to the Secretary of State for independent examination;
- 3) The Corporate Director, Place, in consultation with the Chair and Vice-Chairs of the Communities and Place Committee be authorised to make non-material typographical, formatting, mapping and other minor amendments to the Nottinghamshire Minerals Plan prior to publication.

8. NOTTINGHAMSHIRE SPATIAL PLANNING AND HEALTH FRAMEWORK 2019-2022

RESOLVED 2019/46

That:

- 1) The publication of the Nottinghamshire Spatial Planning and Health Framework 2019-2022 be endorsed and supported;
- 2) A monitoring report be submitted to Committee in one year's time in order to gauge the impact of the Framework.

9. INSPIRE LEARNING ANNUAL PLAN AND FEES 2019-2020

RESOLVED 2019/047

That:

- 1) The report on performance and outcomes in 2017-2018 academic year be endorsed;
- 2) The Service's plan for the 2019-2020 academic year be approved;
- 3) The Service's plan for use of the Education and Skills Funding Agency in the 2019-2020 academic year be approved;

- 4) The schedule of fees for the 2019-2020 academic year at Appendix 1 to the report be approved;
- 5) The supply chain arrangements for the 2019-2020 academic year at Appendix 2 to the report be approved;
- 6) That the Transforming Learning and Transforming Lives strategic approach for Inspire Learning Services 2019-2020 at Appendix 3 to the report be supported.

10. EAST LEAKE COMMUNITY PARTNERSHIP LIBRARY DEVELOPMENT

RESOLVED 2019/048

That the co-location of the East Leake Rushcliffe Borough Council contact point to the East Leake Library building as a community partnership library be approved, subject to appropriate property arrangements being approved by Policy Committee. :

11. FLOOD RISK MANAGEMENT UPDATE

RESOLVED 2019/049

That a review of the Statutory Planning function, as set out at paragraph 38 to the report, be approved, with a further report on the review outcomes to be submitted to a future meeting of the Committee.

12. NOTTINGHAM EXPRESS TRANSIT ROUTE EXTENSION – HIGHWAY HANDOVER

RESOLVED 2019/050

That the present position regarding outstanding technical defects and highway handover process associated with Nottingham Express Transit (NET) tram route extensions to Clifton and Toton be recognised, and that officers be instructed to continue to work to secure a satisfactory resolution as soon as is achievable.

13. THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET, SHAW STREET AND VICARAGE LANE, RUDDINGTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2019 (8281)

RESOLVED 2019/051

That the Nottinghamshire County Council (Church Street, Shaw Street and Vicarage Lane, Ruddington) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2019(8281) be made as advertised and the objectors advised accordingly.

14. THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2019 (8282)

RESOLVED 2019/052

That the Nottinghamshire County Council (Various Roads in Ruddington) (Prohibition of Waiting) Traffic Regulation Order 2019 (8282) be made as advertised with the amendment to reduce the proposed 'No Waiting At Any Time' (double yellow line) restrictions on Mere Way to the extents as shown on drawing H/SLW/2856/06, and that objectors be advised accordingly.

15. THE NOTTINGHAMSHIRE COUNTY COUNCIL (A60 MANSFIELD ROAD, ARNOLD AND REDHILL) (30 MPH SPEED LIMIT) RESTRICTED ROAD ORDER 2019 (7208)

RESOLVED 2019/053

That the Nottinghamshire County Council (A60 Mansfield Road, Arnold and Redhill) (30MPH Speed Limit) Restricted Road Order 2019(7208) be made as advertised and the objectors be informed accordingly.

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

RESOLVED 2019/054

That:

- 1) The proposed actions be approved, and that the lead petitioners be informed accordingly;
- 2) The outcome of the Committee's consideration be reported to Full Council.

17. DISCRETIONARY SCHOLARS PASS SCHEMES PRICE REVISION

RESOLVED 2019/055

That:

- 1) The proposed increase in discretionary pass prices for 2019-2020 and 2020-2021 academic years as set out in paragraph 7 of the report be approved;
- 2) A Retail Price Index increase be applied to all discretionary pass schemes annually from the 2021-2022 academic year.

18. LOCAL IMPROVEMENT SCHEME: CAPITAL FUND 2019-2020

RESOLVED 2019/056

That the recommended Local Improvement Scheme awards, as set out in the appendix to the report, for applications under £10,000 (including gateway signs) be approved.

19. YOUR NOTTINGHAM YOUR FUTURE – DEPARTMENTAL STRATEGY SIX MONTH REVIEW OF PROGRESS AND PLACE CORE DATA SET

RESOLVED 2019/057

That no further action is required as a direct result of the contents of this report.

20. WORK PROGRAMME

RESOLVED 2019/058

That the Committee's work programme be agreed.

The meeting concluded at 12:35 pm

Chairman

4 July 2019**Agenda Item: 4****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****ANNUAL UPDATE – SHERWOOD FOREST COUNTRY PARK****Purpose of the Report**

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

Information

2. The new £5m Sherwood Forest Visitor Centre (SFVC), funded jointly by the County Council, the RSPB and a number of other partners including the Sherwood Forest Trust, Thoresby Estate and the Woodland Trust, was completed in summer 2018, and officially opened on 4 October 2018.
3. The RSPB will continue to run events in Sherwood Forest, including the hugely successful Robin Hood Festival, which this year is taking place between Monday 5th and Sunday 11th August.
4. This report and the accompanying presentation by the RSPB provide an update on the first period of operation for the Sherwood Forest Visitor Centre, and an overview of the proposals to develop the public offer in the coming year.

Other Options Considered

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

Reason/s for Recommendation/s

6. The development of the Country Park continued throughout the past twelve months, with a growing customer base, footfall and sales. The RSPB continue to operate the park to a high standard and will continue to do so as we develop the park further, including building on the world renowned Robin Hood legend, and the opportunities presented by the New Visitor Economy Strategy for Nottinghamshire recently approved by Policy Committee.
7. The presentation focuses on key improvements and business performance from 2018/19, notably:
 - Park improvements
 - Visitor Centre Impact
 - Interpretation
 - Data capture and marketing

- Significant Events
- The 2020 vision
- Summary

Statutory and Policy Implications

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

Financial Implications

9. There are no ongoing revenue costs associated with the contract.

RECOMMENDATION

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

Derek Highton
Service Director, Place and Communities

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

Constitutional Comments (AK 29/05/2019)

10. Communities and Place Committee is the appropriate body to consider the contents of this report under its terms of reference.

Financial Comments (RK 03.06.2019)

11. There is no revenue budget for Sherwood Country Park, as management of the Park was passed to RSPB on 1st August 2018. NCC Officers will continue to work with estate management to ensure that the services are being provided in line with the contract specifications.

Background Papers and Published Documents

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

Electoral Division(s) and Member(s) Affected

All

4 July 2019**Agenda Item:5****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****REVIEW OF LIBRARY OPENING TIMES****Purpose of the Report**

1. To seek approval for revised public library opening times as outlined in appendix 1.

Information and Advice**Context**

2. The County Council Strategy for Nottinghamshire's Libraries outlines priorities for the service for 2012 - 2022.
3. The strategy has key pledges including:
 - putting libraries at the heart of communities
 - libraries being where people live
 - increasing community involvement
4. The County Council maintains a network of 60 static libraries and 3 mobile libraries and has an ongoing commitment to retaining and maintain the library network and range of services delivered.
5. Inspire – Culture, Learning and Libraries is the charitable community benefit society established in April 2016, which is contracted by the County Council to deliver a range of services on behalf of the council, including the public library service.
6. The County Council remains the 'Library Authority' with the obligation to meet its statutory library duties as outlined in the 1964 Museum and Libraries act.
7. Inspire has a contractual obligation to deliver an agreed level of library opening hours across the county, and at each library site. It therefore requires council approval to make changes to opening hours.
8. Inspire currently contractually delivers 1487 hours of public access to the library service per week. The proposals outlined in appendix 1 will increase total opening hours to 1525 hours.
9. Inspire has undertaken a detailed review of opening times, using footfall data, local staff knowledge and customer feedback to inform the proposed changes.

10. Local County Councillors have been consulted on proposals outlined in the report and feedback has been taken into account.
11. The proposed pattern of opening hours has taken into consideration a number of factors; including the inconvenience of lunch time closing, times of low uptake, customer demand, changes in retail shopping trends and patterns of anti-social behaviour. Opening at lunch times and adding additional day time sessions have been proposed where possible.
12. This review is part of a wider staffing deployment review which will, alongside changes in opening hours be implemented in September 2019.
13. A review of the effectiveness of the changed opening hours will be undertaken in March 2020.

Other Options Considered

14. A range of options were considered, including no change, additional late nights and / or earlier opening.

Reason/s for Recommendation/s

15. The proposals increase overall access to the library service, are based on detailed analysis of data, and will provide more consistent and logical opening patterns.

Statutory and Policy Implications

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

Financial Implications

17. An associated staffing review will generate savings as required within the Inspire contract sum.

RECOMMENDATION/S

- 1) The revised pattern of library opening hours, as outlined in Appendix 1, be approved and implemented in September 2019

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact:

Peter Gaw, Chief Executive Officer, Inspire (Culture, Learning and Libraries)

T: 0115 977 4201, E: peter.gaw@inspireculture.org.uk

Constitutional Comments (SLB 20/5/19)

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

Financial Comments (SES 26/4/19)

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

Background Papers and Published Documents

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

- A strategy for Nottinghamshire's Libraries, December 2012
<http://www.nottinghamshire.gov.uk/policy-library/38835/libraries-strategy>

Electoral Division(s) and Member(s) Affected

- ALL

Nottinghamshire Public Library Service – Proposed Opening Hour Changes

Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Arnold	9.00 – 6.00	9.00 – 7.00	9.00 – 4.00	9.00 – 7.00	9.00 – 6.00	9.00 – 4.00	CLOSED	52
Proposed New Hours	9.00-6.00	9.00-6.00	9.00-6.00	9.00-6.00	9.00-6.00	9.00-4.00	CLOSED	52
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Balderton	9.00 – 12.30 2.00 - 5.00	2.00 – 6.00	CLOSED	9.00 - 12.30 2.00 – 6.00	9.00 – 12.30	9.00 – 12.30	CLOSED	25
Proposed New Hours	9.00 - 5.00	2.00 - 5.00	CLOSED	9.00-5.00	9.00 – 12.30	9.00 – 12.30	CLOSED	26
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Bingham	9.00 – 1.00	9.00 – 7.00	9.00 – 12.00	9.00 – 7.00	9.00 – 7.00	9.00 – 4.00	CLOSED	44
Proposed New Hours	9.30-5.00	9.30-5.00	9.30-5.00	9.30-5.00	9.30-5.00	9.30-4.00	CLOSED	44
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Blidworth	9.00 – 12.30	CLOSED	2.00 – 6.00	CLOSED	9.00 – 12.30	9.00 – 12.30	CLOSED	14.5
Proposed New Hours	9.00 – 12.30	CLOSED	1.00 - 5.00	CLOSED	9.00 – 12.30	9.00 – 12.30	CLOSED	14.5
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Calverton	9.30 – 12.30 1.30 – 6.00	CLOSED	9.30 – 12.30 1.30 – 7.00	CLOSED	2.00 – 5.00	9.30 – 12.30	CLOSED	22
Proposed New Hours	9.30-5.00	CLOSED	9.30-5.00	CLOSED	1.00-5.00	9.30-12.30	CLOSED	22

Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Carlton in Lindrick	2.00 – 6.00	CLOSED	2.00 – 6.00	CLOSED	9.00 – 12.00	9.00 – 12.00	CLOSED	14
Proposed New Hours	2.00 - 5.00	9.00-12.00	2.00 - 5.00	CLOSED	9.00 – 12.00	9.00 – 12.00	CLOSED	15
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Collingham	2.00 - 5.00	9.30 – 12.30	CLOSED	9.30 - 12.30	9.30 - 1.00 2.00 – 6.00	9.30 – 12.30	CLOSED	19.5
Proposed New Hours	2.00 - 5.00	9.30 – 1.00	2.00 - 5.00	9.30 - 1.00	9.30 - 1.00	9.30 – 12.30	CLOSED	19.5
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
East Leake	9.00 - 1.00 2.00 - 6.00	CLOSED	9.00 – 1.00	9.00 - 1.00 2.00 - 6.00	9.00 - 12.00	9.00 – 1.00	CLOSED	27
Proposed New Hours	9.00 - 5.00	CLOSED	9.00-12.30	9.00-5.00	9.00-12.30	9.00-1.00	CLOSED	27
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Edgewood	CLOSED	CLOSED	1.30 – 6.00	CLOSED	2.00 – 6.00	CLOSED	CLOSED	8.5
Proposed New Hours *	CLOSED	CLOSED	12.00 - 4.15	CLOSED	12.00 - 4.15	CLOSED	CLOSED	8.5
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Forest Town	9.30 – 12.30	2.00 – 5.30	CLOSED	9.30 – 6.00	2.00 – 5.30	9.30 – 1.00	CLOSED	22
Proposed New Hours	9.30 - 12.30	9.30 - 5.30	CLOSED	9.30 - 5.30	CLOSED	9.30 - 12.30	CLOSED	22
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Gedling	CLOSED	9.30 – 12.30	CLOSED	2.00 – 6.00	CLOSED	9.30 – 1.00	CLOSED	10.5
Proposed New Hours	CLOSED	9.30-12.30	CLOSED	1.00-5.00	CLOSED	9.30-1.00	CLOSED	10.5

*Term-Time only hours

Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Gotham	CLOSED	CLOSED	2.30 – 7.00	CLOSED	9.30 – 1.00	CLOSED	CLOSED	8
Proposed New Hours	10.30 - 12.30	CLOSED	2.30 - 5.00	CLOSED	9.30 - 1.00	CLOSED	CLOSED	8
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Hucknall	8.30 – 6.00	8.30 – 7.00	CLOSED	8.30 – 6.00	8.30 – 6.00	9.00 – 4.00	CLOSED	46
Proposed New Hours	9.00 - 6.00	9.00 - 6.00	9.00 - 12.00	9.00 - 6.00	9.00 - 6.00	9.00 - 4.00	CLOSED	46
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Inham Nook	CLOSED	CLOSED	CLOSED	10.00 – 12.30 2.00 – 4.30	CLOSED	9.30 – 12.30	CLOSED	8
Proposed New Hours	CLOSED	CLOSED	CLOSED	10.00 – 12.30 2.00 – 4.30	CLOSED	10.00 - 1.00	CLOSED	8
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Keyworth	9.00 - 12.30 2.00 – 5.00	9.00 – 12.30 2.00 – 7.00	CLOSED	9.00 – 12.30 2.00 – 7.00	9.00 – 1.00	9.00 – 1.00	CLOSED	31
Proposed New Hours	9.30 - 5.30	9.30 - 5.30	CLOSED	9.30 - 5.30	9.30 - 1.00	9.30 -1.00	CLOSED	31
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Kimberley	9.30 – 1.00 2.00 – 7.00	CLOSED	9.30 – 1.00	CLOSED	9.30 – 1.00 2.00 – 5.00	9.30 – 1.00	CLOSED	22
Proposed New Hours	9.00 - 5.00	CLOSED	9.00 - 1.00	CLOSED	9.00 - 5.00	9.00 - 1.00	CLOSED	24
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Ladybrook	CLOSED	9.30 - 12.30 2.00 – 6.00	CLOSED	9.30 – 1.00	2.00 – 5.30	9.00 – 1.00	CLOSED	18.5
Proposed New Hours	CLOSED	9.00 - 1.00 1.30 - 5.00	CLOSED	9.00 - 1.00 1.30 - 5.00	CLOSED	9.00 - 12.30	CLOSED	18.5

Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Lowdham	CLOSED	CLOSED	CLOSED	2.00 – 7.00	CLOSED	9.00 – 1.00	CLOSED	9
Proposed New Hours	CLOSED	9.30-12.30	CLOSED	2.00-5.00	CLOSED	9.30-12.30	CLOSED	9
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Newark	9.00 – 7.00	9.00 – 6.00	9.00 – 7.00	9.00 – 4.00	9.00 – 6.00	9.00 – 4.00	CLOSED	52
Proposed New Hours	9.00 - 6.30	9.00 – 6.00	9.00 - 6.30	9.00 – 6.00	9.00 – 6.00	9.00 – 4.00	CLOSED	53
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Ruddington	CLOSED	9.00 – 1.00 2.00 – 6.00	CLOSED	9.00 – 1.00 2.00 – 6.00	9.00 – 1.00 2.00 – 5.00	9.00 – 1.00	CLOSED	27
Proposed New Hours	CLOSED	9.30 - 5.30	CLOSED	9.30 - 5.30	9.30 - 5.00	9.30 - 1.00	CLOSED	27
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Skegby	1.30 – 6.00	CLOSED	9.30 – 12.30	CLOSED	1.30 – 5.00	9.30 - 12.30	CLOSED	14
Proposed New Hours	1.00 - 5.00	CLOSED	9.00 - 12.00	CLOSED	1.00 - 5.00	9.00 - 12.00	CLOSED	14
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Southwell	9.00 - 6.00	9.00 - 5.00	9.00 - 5.00	9.00 - 12.30	9.00 - 5.00	9.00 – 3.00	12.00 – 4.00	46.5
Proposed New Hours	9.00 - 6.00	9.00 - 5.00	9.00 - 5.00	9.00 - 1.00	9.00 - 5.00	9.00 – 3.00	11.00 - 3.00	47
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Stapleford	9.00 – 7.00	9.00 – 1.00	CLOSED	9.00 – 7.00	9.30 - 1.00	9.30 – 1.00	CLOSED	31
Proposed New Hours	9.00 - 6.30	9.00 - 1.00	Closed	9.00 - 6.30	9.00 - 1.00	9.00 - 1.00	CLOSED	31

Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Sutton Bonington	2.00 – 6.00	CLOSED	CLOSED	2.00 – 6.00	CLOSED	CLOSED	CLOSED	8
Proposed New Hours	12.30 - 5.00	CLOSED	CLOSED	9.30 - 2.00	CLOSED	CLOSED	CLOSED	9
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Sutton in Ashfield	9.00 – 5.30	9.00 – 5.30	9.00 – 6.30	9.00 – 5.30	9.00 – 5.30	9.00 – 2.30	CLOSED	49
Proposed New Hours	9.00 – 5.30	9.00 – 5.30	9.00 – 6.00	9.00 – 5.30	9.00 – 5.30	9.00 – 3.00	CLOSED	49
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Toton	2.00 – 6.30	CLOSED	9.30 - 12.30 2.00 - 5.00	CLOSED	9.30 – 12.30 2.00 – 5.00	9.30 – 1.00	CLOSED	20
Proposed New Hours	1.30 - 5.00	CLOSED	9.30 - 1.00 2.00 - 5.00	CLOSED	9.30 – 1.00 2.00 – 5.00	9.30 – 1.00		20
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Tuxford	CLOSED	2.00 - 6.30	CLOSED	CLOSED	2.00 - 6.00	9.30 - 1.00	CLOSED	12
Proposed New Hours	CLOSED	2.00 - 5.00	9.30 - 12.30	CLOSED	2.00 - 5.00	9.30 - 12.30	CLOSED	12
Library	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Opening Hrs
Warsop	CLOSED	9.30 – 1.00 2.00 – 5.00	9.00 - 1.00	CLOSED	9.30 – 1.00 2.00 – 5.00	9.30 – 12.30	CLOSED	20
Proposed New Hours	CLOSED	9.30 - 5.00	9.30 - 1.00	CLOSED	9.30 - 5.00	9.30 - 1.00	CLOSED	22

4th July 2019**Agenda Item:6****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS****Purpose of the Report**

1. To update the Committee on key Trading Standards and Communities matters, including progress to raise additional income in the Service
2. To update the Committee on the work that the Safer Nottinghamshire Board partnership is involved with.
3. To seek approval for the creation of an Intelligence Analyst Apprenticeship within the Service
4. To seek approval for the creation of an additional Team Manager-Legal and Proceeds of Crime (POCA) role within the Service.

Information**TRADING STANDARDS**

5. **Nicotine Inhaling Products:** A question was raised at the May 2019 committee about Trading Standards activity in relation to vaping products. All e-cigarettes and nicotine liquids must be notified to the Medicines and Healthcare products Regulatory Agency (MHRA) before they can be sold and the MHRA retains a public register of these products. Members of the public and health care professionals can report any suspected side effects or safety concerns with e-cigarettes and vaping e-liquids to the MHRA via the Yellow Card Scheme. Trading Standards are responsible for enforcing provisions relating to the labelling and supply of these products.
6. In 2016 and again in 2017 and 2018 business advice information was sent to Nottinghamshire retailers of vaping products to advise them about their obligations in relation to the supply of these products, as different requirements came into force to regulate this evolving market. This advice included various developing issues including the electrical safety of the chargers, hazard labelling needed due to the harmful substance nicotine and the 18 years age restriction. In addition the Service has responded to complaints and approaches from business about these requirements.
7. In August 2018 the Chartered Trading Standards Institute published the results of a review of product compliance in relation to Nicotine Inhaling Products carried out by Trading Standards Services across England.

8. Under the Tobacco and Related Product Regulations 2016 there are provisions for nicotine inhaling products relating to the following issues: restricted size of e-cigarette tanks and refill containers, nicotine strength, child resistant packaging, information and health warnings. Compliance levels from the review were found to be 80% for E-cigarette products and 80% for refill containers. Non-compliance was generally dealt with by advice to the business to bring it into compliance. The review also noted that the MHRA had commissioned a separate report relating to the laboratory testing of a number of E-liquids.
9. The East Midlands was not one of the 5 regions that took part in the review. However, the results will inform the Service's intelligence led approach, as part of the Service's tasking and co-ordination process to target resources at the issues causing most detriment.
10. **Knife Crime** – A question was raised at the May 2019 committee about what was being done about knife sales and the display of knives to ensure that they are not stealable. Work is ongoing to support the delivery of Nottinghamshire's Knife Crime Strategy, a pan-agency agreement, led by the Nottinghamshire Police and Crime Commissioner and backed by Nottingham City Council and the Safer Nottinghamshire Board.
11. The strategy sets out a plan of action to reduce the risks of knife crime across Nottinghamshire by working in partnership with communities to build resilient neighbourhoods and tackle both the immediate and long-term impact of knife crime. An important element of this is communication and behaviour change by ensuring that clear messages are delivered which promote positive lifestyle options as well enforcing clear messages. For example officers from the Service are working in partnership with the police and the city council to design and produce a poster that can be displayed in shops/hardware stores making potential customers aware of the age restriction on knives and that if they look younger than 25 then they will be asked for proof of age.
12. The Offensive Weapons Act 2019, which is the piece of legislation that introduces new controls on the sale of knives, has now received royal ascent but much of it is subject to commencement regulations before it takes effect. There are no provisions in the Act with regards to the display of knives (in relation to theft prevention). However, many of the larger retailers are signatories to a voluntary Home Office agreement in relation to the responsible sale of knives. This agreement is currently subject to consultation in relation to several proposed amendments, including a proposal to include general guidance on the display of knives and other bladed articles, as a means of encouraging a consistent approach amongst retailers.
13. The new Act prohibits the delivery of bladed articles purchased other than in conventional shops to residential premises and also their delivery to persons under the age of 18. This in effect will cover the sale of knives over the internet and businesses that conduct such sales will need to have Due Diligence procedures in place in relation to age verification and the prevention of delivery to residential premises. This part of the Act is subject to Commencement Regulations being made before it takes effect. Although not certain, it is understood that this is likely to happen towards the Autumn. The Act also brings knives into the remit of the Primary Authority scheme for the first time and once it takes effect, Trading Standards will be able to offer advice to businesses to help them with the introduction of these Due Diligence and age verification procedures.

14. **Tackling Fraud against the Vulnerable** – in May managers from Nottinghamshire Trading Standards and Rushcliffe Borough Council gave a presentation at the Nottinghamshire Safeguarding Adults Board partnership event about the new Safer Nottinghamshire Board (SNB) Strategy: “Tackling Fraud against the Vulnerable”. The strategy and resulting action plan both recognise the importance of engaging a wide range of agencies working with older people to reduce the incidence and impact of fraud and scams against the vulnerable in the County.
15. **Scams Awareness 2019** (10th – 23rd June) is a yearly campaign run by Citizens Advice in close collaboration with the Consumer Protection Partnership (partners including Trading Standards services and the Department of Business, Energy and Industrial Strategy (BEIS)). The campaign aims to create a network of confident, alert consumers who know what to do when they see a scam. Locally this year’s campaign was again used primarily as an opportunity to further promote www.friendsagainstscams.org.uk via media and social media.
16. **Wine investment scam victims** – officers are supporting a number of vulnerable residents identified, as part of an investigation by another Trading Standards authority, as having potentially lost considerable sums of money to a wine investment fraud. Interventions are aimed at putting measures in place to prevent further scam victimisation.
17. **Animal Feed enforcement:** The programme for 2019/20 has been agreed. This involves a mixed menu of visits designed to ensure the safety and integrity of animal feed. As well as the more obvious visits to farms, officers will also look at surplus food which supermarkets consign to be processed into animal feed. Manufacturers and transporters are also visited to make sure that every aspect of the industry is checked. Officers take a pragmatic approach to the businesses they visit, as the regulations are complex and can be difficult to practically apply.
18. **Nominated Neighbour** – Officers from Trading Standards worked in partnership with Officers from Nottinghamshire Police and Rushcliffe Borough Council to implement a Nominated Neighbour Scheme into a supported living complex in West Bridgford. All of the residents have their own front doors and are vulnerable to unwanted doorstep callers. On 22nd May 2019, working with the Scheme Manager of the complex, all 60 residents were visited. The residents were told how to use the scheme and were given some general crime prevention advice in relation to scams and doorstep crime. This is the second supported living complex that the Nominated Neighbour Scheme has been introduced in, to help support vulnerable residents within their own homes. This took the number of residents protected by the Nominated Neighbour Scheme to 111.
19. **Doorstep Crime** - Officers attended an address in Central Nottinghamshire. A couple in their 80’s had received an unsolicited call from a company who were due to attend the address that afternoon to carry out a damp proof survey. The couple both had complex, long term health needs and were confused about what they had agreed to. A representative of the company attended that afternoon and Officers explained that the couple did not want to go ahead with the visit and the representative left. Since the visit, checks have shown that the company is known to Trading Standards. The couple were given advice and made aware of the help that maybe available to them and a number of interventions are being put in place to try and prevent them from being targeted by unsolicited callers in the future.

20. **Royal British Legion** visited Trading Standards to explain the Independent Living Service they provide for ex-military personnel and their families, helping them to live safe and well in their home. There is a huge range of support and services that they are able to provide, which include a handy person service, free advice and welfare breaks. For any enquiries regarding the scheme please telephone: 0808 802 8080. This is a free phone number open 7 days per week, 8am to 8pm.
21. **Illicit Tobacco** – Officers continue to apprehend those individuals who sell and distribute illicit tobacco products. Inspections are based on intelligence received from other agencies and Local Authorities and members of the public.
22. For 2018/19 a total of 57,217 cigarette packs and 655 hand rolling tobacco pouches were seized, with a total retail value of £579,000.
23. Officers inspected shops in the Warsop, Newark, Beeston and Mansfield areas where sales were declined by the shop owners during a test purchase. However test purchases were completed in Mansfield and Sutton in Ashfield areas and these remain the subject of ongoing investigations.
24. Shops selling illicit tobacco will often have the products concealed in order to prevent detection by Trading Standards Officers. In March 2019 Trading Standards and HMRC inspected 4 storage facilities in the Mansfield and Ashfield areas. A search dog located illicit tobacco at one of the premises and 50,000 packs of counterfeit cigarettes were seized.
25. In Worksop 415 packs of illicit cigarettes and 56 pouches of hand rolling tobacco were seized and the shop keeper was subsequently interviewed and the file has been presented to the Legal Services Manager.
26. In Stapleford a shop has been the subject of a complex investigation with a total of 427 packs of illicit cigarettes and 132 pouches of hand rolling tobacco being seized. Two individuals are currently being processed in the legal system.
27. A warrant was executed at a private home in the Sutton in Ashfield area and illicit tobacco products were recovered with a retail value of £9,000. The individual received a caution for their first time offence.
28. A complaint was received regarding a shop in the Mansfield area selling counterfeit cigars, however, following an inspection the shop owner was found to be selling legitimate tobacco products and was trading responsibly.
29. **Animal Health** – a complaint was received that a young Dachshund dog had been sold illegally having been brought into the UK from Europe and subsequently sold to an unsuspecting owner in Nottinghamshire. When the dog was examined by a Nottinghamshire vet, it was found to have an unregistered European microchip and no passport to indicate what vaccinations the dog had prior to travel to the UK. Trading Standards Officers traced the dog's journey to Shropshire and then Wales where the passport of the dog was located. It was then found that the dog was imported into the UK correctly, however, the seller had failed to re-register the dog into the UK before rehoming it. The new owner has ensured that the dog has been correctly registered and is compliant with rabies and importation requirements.

30. **Intelligence Analyst Apprentice** - This report proposes the creation of an Intelligence Analyst apprenticeship within the Service. The Service currently has a vacant 0.5FTE Grade 3 Intelligence Support Officer role. After an unsuccessful recruitment process in February 2019 the post remains vacant. The proposal is to increase that vacant 0.5FTE role into a 1FTE Intelligence Support Officer role and then to appoint an Intelligence Analyst Apprentice to the role. The successful candidate would undertake the duties of an Intelligence Support Officer and also be required to spend 20% of their time studying to achieve the new level 4 Intelligence Analyst apprenticeship within 18-24 months. The £11k cost of the training would be funding by the apprenticeship levy.
31. The new Intelligence Analyst apprenticeship aims to develop behaviours and working practices to enhance the effective use of data and intelligence. The role will support the Service's Intelligence Manager to further develop the intelligence capability needed to ensure that Trading Standards resources are targeted most effectively at the issues causing most detriment to our communities.
32. The additional cost of £12.2k would be met from the Trading Standards budget by a corresponding increase to the Service's income generation target.
33. **Team Manager - Legal & Proceeds of Crime (POCA).** The current Trading Standards management structure was established in 2011, following a restructuring which generated savings from a reduction in staff including the deletion of the Team Leader tier of management. The changes resulted in a very lean management structure with Team Managers taking on the direct operational management of staff. Over the last 8 years the Service has changed significantly resulting in an increase of work load and responsibilities for Team Managers, key changes including the following:
- Increase in the number of large complex cases that the Team Manager (Sanctions & Compliance) must manage as part of the "Legal Manager" role. This is due to a big expansion in the Regional Investigation Team (RIT), as well as an increase in the number of complex investigations taken on by the main Trading Standards Service. A charge is now made to the RIT for the "Legal Manager's" time processing the legal files. The increase in the number of large complex cases also impacts on the other Team Manager roles, including applications for warrants, submission of funding bids and the subsequent recruitment and line management of additional agency officers etc.
 - Since 2011 the Proceeds of Crime (POCA) capability within the Service has increased from 1FTE Accredited Financial Investigator (AFI) to 3FTE. Under POCA the "Legal Manager" acts as the Senior Appropriate Officer supervising the AFI's work so the management role has increased accordingly.
 - The Service now receives £91k Public Health funding for illicit tobacco. The agency officer and seconded police officer dedicated to this work undertake numerous investigations which result in an increased management role for both the "Legal Manager" processing the court cases and also their Team Manager dealing with the day to day warrant and Regulation of Investigatory Powers Act (RIPA) applications etc.
34. The Service recently failed to recruit to two vacant Band A Level 3 Trading Standards Officer roles due to a recognised national shortage of qualified Trading Standards Officers.

35. This report proposes the following change to the main Trading Standards Staffing structure (excluding the RIT, which is externally funded) to create much needed additional management capacity:
- Increase in the number of Band D Team Managers from 4FTE to 5FTE
 - Reduction in the number of Band A Level 3 Trading Standards Officers from 7FTE to 6FTE.
36. The net cost of **£14k** would be met from the Trading Standards budget from a corresponding increase to the income generation target.
37. **Income Progress 2019-20 – Appendix 1.** The attached report covers the first quarter's period for 2019-20. As the committee is aware we have now started the third year of a 3 year programme of rising income targets following engagement in the Authorities Commercial Development process. For the current financial year, the target increases by £162k which brings the overall budget for income to £729k. The £162k savings includes the original OFC (P06) of £132K and further savings of £30K agreed following the Place line by line review and for the service levy savings.
38. The Service remains confident that it will meet the additional target in that it managed to exceed last years income budget by more than £200k at the closing of the accounts. We anticipate that some of last year's sources will fall away due to the fluctuating nature of the various income streams but all the forecasts based on the current position and indications from last year's income sources indicate that the additional target is achievable.

COMMUNITIES

39. **Great War Memorial** - An event held on Monday 13 May 2019 marked a significant phase in the build of a new memorial, sited on the Victoria Embankment. The memorial will allow the placing of the first names of nearly 14,000 Nottinghamshire soldiers, sailors, air crew and civilians. Situated on the Victoria Embankment, the memorial, first of its kind in the country will be a poignant reminder of the sacrifice of Nottinghamshire during the Great War and bring to a close our community commemorations which has seen the county come together to pay our respects.
40. The newly constructed memorial, which will be unveiled in time for Armed Forces Day, will have an elevated, circular design allowing a protected space for reflection. A 5 metre high inscribed monument will feature in the middle of the memorial, explaining the purpose of the memorial. Currently there are hundreds of individual memorials to Nottinghamshire's fallen. These are scattered across the county and further afield in parks, workplaces, churches and factories. Some have been lost or dismantled through development. There is nowhere that brings together all the names in one place so that families can pay their respects. This will now be rectified.
41. The memorial has been commissioned by all local authorities throughout Nottinghamshire, and £80,000 has been raised through public subscription and corporate donations. Contributions can be done on-line.

<http://nosf.org.uk/roll-of-honour.html#5c56be73d861f7.74493539>

42. **Dementia Friendly Communities Update** - The Communities Team worked with a range of partners to support a 'Taking Action on Dementia' event during Dementia Action Week (21st-26th May). The event, hosted by Rushcliffe Borough Council at Rushcliffe Arena on Friday 24th May 10am-2pm provided a forum for people living with dementia, their carers and families to raise awareness of how to live well with dementia. Throughout the day a range of fun dementia friendly activities, informative talks and guidance from healthcare professionals on living well with dementia were available.
43. A wide range of organisations participated in the event including; Nottinghamshire County Council, Alzheimer's Society, Nottinghamshire Police, Rushcliffe Borough Council, Gedling Borough Council, University of Nottingham, Rushcliffe CCG, Everyone Health, Radford Care Group, Right at Home, Institute of Mental Health and many more.
44. The event provided an important opportunity to capture attendee's thoughts and opinions on dementia care and provision, alongside an opportunity to network and connect with local groups and activities.
45. **The Local Improvement Scheme Talented Athletes Fund** - The Talented Athletes Fund is part of the wider Local Improvement Scheme. The aspiration of the Fund is to assist talented athletes residing in Nottinghamshire to overcome some of the financial barriers which can exist when competing for his / her country. Awards are made to successful applicants to help with costs such as travel, training, accommodation, competition fees, equipment, coaching and other specialist support deemed appropriate by the Sport's Governing Body. The Talented Athletes Fund runs on an annual basis and for the current 2018-19 round, the Communities Team received 123 applications - an increase of approximately 38% compared to the previous year. Out of the 123 applications received, 118 (96%), were eligible and approved for funding, totalling £21,000. The approved applications include representation from all Nottinghamshire districts and cover over 40 sport disciplines. All the applicants approved for Talented Athletes funding have demonstrated:
- A high level of sporting achievements locally, nationally, and internationally - and many have overcome significant adversity to succeed;
 - Positive contributions to the wider community as sports ambassadors, volunteer coaches for younger, aspiring athletes and charitable fundraising and support.
46. It is recommended the Talented Athletes round for 2019/20 be launched in September 2019
47. **Community Friendly Approach** - This year 5 Community Organising training workshops; 3 Introduction to Community Organising and 2 Listening Skills for Community Organising with an average of 14 attendees at each (a mixture of residents and front line workers). After the Listening Skills workshops participants are offered a shadowing day to support them putting their newly developed skills into action. The first of these was held on Wednesday 22nd May.
48. Below are some examples of the new groups that have been set up as a result of this training:
- The Beeston Breakers - This is a group set up by a local man who is using break dancing and other popular dancing genres to engage young teenagers to reduce knife crime and other anti-social behaviour. Working with local police, his aim is to set up groups across the county and to organise dancing battle events.

- 'Bee Friendly' - this is a group set up by 3 people who have a shared passion for saving bees. The groups aim is to educate everyone about the importance of bees in protecting the ecosystem.
49. Three Health & Wellbeing projects have either been set up or are in the process of doing so:
- Eat, Bake, Sing – This is a project that uses community baking, social eating and music to bring people together to learn new skills and improve their mental wellbeing.
 - A Trauma Support Group.
 - An Idaya group to set up a sensory garden.
50. In addition, several mini projects have emerged from some of the group activities including a walking group, a speed calming project and a railway beautification community project.
51. **Safer Nottinghamshire Board Update** – The Safer Nottinghamshire Board (SNB), chaired by the Chief Executive of Nottinghamshire County Council, is continuing its efforts to improve community safety in the County. Appendix 2 is an update on the areas of work that the partnership is involved in.

Other Options Considered

52. **Intelligence Analyst Apprentice** - Consideration has been given to re-advertising the vacant 0.5FTE Intelligence Support Officer role. However there was a very poor response to the previous advert, possibly due to the part-time nature of the role. The proposed full time role with the associated apprentice qualification is likely to be far more attractive to prospective candidates.
53. **Team Manager - Legal & Proceeds of Crime (POCA)** – consideration has been given to funding the whole of the cost of the additional Team Manager role from a corresponding **£54k** increase in income generation, to avoid the reduction in Trading Standards Officer capacity. The current national shortage of permanent or agency qualified Trading Standards Officers means this is not currently a realistic viable option.

Reason/s for Recommendation/s

54. **Intelligence Analyst Apprentice** - The current vacant 0.5FTE Intelligence Support Officer role leaves the Service short of intelligence capability to enable the efficient collection and analysis of intelligence to inform the Service's vital tasking and co-ordination process. The creation of the new national Intelligence Analyst Apprenticeship recognises the increasing importance of intelligence analysis to inform effective decision making across regulatory agencies, such as Trading Standards and Environmental Health, to ensure the most efficient and effective use of resources.
55. **Team Manager - Legal & Proceeds of Crime (POCA)** – The "Legal Manager" duties have now grown and changed to the extent that they require a full-time manager. Additional management capacity is needed to ensure that the risk from legal challenge in relation to high risk complex investigation is effectively managed. As this role and the Accredited Financial Investigators, it line manages, generate income through the charging of their time to the RIT and other bodies, it is appropriate to use additional income to part-fund the role. Whilst the

structure change will result in the loss of a vacant Trading Standards Officer role it will provide much needed additional management capacity to improve the functioning of the Service's vital intelligence, tasking and co-ordinating process. This will ensure the Service can focus its limited resources on the issues causing the most detriment to our communities.

Statutory and Policy Implications

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

Financial Implications

57. **Intelligence Analyst Apprentice** - The additional £12.2k cost of increasing the Grade 3 0.5FTE Intelligence Support Officer role to a 1FTE Intelligence Support Officer role would be met from within the Trading Standards budget by a corresponding increase the the Service's income generation target.

58. **Team Manager - Legal & Proceeds of Crime (POCA)** – The additional £14k cost of converting one of the vacant 1FTE Band A Level 3 Trading Standards officer posts to a 1FTE Team Manager role would be met from within the Trading Standards budget by a corresponding increase the the Service's income generation target.

Human Resources Implications

59. **Intelligence Analyst Apprentice** - To increase a vacant 0.5FTE Intelligence Support Officer role into a 1FTE Intelligence Support Officer role apprentice role in order to recruit an Intelligence Analyst Apprentice. On successful completion of the apprenticeship the candidate would then continue in the 1FTE Intelligence Support Officer role on a permanent basis.

60. **Team Manager - Legal & Proceeds of Crime (POCA)** – To convert a vacant 1FTE Level 3 Trading Standards Officer role into a 1FTE Team Manager role.

RECOMMENDATION/S

That the committee:

- 1) Ratifies the updates given regarding Trading Standards and Communities matters;
- 2) Ratifies the update given regarding the progress of raising additional income in the Service;
- 3) Ratifies the update given on the work of the Safer Nottinghamshire Board
- 4) Approves the proposed change to the Trading Standards staffing structure as summarised in paragraph 30 and
- 5) Approves the proposed change to the Trading Standards staffing structure as summarised in paragraph 33
- 6) Approves the launch for the 2019/20 round for Tallented Athletes to be in September 2019

Derek Higton
Service Director, Place and Communities

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

Constitutional Comments (KK 29/05/2019)

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

Financial Comments (CSB 31/05/2019)

62. The additional £12.2K cost of increasing the Grade 3 0.5FTE Intelligence Support Officer post to a 1FTE Intelligence Support Officer post will be met by an increase in the the Service's income generation target, which is currently £729K in 2019/20.

63. The cost of the 118 approved Talented Athlete applications of £21,000 will be funded from the Local Improvement Scheme 2019/20 revenue budget of £1,190K which has been fully committed in this financial year.

HR Comments (JP 04/06/2019)

64. Appointment to the Apprenticeship post will be in line with the Authority's apprenticeship scheme.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

Report: Update on key trading standards and communities matters.

APPENDIX 1

REPORT ON INCOME PERFORMANCE OF THE TRADING STANDARDS AND COMMUNITIES SERVICE

Purpose of the Report

1. To provide a quarterly update on the progress made by Trading Standards following the Services involvement in the Authority's commercial development programme.
2. This report covers the period up to and including Quarter 1 of 2019-20.

Information and Advice

3. **Cumulative Overall Income** - Previously the Service has reported on figures based only on new commercial activity as these were the areas that had been agreed through the Authority's Commercial Development Programme. Due to the fluctuating nature of the income streams it is believed that reporting on these can produce a confusing picture as the income derived from new commercial activity could potentially be counteracted by previous income streams no longer being available. It is believed that ultimately the figure that is most important to members of this Committee is the cumulative figure for overall income.
4. Subject to confirmation in some instances, we have already provisionally secured commercial income for the year ahead to the value of circa £280k.
5. **Beneficial Packages for SMEs** – During the current climate of financial pressures it can be very difficult for businesses to budget for and access affordable business advice. In order to offer some support to local businesses the Service has come up with discounted packages of business advice that are only open to SMEs based within Nottinghamshire. These packages will not only provide a financial benefit to the businesses but will also provide a consequential benefit to the local economy as it will enable investment and growth
6. **One Stop Regulatory Support** - The collaboration with Rushcliffe Borough Council to provide businesses with single point access to "Primary Authority" (PA) regulatory advice and support across both Trading Standards and Environmental Health continues to develop well. As previously reported, one joint-partnership has been established with a trade association for the pest control industry and we are in discussion with several other organisations that are interested in a concept that is clearly appealing to businesses.
7. The first partnership is acting as a proving ground for the processes of how the combined offer will work in practice. We also are looking to include other regulatory functions in the arrangement and to find a suitable authority in Wales to work with to cater for devolved regulatory responsibilities that impact the businesses that we are working with.

Report: Update on key trading standards and communities matters.

8. **Business Feedback** – In order to ensure that we are offering the best possible services for the businesses we support, we recently sought feedback from our existing PA partner businesses by means of a questionnaire. Approximately a third of businesses responded. All felt they were getting the appropriate frequency of contact to meet their needs and almost all felt that we delivered the right standard of work. All businesses saw the formal advice that we offer as being a key benefit with almost all seeing our availability when and if they need us and our expertise, as being other main benefits.
9. The questionnaire does however suggest that we can do more to understand the plans businesses have and the commercial issues they face, and we believe this may enable us to further improve our services.
10. **Office for Product Safety and Standards (OPSS)** – OPSS is a division with the Department for Business Energy and Industrial Strategy (BEIS) which is the government department with responsibility for most Trading Standards legislation. Apart from its responsibility for consumer safety matters, OPSS administers the Primary Authority Partnership (PAP) scheme and is effectively its custodian.
11. Ministers have set an ambitious and challenging target for OPSS to grow the number of organisations that are in a PA partnership. Improving our links to OPSS has seen us benefit from being put forward by OPSS as a suitable potential partner for organisations that are seeking to join PAP.
12. Recent new partnerships include trade associations in the pest control sector (as mentioned above) the construction sector and the kitchen and bathroom installation sector as well as partnerships with individual businesses in the angling and on-line dating sectors. We are also waiting to hear more on potential partnerships in the funeral care sector and retailing.
13. OPSS operates a group for participants in PAP that is attended both by local authorities and businesses. It is intended to enable all parties to share experiences, issues and best practice with the aim to shape the development of the scheme. As a major player in PAP, Nottinghamshire is invited to its meetings. The most recent meeting included a presentation from another authority, that is also strongly committed to the PAP scheme, on that authority's PA charge model. This provided a useful opportunity to validate our charges and the approach that was adopted in our CDU process. OPSS is keen to share understanding in this area as it has concerns that some authorities' PAP charges may not truly reflect their full cost in delivering the service or is in some cases based on arbitrary reference points such as the charges private consultants might levy

Report: Update on key trading standards and communities matters.

APPENDIX 2

UPDATE REPORT ON THE WORK THAT THE SAFER NOTTINGHAMSHIRE BOARD IS INVOLVED WITH.

Purpose of the Report

1. To provide an update on the areas of work that the Safer Nottinghamshire Board partnership is involved in.

Information and Advice

2. **Knife Crime** - A key focus for the Board currently is knife crime and a report was agreed by Policy Committee in May approving the approach being taken by officers in response to the Nottinghamshire Knife Crime Strategy 2018 and also additional funding to increase capacity to respond to this agenda. This will support activity in the Children and Families Department. Published in October 2018, Nottinghamshire's Knife Crime Strategy 2018 is a pan-agency agreement, led by the Nottinghamshire Police and Crime Commissioner [PCC] and backed by Nottingham City Council and the Safer Nottinghamshire Board. The strategy encourages partners to work together with the voluntary and community sector to tackle every aspect of knife violence with a strong emphasis on education, early intervention and youth engagement.
3. **Crime Severity – Place Focus** - New ways of working are being developed by the Board, through a project being led by the Chief Executive of Mansfield District Council. Crime volume has long been an indicator of interest to residents in relation to community safety. The approach being developed recognises this but also places an emphasis on the severity of individual crimes, i.e. their impact on the individual and local communities.
4. Looking at both these factors fourteen areas across the County have been identified, two per District/Borough. Researchers, funded by the PCC, are now developing analytical products that describe the nature of community safety issues in each area. To ensure a rich picture of not just what is happening but why, these products will be interwoven with service and socio-economic information held by Nottinghamshire County Council.
5. At a strategic level these profiles will inform the development of a new Partnership Agreement for the Board. There is a statutory basis for the establishment of Community Safety Partnerships and also in two-tier areas for there to be a county-level strategy group. In Nottinghamshire the Safer Nottinghamshire Board fulfils this role and as such has a responsibility to prepare and implement a Community Safety Agreement. The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007 state that this Agreement must identify:
 - The county-wide community safety priorities that arise from the strategic assessment and that require escalating to the county level.
 - Ways of co-ordinating activity across the county to address priorities.

Report: Update on key trading standards and communities matters.

- How the responsible authorities might otherwise contribute to reducing crime, disorder and substance misuse through closer joint working across the county.
6. At an operational level the analytical profile will inform a problem solving approach to action planning across the range of partnership agencies. This will include work with voluntary and community sector organisations to explore how to help people to help themselves.
 7. This approach interacts with the developing refreshed Neighbourhood Policing approach within Nottinghamshire Police and aligns with a place focus described in the Departmental Strategy.
 8. The PCC is funding a Temporary Project Manager to support this work, which this Committee has previously agreed will be hosted within the Communities Team of the Place Department. Recruitment for this role is currently underway.
 9. A key element of this work will be refreshing the Performance Management Framework for the Board and local Community Safety Partnerships to ensure there is a golden thread between what is happening in localities and what is being discussed, actioned and measured throughout the partnership structures.
 10. **People with Complex Needs** - A further area of focus is work with people with complex needs who require multi-agency intervention but do not always meet the thresholds for statutory services. This work includes a concentration on people rough sleeping in town centres. Through the funding made available to the SNB by the PCC, outreach workers are being funded to work with individuals in these circumstances, with the three main issues being mental health, substance misuse and homelessness. The funding for these workers beyond the end of June 2019 will be met through the Rough Sleeper initiative monies that were secured by Nottinghamshire following a successful bid to the Ministry of Housing, Communities and Local Government, and the match funding that was put forward by partners.
 11. **Reducing Reoffending** - is a specific responsibility for the Board, which receives regular reports from the Reducing Reoffending Governance Group led by the Head of Derbyshire, Leicestershire, Nottinghamshire and Rutland Community Rehabilitation Company. Issues currently being faced include the provision of appropriate accommodation for ex-offenders.
 12. **Resources** - For the financial year 2019-2020 the PCC has made funding of £625k available for work on the shared priorities of the Board and those detailed in the Police and Crime Plan. This has been allocated to work relating to the current priorities of the Board, including domestic abuse, hate crime, modern slavery and youth crime reduction. This money also provides resource for problem solving activity in neighbourhoods and provides a SNB / PCC joint commissioning budget. This Authority is the Accountable Body for this funding, with the related activity being undertaken within the Communities Team. However, in the developing the new approach described above the focus will be on collaborative working of mainstream provision to further improve the effectiveness of partnership efforts to improve community safety across Nottinghamshire.

Report: Update on key trading standards and communities matters.

13. Background Papers and Published Documents:

- Policy Committee Report, 22 May 2019, Report of the Chairman of the Children and Young People's Committee – Nottinghamshire's Knife Crime Strategy 2018 [Policy Committee May 2019 - Nottinghamshire Knife Crime Strategy Report](#)
- Nottinghamshire Police and Crime Plan [Nottinghamshire Police and Crime Plan 2018 - 2021](#)

4 July 2019**Agenda Item:7**

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

INTRODUCTION OF STREETWORKS PERMIT SCHEME.

Purpose of the Report

1. To allow Members to consider the implications of introducing a Permit Scheme for the management of streetworks and to seek approval to commence consultation on a draft proposal for such a scheme in Nottinghamshire.

Background Information

2. Under the Traffic Management Act (2004) the Council, as a Highway Authority has a statutory network management duty to "...manage the road network with the aim of securing the expeditious movement of traffic...". The Act is clear that traffic means all road users, including pedestrians and cyclists and not just motorised vehicles. The overall objective of the duty is the efficient operation of the network and it allows the Council to take a number of actions to deliver this objective. The scope of this duty has the following main considerations:

- manage the road space for all users;
- identify current and future causes of congestion, and to plan and act accordingly;
- take a proactive approach to the coordination of works on the road, including unplanned emergency works;
- gather and publish accurate information about planned works and events;
- manage unforeseen incidents and events on the network;
- establish and implement contingency plans for incidents and issues; and
- manage cross-border network travel and demands.

There are provisions under the Act to allow the Secretary of State for Transport to intervene if the Council is deemed to be failing in the delivery of this Duty. Via East Midlands currently undertakes most of these tasks on behalf of the County Council.

3. Utility companies are responsible for providing and maintaining the networks of pipes and cables that deliver services such as water, gas, electricity, sewers and telecommunications including broadband. These companies have the right to place their apparatus in the highway and to repair and extend those networks as required by their customers. It is important to

recognise that this work is essential and cannot be undertaken without some disruption to road users.

4. There is evidence in Nottinghamshire of works taking place with insufficient regard to the impact on road users. In particular, works being undertaken by a number of utilities deploying traffic signals without prior approval and these are often left to be collected by a Traffic Management company long after the works have been completed. In addition, the signals are frequently left on throughout peak traffic periods contrary to terms of use and good practice leading to significant delays and congestion that in turn generate understandable public frustration and complaints. Currently, the actions that can be taken including penalties that can be applied are retrospective, protracted and demanding on resources.
5. The New Roads and Street Works Act 1991 (NRSWA) introduced legislation requiring organisations intending to carry out works on the Council's road network to notify the Council of their intention to carry out these works. The Council currently uses powers under NRSWA to provide direction and challenge to these works although there are limitations due to the need to proactively intervene. The Traffic Management Act 2004 (TMA) allows for the Council to extend these powers and introduce a permit scheme to support the delivery of its network management duty. This is brought into legal effect by the Council under an Order, through the **Traffic Management Permit Scheme (England) Regulations (2007)**.
6. A permit scheme enables the Council to take a more active involvement in the planning and coordination of works from the initial planning stages through to completion. The key changes to working practices are as follows:
 - organisations request permission to work with a permit instead of giving notice;
 - any variation to the agreed work needs to be approved including for example, an extension to the duration;
 - the Council can apply conditions to works to impose reasonable constraints;
 - Additional staff are funded by Permit fees
 - Fixed Penalty Notices can be issued by the Council to organisations working without a permit or in breach of the permit conditions.
7. The first permit schemes were introduced in Kent and London in 2010 and since then over 70% of English Councils have introduced a permit scheme. In 2017 an evaluation was carried out for the Department for Transport on the overall effect of permit schemes introduced since 2010. This evaluation determined that the introduction of a permit scheme has the potential to deliver benefits through the reduction of the duration of works and consequently any congestion and disruption potentially caused by these works. One of the key recommendations from the report was that those Councils that had not already done so should give consideration to the introduction of a permit scheme, given that the report identified that such schemes help Councils fulfil their network management duty and reduce the disruption caused by works.
8. In response to this, in July 2018 the Secretary of State for Transport sent a letter to all those Councils not operating a permit scheme, including Nottinghamshire County Council, requesting consideration for the introduction of a permit scheme. This letter adds that the Secretary of State may "use their powers, under section 3(2) of the TMA, to direct an authority to introduce a scheme".

9. The advantages of a permit scheme are established and it can be expected that a scheme in Nottinghamshire would;
 - a. ensure the improved coordination of all works on the highway
 - b. minimise disruption and inconvenience
 - c. reduce congestion
 - d. encourage good behaviour
 - e. improve communication on works to road users
 - f. ensure adherence to health and safety of road users and those undertaking works
 - g. demonstrate parity for all organisations undertaking works including the Council and VIA's operations.
 - h. ensure that all proposed works are scrutinised and the use of traffic signals is minimised where possible
 - i. issue fines to Utilities that either ignore the Permit conditions or work without a Permit.
10. In order to ensure that the benefits are fully realised, the Council will be required to increase the number of staff working on streetworks including primarily staff to consider and approve (or reject) all permit requests and those dedicated to check that works on site are meeting the conditions required. There were an estimated 20,000 works notified to the Council in 2018 and, under a permit scheme these will all have to be checked by the Council before any permit can be issued. The permit regulations allow the Council to introduce a charge for each permit issued up to a legal maximum. This charge raises income for the Council that is spent on the enhanced service required to deliver, enforce and monitor a permit scheme. More detailed financial implications are listed in **Appendix 1**.
11. Furthermore, in 2018 the Secretary of State provided a further opportunity for Councils to deliver their network duty by introducing a lane rental scheme applied to the most strategic sections of the road network. This could allow a charge of up to £2,500 per day for works taking place at traffic sensitive times. The primary objective of a lane rental scheme is to make organisations undertaking work do so in the most efficient way and consequently to avoid traffic-sensitive times. Should the Council wish to consider the introduction of a lane rental scheme in the future, an operational permit scheme delivering a clear benefit is mandatory.
12. To complement the proposal to introduce a Permit Scheme, it is also proposed to consult upon introducing a direct charge to cover the costs that can be incurred by the County Council when streetworks require a bus stop to be closed or relocated. This charge will cover the costs of closing and re-opening the stop, siting a temporary stop, adding messages to real time information signs (where applicable), posting passenger information notices and informing bus operators. The proposed fee will be calculated and included for information within the Permit Scheme consultation.

Next steps

13. If Members are mindful to approve the recommendations to this Report, the next stage will be to commence a formal consultation with the statutory utilities on the Councils' proposed permit scheme for streetworks. This will detail the scope of the scheme, operational procedures and the suggested charges for permits and bus stop relocation works. **Appendix 1** details a proposed level of charges for the various network categories that is calculated to cover the costs required to fund the expected additional direct costs and overheads for the extended service area. As part of the consultation it is also proposed to remind the utilities

that under the existing Noticing system they are legally obliged to seek permission from the Council if they wish to use temporary traffic signals when working.

14. A further report will be brought to Members later in 2019 detailing the responses from the consultation process and any amendments proposed as a consequence of this.

Other Options Considered

15. The DfT have sent a clear encouragement to the Council to introduce a permit scheme and therefore we are considering its introduction as per their request. Various financial models have been considered to calculate the level of charges necessary to deliver a service that will deliver the tangible benefits of a permit scheme whilst remaining commensurate with the level of works within the County. The figures shown in Appendix 1 reflect this and are considered reasonable and justified.

Reason for Recommendation

16. The Council has been asked by DfT to consider the introduction of a permit scheme. Our initial work suggests a permit scheme in Nottinghamshire for streetworks should deliver the benefits of enhanced streetworks management described above that have been evidenced by other Authorities that have adopted these powers. The costs of issuing permits to utilities can be met fully from charges applied to applicants wishing to undertake works in the highway. A fee for bus stop relocation works will ensure that when incurred, these costs are met by the works promoter and are delivered to an approved standard to minimise passenger inconvenience.

Statutory and Policy Implications

17. The Nottinghamshire Local Transport Plan (LTP) for the period 2011-2026 details the transport strategy for the whole of the county. Section 4.1.2 of this LTP: Managing disruption on the network sets out that the Council will 'examine the provisions relating to permit schemes, including whether to introduce such a scheme'.

The LTP Implementation Plan 2018/19 – 2020/21 identifies the following transport priorities as objectives of the LTP, all of which are fully supported by the introduction of a permit scheme:

- Reducing traffic congestion on our roads
- Maintaining a good quality road network
- Improving the safety of our roads

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

Financial Implications

19. The introduction of a permit scheme would require an increase in current resources to administer the permit regime as detailed in Human Resources Implications below. In addition, additional ICT hardware and software would also be required. All of these additional direct costs together with a proportion of overheads including pensions, accommodation, central

services, monitoring of the scheme, KPIs and invoicing would be met by the income from the permit fees.

In addition to income from the permit fees, a permit scheme also creates a new potential source of income from two new sanctions: (1) working without a permit with a £500 fixed penalty notice; and (2) working in breach of a permit condition with a £300 fixed penalty notice. Any income from these Penalties does not have to be applied to any specific cost.

Human Resources Implications

20. The introduction of a permit scheme would require an increase in the current staff resources to administer the permit regime, primarily for the coordination and inspection of works. The costs of this would be met from the permit fees. Details on any structure changes required after the consultation process will be considered and presented to Members .

Implications for Service Users

21. The introduction of a Permit Scheme is anticipated to reduce the disruption and impact of roadworks for all Service Users.

Implications for Sustainability and the Environment

22. Reduced traffic congestion will subsequently reduce emissions from queuing vehicles.

RECOMMENDATION/S

- 1) That Members approve the commencement of a formal consultation with the utility companies on the proposal to introduce a permit scheme in the county.
- 2) That Members approve the presentation of a further Committee Report subsequent to the consultation process.

Gareth Johnson
Enforcement Manager

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

Constitutional Comments (AK 29/05/19)

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

Financial Comments (RK 03.06.2019)

24. It is strongly suggested in the report that this scheme will become mandatory from April 2020 and hence Nottinghamshire County Council are coming in line with other councils around the country. The additional staff will be offset by the levels of income generated from the permit scheme and the penalty notices. There will be initial set-up costs in 2019/20 for advertisement and recruitment of staff, along with IT systems which will be funded from the CPE reserves. This scheme will allow the council to be able to ensure that roadworks are

carried out in a timely manner and that all equipment is cleared promptly to ensure that traffic is kept moving as quickly as possible.

HR Comments (JP 04/06/19)

25. Any relevant changes to the current structure in respect of this scheme will be subject to consultation with staff and the recognised trade unions

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

APPENDIX 1

Summary of financial model and proposed permit fees for year 1 of operation.

Modelling based on increasing the existing staffing levels by approximately 50% with various roles to cover the additional works. Charge out cost includes salary, NI, pension and general overheads.

	Estimated number of Permits	Base charge out cost	Additional charge out cost	Estimated permit income	Potential Fixed Penalty Notice income
NCC proposed fees (below)	20,000	1.2m	660-680K	650K	50K

Fee levels based upon modelling of estimated numbers of permits in each fee category together with comparative studies of neighbouring Local Authorities with established schemes.

Category	Major works: Provisional Authorisation : Major Roads	Major works: Provisional Authorisation: Minor Roads	Major Works: major roads	Major works: minor roads	Standard works: major roads	Standard works: minor roads	Minor works: major roads	Minor works: minor roads	Immediate works: major roads	Immediate works: minor roads	Permit Variation: major roads	Permit Variation: minor roads
Legal maximum	£105.00	£75.00	£240.00	£150.00	£130.00	£75.00	£65.00	£45.00	£60.00	£40.00	£45.00	£35.00
NCC proposed	£70.00	£50.00	£158.00	£99.00	£86.00	£50.00	£43.00	£30.00	£40.00	£26.00	£45.00	£35.00

The legislation requires that any Authority administering a Permit Scheme publishes an Annual Report each year for the first 3 years and thereafter every 3 years that details the income and costs incurred. The costs and fees above are based on estimates and should be amended if necessary once the scheme is operational and has been assessed in an Annual Report. This analysis will ensure that the costs to income ratio is correct and that the Scheme is operating efficiently and is delivering the anticipated traffic management benefits.

4th July 2019**Agenda Item: 8****REPORT OF CORPORATE DIRECTOR, PLACE****A617 MANSFIELD ASHFIELD REGENERATION ROUTE – ROAD
WIDENING FEASIBILITY STUDY UPDATE****Purpose of the Report**

1. The purpose of this report is to:
 - provide an update on recent progress on the scheme feasibility study and to set out next steps in scheme development;
 - seek approval to notify affected parties with a view to formally safeguarding an improvement corridor.
 - seek approval for further work in preparation of completing an 'outline business case' submission at a future date.

Information

2. Members will be aware that the A617 MARR is a key access corridor from Mansfield and Ashfield to the M1 motorway and A1 trunk roads. Delays on this corridor are limiting employment growth and the uptake of serviced employment land and residential development sites already unlocked by the construction of MARR in 2004. Several business parks are located on (such as Lindhurst and Summit Park) or close to the A617 route (such as Oakham and Ransom Wood). The traffic delays therefore have significant detrimental impacts on all existing businesses using this route, as well as potential employment and housing development sites adjacent to and nearby.
3. The County Council has recently reviewed all safeguarded transport projects in the County and has prepared and published a Departmental Place Plan (published January 2018). This review and Plan sought to reinforce and reaffirm the need to improve traffic and travel conditions on the A617 corridor in Mansfield as a matter of priority.
4. At a recent Full Council meeting Members approved a Motion to consider and investigate 'dualling' the MARR to the south and east of Mansfield, i.e. the section of MARR between the A38 at Kings Mill and the A617 Rainworth Bypass (the latter which is already constructed as a dual carriageway), see Plan A attached.
5. The County Council commissioned Via East Midlands to examine the feasibility of upgrading the A617. A preliminary design for the improvement of the A617 to either a single four lane carriageway with at-grade junctions or a full dual carriageway with two level (grade separated) junctions has been completed.

Study details and findings

6. This initial piece of work was a 'high level' study, to establish if it would be feasible to widen the existing MARR and if so the likely extent of private land needed for the suggested widening and

the likely associated cost. This initial piece of work has not been informed by up to date traffic modelling and future traffic forecasting.

7. For cost effectiveness Via EM recommend that any carriageway widening is more suited on the south side of the existing MARR due to the presence of a cycle/footway and additional drainage systems which exists on the north side. Also, as the development of the Lindhurst site, which straddles part of MARR, is already under construction on the north side there may be an opportunity to widen on the south side as built development is still in the planning stage and could possibly be varied to accommodate a widened A617. It should be noted that the Lindhurst development site is one of the key development sites to the south of Mansfield which is earmarked for 1700 new houses and 21.3 hectares of new employment land to be used for class B1/B2 and B8 uses. The County Council is a landowner and member of the development consortium.
8. Via EM have considered two possible road widening scenarios;
 - As a minimum a 4 lane undivided carriageway with a 40 mph speed limit and;
 - As a maximum a full dual carriageway with split level motorway style junctions and a 70mph speed limit.
9. It should be noted that there is no specific standard layout for the proposal which is to provide 4 single lanes, however, there is an example of a recent scheme undertaken by Highways England where 4 single lanes with a speed limit of 40 mph has been implemented on the A453 Barton Lane, Clifton.
10. A preliminary design of both widening options has been completed. Further detailed design of the scheme would of course be required if the authority wished to pursue a scheme through to business case submission and delivery, and all necessary planning and statutory processes would need to be attended to.
11. The Via EM studies have shown that in engineering terms either of the two scenarios are feasible and the existing MARR route could be modified accordingly. Third party land take would be extensive if the highest standard improvement option was chosen and this would likely compromise the Lindhurst development. In so doing such a scheme is unlikely to be politically acceptable.
12. For the 4-lane undivided carriageway option the initial extent of carriageway widening needed for the proposal is 6.0m. This would allow the existing 10m wide single carriageway cross section to be modified to a proposed cross-section consisting of four 3.65m lanes. As the existing land topography varies along the proposed widening area an additional 3.0 - 4.0 metres is suggested to accommodate any undulations in the topography which may affect size of the embankments. At the NMU crossings and junctions additional private land is needed to accommodate further widening needed at these features and this would need to be established after undertaking detailed traffic modelling.
13. The comparative costs of the two schemes are:
 - 4 lane undivided carriageway £40m- £50m plus land acquisition costs
 - full dual carriageway £120m plus land acquisition costs.

Funding

14. The current cost estimates for the scheme packages range from £40m to over £120 million. Funding for schemes up to £50 million would need to be funded from central Government sources. The Government's Major Road Network (MRN) fund is one such possible funding

source. Bids for funding would have to be made at the appropriate time. For funding of scheme over £50m up to £100m (and possibly slightly over) these are currently funded from the Government's Large Local Majors (LLM) fund.

15. Funding bids for both MRN and LLM projects are made on behalf of local highway authorities by Midlands Connect, as the relevant sub national transport body. Should the County Council wish to pursue an application for funding then it will be necessary to work up a scheme to an advanced stage of readiness (ie at least preparing an outline business case) and establish support from Midlands Connect. There are likely to be many more schemes competing for priority selection by Midlands Connect than there are funds to support. In summary there can, having worked up schemes for delivery, be no guarantee that the County Council's A617 MARR widening scheme will attract funding support. In which case the cost of preparing the necessary detailed assessments falls entirely to the County Council.
16. If the County Council were subsequently successful in attracting funding support then Members should note that under the terms of the Outline Business Case (OBC), the DfT will require the County Council (Section 151 Officer) to confirm that NCC accept responsibility for meeting a minimum of 15% of the scheme cost and any costs arising from overspends. A report will be taken to a future NCC Policy Committee meeting providing a financial update and seeking approval to submit the OBC, once a preferred scheme has been approved by Committee.

Consultation

17. It is proposed to consult further with the local planning authorities, both Ashfield and Mansfield District Councils, and local landowners to establish whether it would be possible to accommodate the widening of MARR and formally safeguard a corridor for improvement in emerging Local Plan documents of the two authorities.

Other Options Considered

18. There have been two options considered for the widening of MARR this sets two possible extremes of widening to accommodate four lanes of traffic. This should enable Members to decide whether they support further investigation of one or other of these options or would like consideration of something in between.

Reason/s for Recommendation/s

19. The improvement of the A617 MARR will unlock major developments sites in this part of Nottinghamshire and will deliver significant journey time savings.
20. It is considered there is a compelling case in the public interest for progressing with highway improvement measures of MARR as this is seen as a priority corridor for improvement in the Departmental Place Strategy, and that the benefits of the scheme justify interference with private property rights.

Statutory and Policy Implications

21. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of

working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Finance Implications

22. The latest cost estimate for the package of measures is currently up to £ 50 million for a single 4 lane undivided carriageway.
23. The feasibility work undertaken to date was funded through a Policy Committee report – 12th September 2018. Should Committee approve further feasibility work on this scheme, the funding to deliver this work will be sought from suitable funding sources or a further report to Policy Committee. It is currently intended that this will be funded from an agreed pooled budget arising from Business Rate contributions.
24. A report will be taken to a future NCC Policy Committee meeting providing a financial update and seeking approval to submit the OBC.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Consider whether there are any actions it requires in relation to the recent progress on the A617 Mansfield Ashfield Regeneration Route widening engineering feasibility study and the next steps in project development as set out in this report.
- 2) Give approval to consult with the Local Planning Authorities, landowners and other key stakeholders with a view to formally safeguarding a corridor of improvement.
- 3) Approve the carrying out of further scheme assessment and preparation of a strategic outline business case for the widening of Mansfield Ashfield Regeneration Route to a minimum 4 lane carriageway standard.

Adrian Smith
Corporate Director – Place

For any enquiries about this report please contact: David Pick 0115 977 4273

Constitutional Comments (SJE – 30/05/2019)

22. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning and management of highways (including traffic management and wider transport initiatives and the development of integrated transport systems) has been delegated. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's Terms of Reference.

Financial Comments (GB 21/06/19)

23. The feasibility costs for this work totalled £20k and was fully funded from the £150k Major Infrastructure Improvement capital budget which is already approved within the Communities and Place capital programme. It is proposed that any further feasibility work is funded from the Business Rates Pool reserve.

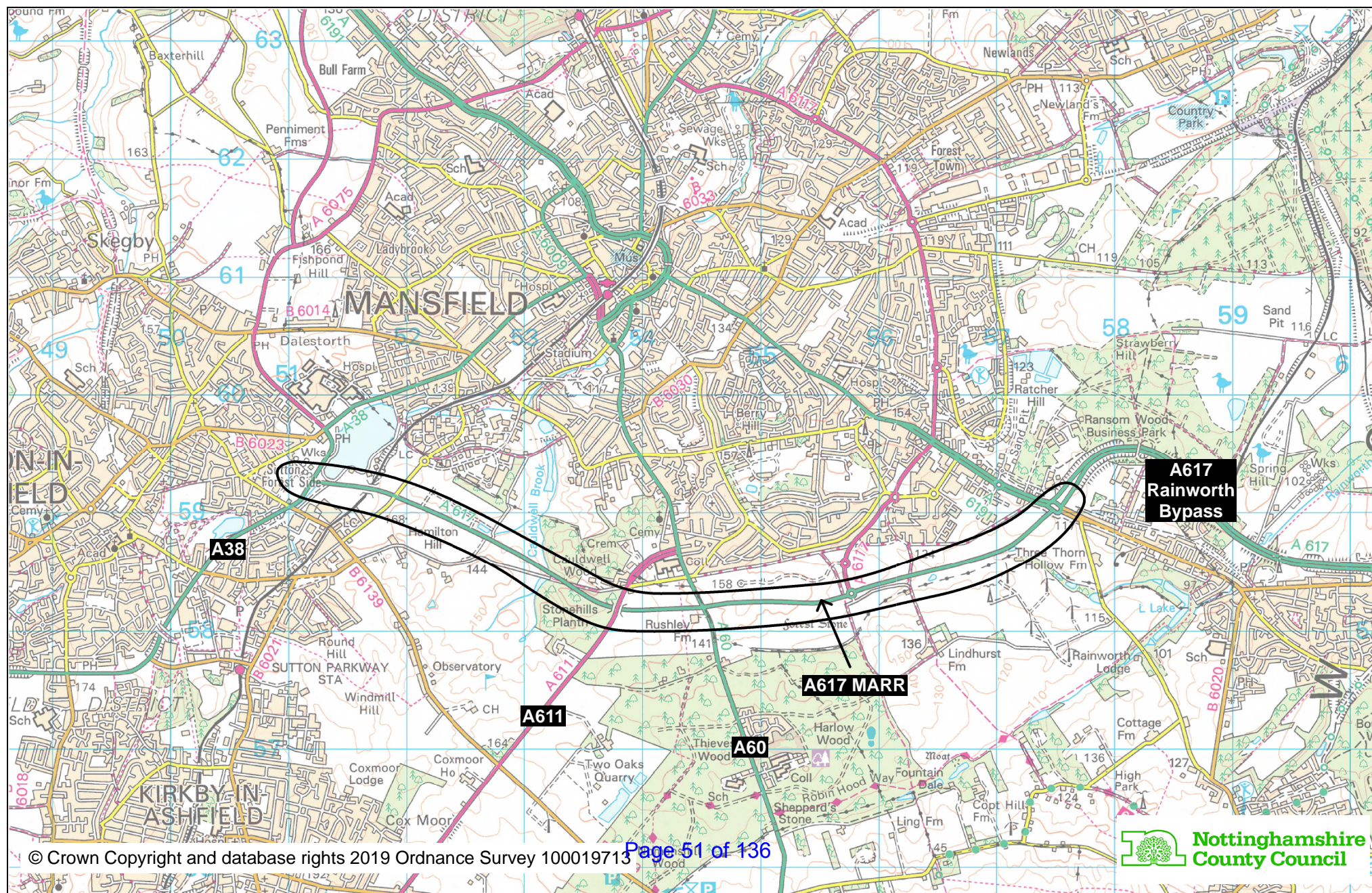
Background Papers and Published Documents

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

Electoral Division(s) and Member(s) Affected

- Andy Sissons – Mansfield South
- Stephen Garner – Mansfield South
- Martin Wright – Mansfield East
- Vaughan Hopewell – Mansfield East
- Samantha Deakin – Sutton Central and East

Plan A. Section of A617 MARR under consideration for widening



4th July 2019**Agenda Item: 9****REPORT OF CORPORATE DIRECTOR, PLACE****A611 MAJOR ROUTE NETWORK – SCHEME UPDATE AND FEASIBILITY
STUDY****Purpose of the Report**

1. The purpose of this report is to:
 - provide an update on the feasibility study undertaken to identify potential improvements to the A611 route between the M1 J27 and A60 Mansfield
 - seek approval to undertake a public consultation exercise with a view to selecting a preferred scheme for future development and safeguarding
 - seek approval for further work in preparation of completing an 'outline business case' submission at a future date.

Information

2. Members will be aware that the A608/A611 between the M1 motorway Junction 27 and the A611/A60 junction in Mansfield suffers from considerable journey time delay at both peak and inter-peak periods. The corridor provides a key link between Ashfield and Mansfield town centres and forms part of the designated 'Major Road Network' in Nottinghamshire.
3. Several business parks are located on the A608/A611 route (such as Sherwood Business Park) or close to it (such as Oakham and Ransom Wood) and this route is a vital connection to the M1 motorway from both of these districts for both businesses and residents. The route links the businesses along the Mansfield Southern Growth Corridor (MARR) to the M1 (and elsewhere). The traffic delays therefore have significant detrimental impacts on local residents, all existing businesses using this route, as well as potential employment and housing development sites adjacent to and nearby the corridor (including Lindhurst in Mansfield).
4. Following discussions at the Ashfield Regeneration Board, the three local authorities (Ashfield District, Mansfield District and Nottinghamshire County councils) determined that it would be beneficial to undertake a study of the current economic impacts of the delay along the A608/A611 study route and establish the level of any benefits that could be derived from highway improvements along the route. In so doing it would be possible to determine if there is a strong business case for such transport improvements. Transport consultants AECOM were commissioned to undertake a transport study.
5. The A608/A611 corridor study area identifying the 11 junctions that were studied in detail is shown on plan A. It should be noted that the M1 (Junction 27) itself is not part of the study as Highways England (HE) is examining the capacity of this junction and separately promoting an improvement scheme.

Study details and findings

6. The purpose of this section is to provide Members with details of the study which aimed to:
 - value the current economic impacts (social costs) of the journey time delay along the study route
 - identify potential options along the study route to improve journey times
 - test the potential options to determine if they would offer sufficient economic value to warrant further development
 - develop a strategic business case for the potential options or packages of options.
7. The baseline conditions along the route corridor were examined using traffic count and journey time data specifically collected for the study. The value of the travel time delays at each junction has been calculated using detailed junction models and an assessment of their operational performance. The travel time delay has been monetised using Department for Transport (DfT) values of time by different vehicle classes. The baseline study results calculated that the cost of delays along the A608/A611 corridor amount to £14m per year to society.
8. Having established the capacity limitations of each junction a range of options to improve the carrying capacity of each junction was considered by AECOM. This involved consideration of a range of options involving different scales of intervention. Four alternative packages of junction improvement options were identified:
 - scheme options that are wholly contained within the confines of the existing highway boundary (termed package 1)
 - scheme options which needed land acquisition outside of the highway boundary but involving only minor strip widening (package 2)
 - scheme options where more significant land acquisition outside the highway boundary (including potential demolition of buildings) is required (package 3)
 - provision of an Annesley Bypass and associated A611 corridor improvement works (package 4).
9. It was determined that, given the limited scope of improvement that it would provide, package 1 would not be progressed any further as such a package of options would not deliver the stated project objectives.
10. The estimated likely costs, the monetised benefits, and consequently the benefit to cost ratio of each of the remaining packages (2-4) were calculated and are shown in the table below. It should, however, be noted that the improvements used to estimate these cost and benefits are based on very preliminary alignments and designs. The scheme design, and therefore the 'Benefit to Cost ratio' calculations, are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. These calculations are therefore likely to change as they are informed by the proposed public consultation and further detailed design.

Benefit to Cost ratio calculations – based on core growth figures

Option	Costs (at present values)	Benefits (at present values)	Benefit Cost Ratio
Package 2	£44m	£513m	11.7
Package 3	£51m	£503m	9.9
Package 4	£80m	£557m	7.0

11. Given the figures reported in paragraph 10 it is clear that the rate of return on investment is significant for all packages, and even though some of the costs need to be confirmed (as schemes are developed further) the benefit to cost ratios exceed the DfT figure of 2 which is

seen as the minimum to attract external funding support. As such there appears to be a justification to undertake additional assessments on a preferred scheme package, should such an option be considered deliverable and a priority by the County Council.

12. At first glance it would appear that the cheapest package (package 2) generates the best rate of return and should automatically be selected as the preferred option package but that is not the only consideration. There are greater total scheme benefits arising from the package that includes a relief road for Annesley (package 4) and this would reduce the severance and direct impact on properties and businesses with frontages on the A611. Therefore, it would be premature to dismiss the bypass option despite its far higher construction cost; and it is proposed to consult further on all the package options listed above before reporting back to Committee with a preferred scheme recommendation.

Funding

13. The current cost estimates for the scheme packages range from £44m to over £80m. Funding for schemes up to £50m would need to be funded from central Government sources and the Government's Major Road Network (MRN) fund is one other such possible funding source. Funding of schemes over £50m and up to £100m are currently funded from the Government's Large Local Majors (LLM) fund. Bids for funding would have to be made at the appropriate time.
14. Funding bids for both MRN and LLM projects are made on behalf of local highway authorities by Midlands Connect as the relevant national transport body. Should the County Council wish to pursue an application for funding then it will be necessary to develop a scheme to an advanced stage of readiness (i.e. at least preparing an outline business case) and establish support from Midlands Connect. There are likely to be many more schemes competing for priority selection by Midlands Connect than there are funds to support. In summary there can, having worked up schemes for delivery, be no guarantee that the County Council's A608/A611 schemes will attract funding support. In which case the cost of preparing the necessary detailed assessments falls entirely to the County Council.
15. If the County Council were successful in attracting funding support then Members should note that under the terms of the outline business case, the Government (DfT) will require the County Council (Section 151 Officer) to confirm that NCC accept responsibility for meeting a minimum of 15% of the scheme cost and any costs arising from overspends. Subject to approval of this report, a report will be presented to a future Policy Committee meeting providing a financial update and seeking approval to submit the outline business case once a preferred scheme package has been selected.

Consultation

16. Subject to approval of this report, a number of consultation events will be planned for Autumn 2019. These public exhibitions will be the main element of the consultation strategy in showcasing the potential corridor wide packages of measures. Members of the public will have the opportunity to make comments and discuss any issues with members of the project team. Leaflets will be distributed to properties near the A608/A611 corridor informing people of the consultation dates and a webpage will also be set up allowing easy access to view the latest scheme plans.

Other Options Considered

17. There have been numerous options considered for each junction and extensive traffic modelling has been undertaken to assist in the decision-making process. An Options Assessment Report has been prepared by traffic consultants and this is listed as a background paper.

Reason/s for Recommendation/s

18. The improvements to the A608/A611 will unlock major developments sites in this part of Nottinghamshire and will deliver significant journey time savings. It is considered there is a compelling case in the public interest for progressing a package of highway improvement measures in the A608/A611 corridor as this is seen as a priority corridor for improvement in the Departmental Place Strategy, and that the benefits of the A608/A611 scheme justify interference with private property rights.

Statutory and Policy Implications

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

Finance Implications

20. The latest cost estimate for the package of measures is currently in the range of £44m to £80m but it should be noted that these costs will need to be reviewed and confirmed as the scheme options are developed further.
21. The feasibility work undertaken to date was funded through a successful bid for funding from the Nottinghamshire Productivity Development Fund; and contributions by Nottinghamshire County, Ashfield District and Mansfield District councils. Should Committee approve further feasibility work on this scheme, the funding to deliver this work will be sought from similar sources. It is currently intended that this will be funded from an agreed pooled budget arising from Business Rate contributions.
22. Subject to approval of this report, a report will be presented to a future Policy Committee meeting providing a financial update and seeking approval to submit the outline business case once a preferred scheme package has been selected.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Approve the update on the A608/A611 corridor feasibility study and the next steps in project development as set out in this report
- 2) Approve public consultation (and the carrying out of any appropriate associated publicity) on the scheme options and, following the consultation, present a report on a preferred scheme for consideration at a future Committee meeting

Adrian Smith
Corporate Director – Place

Constitutional Comments (SJE – 30/05/2019)

23. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning and management of highways (including traffic management and wider transport initiatives and the development of integrated transport systems) has been delegated.

Financial Comments (GB 21/06/2019)

24. As stated in paragraphs 20-22 in the report and pending approval to proceed: Cost estimates of £44m to £80m will be reviewed and confirmed with development of scheme options and any match funding requirements will need to progress through the usual capital approval processes; Feasibility costs totalling £69,000 have been funded from the approved 2019/20 Integrated Transport Measures line in the capital programme which totals £7.1m. This budget is made up of NCC borrowing and contributions from external partners. It is proposed that any further feasibility work is funded from the Business Rates Pool reserve; and an outline business case will provide a financial update on the preferred scheme package once selected.

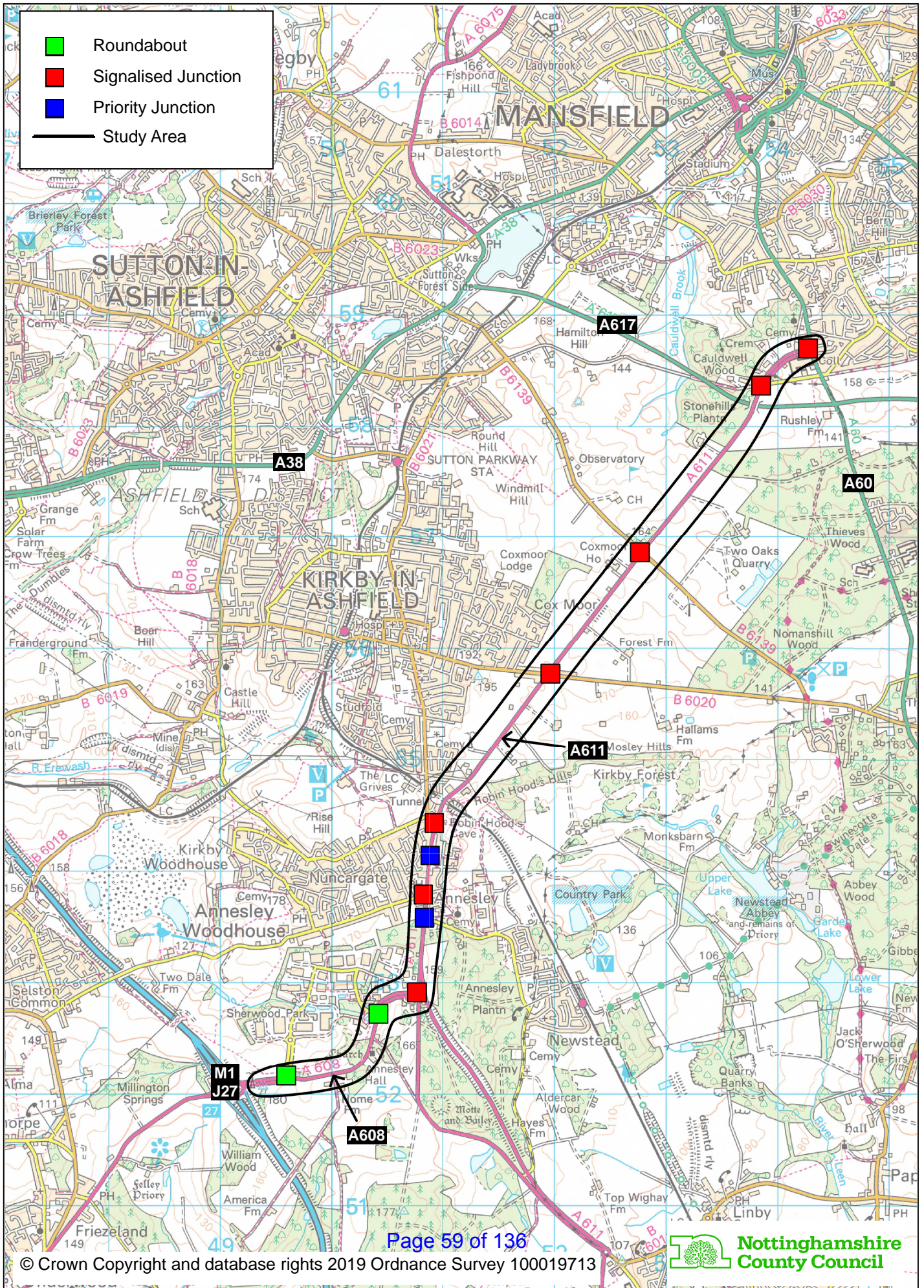
Background Papers and Published Documents

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

Electoral Division(s) and Member(s) Affected

- Rachel Madden – Kirkby South
- John Knight – Kirkby North
- Samantha Deakin – Sutton Central and East
- Stephen Garner – Mansfield South

Plan A. A608/A611 Corridor Study - Junction Locations



4 July 2019**Agenda Item:10****REPORT OF CORPORATE DIRECTOR, PLACE****GEDLING ACCESS ROAD – PROGRESS REPORT****Purpose of the Report**

1. To inform the Committee of progress on the Gedling Access Road.
2. Approve the County Council entering into Contract with Balfour Beatty to deliver the Gedling Access Road and a requirement that a further report is brought to a future Committee meeting confirming final target costs prior to the formal contractual instruction being given to commence works on site.

Information

3. The Gedling Access Road (GAR) is a new highway which will be a classified road from the B684 Mapperley Plains in a south-easterly direction for a distance of 3.8 km to its junction with the A612 at Trent Valley Road / Nottingham Road. The attached drawing GAR/NCCL01 Rev A shows the route of the GAR.
4. There has been a number of reports provided to relevant committees on the GAR for both approvals and endorsing, these are listed as background papers.
5. The primary objective of the GAR is that it will enable the sustainable redevelopment of the former Gedling Colliery / Chase Farm site and adjoining land for mixed-use purposes by providing safe and adequate access to the proposed residential, employment and community related uses envisaged for these sites.
6. The secondary objective of the GAR is that it will also provide a 'bypass' link to the east of Gedling, with the wider road network and consequently Nottingham City Centre. The construction of GAR will have positive impacts to the transport network by improving connectivity of the local road network and reducing traffic flows along the A6211 Arnold Lane / Main Road corridor thereby reducing traffic congestion in Gedling Village. Such roads are at present either at, or nearing, capacity and therefore provide neither a safe nor a pleasant environment for both local residents and drivers.
7. The transport user benefit appraisal for GAR indicates that journey time savings and other safety and efficiency benefits are worth at least £73 million (Present Value of Benefits) and this generates a benefit to cost ratio (BCR) of 2.4 against the total scheme costs (Present Value of Costs). The economic case submitted as part of the Full Business Case to the D2N2 Local Enterprise Partnership (LEP) has passed independent assessment.
8. It is considered that there is a robust case for the GAR, and subject to statutory procedures being successfully confirmed, the GAR will be delivered in advance of

Keepmoat Homes reaching the limit of 315 dwellings on the former Gedling Colliery site permitted without the GAR.

9. The last scheme update for GAR was provided to the Finance and Major Projects Committee meeting on 14 January 2019. This report is intended to give an update of work completed since the previous report including:
 - Compulsory Purchase Order and Side Roads Order;
 - Finance and Procurement; and
 - Timeline.
10. The work completed and progress to date reflects the complexities and the many interdependencies associated with the delivery of major projects.

Compulsory Purchase Order and Side Road Orders

11. The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018 (SRO) and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 (CPO) (the SRO and CPO together being the Orders) were made by the County Council on the 25 October 2018.
12. Statutory notices were published in the local press and these, together with supporting documentation, were sent to all affected parties as detailed in the Schedule to the CPO. Complete sets of all Order documentation were also placed on deposit in four local libraries and at County Hall, as part of the prescribed statutory process. A 6-week period within which affected or interested parties could make representations in objection to the Orders expired on the 21 December 2018. The information that was published in the statutory notices and served on affected or interested parties explained how an objection to the proposals can be lodged with the Secretary of State for Transport. The objection period was the minimum period required by the statutory process governing SRO.
13. The Order Land has a total area of approximately 38ha, comprising 31.4ha for which title to the land is required to deliver GAR and 6.6ha is land over which rights are required. There are currently 19 plots of land held freehold by 13 landowners with the remaining land is in public-sector ownership. Over 18ha (57%) of the 31.4ha is classified solely as agricultural land. Other significant classifications of land include 3.5ha of wooded area, 1.7ha of existing public highway, 1.8ha of disused quarry and 2.1ha of the Country Park.
14. All objections to the Orders were required to be submitted through the National Transport Casework Team (NTCT) at the Department for Transport (DfT). The NTCT advised the County Council that in total nine objections had been received to the Orders and confirmed that the Relevant Date for the purposes of the Secretary of State's process of determination of the Orders was 7 January 2019. The objectors were:
 - Cadent Gas Limited (Cadent);
 - Western Power Distribution Limited (WPD);
 - Alkane Energy UK Limited (Alkane);
 - Midlands Land Portfolio Limited (Midlands Land);
 - Jigsaw Homes Limited (Jigsaw);
 - Mr Christopher Reckless (Mr Reckless);
 - Mr Carl Walker (Mr Walker);

- Mr David Prince and Mrs Pamela Prince (Mr and Mrs Prince); and
 - Openreach (non-statutory objection).
15. In response to the objections received, the County Council on 18 February 2019 prepared and submitted the Statement of Case to the Inquiry in its capacity as acquiring authority pursuant to Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 (2007/3617). Copies of the Statement of Case were served on all objections and interested parties. Copies of the Statement of Case were also placed on deposit at County Hall and at four local libraries.
 16. Representations were made by local residents and Lambley Parish Council regarding the closure of Lambley Lane referred to in the Order documentation. The close is not a provision of the SRO and would be facilitated by a separate, temporary traffic management regulation order which would be made by the Council as Local Highway Authority. The County Council is aware of concerns raised by local residents and businesses and is committed to ensuring that any disruption is kept to a minimum. Further work will be undertaken as part of the programming of the construction for the GAR to consider how the earthworks can be managed to minimise the length of time required for any road closures taking into account local concerns and ensuring that the construction activities are carried out safely.
 17. The NTCT on 26 February 2019 advised the County Council that Inspector J Wilde had been appointed to open the Inquiry at 10am on Tuesday 11 June 2019 with an expected duration of 5 days at St Georges Centre, 91 Victoria Road, Netherfield, Nottingham. NG4 2NN.
 18. In accordance with the prescribed dates set by statutory instruments governing the CPO Inquiry process, the County Council's evidence was prepared and submitted to the Inspector on 21 May 2019. At the time of submitting evidence there were five outstanding objections these being WPD, Midlands Land, Jigsaw, Reckless and Cadent.
 19. The remaining objections were all withdrawn in advance of the Inquiry being formally opened. Accordingly, the Planning Inspector confirmed that all the statutory objections had been satisfactorily resolved and therefore decided there was no need to proceed with the Public Inquiry. It is expected that this will enable a positive decision to be issued that will enable the Orders to be confirmed.
 20. The NTCT have advised the County Council to expect to receive a decision letter within 10 weeks of the associated Section 19 Certificate being issued by the Secretary of State. The Section 19 Certificate is required as common land on the periphery of the County Park is included in the Orders. This has been formally sought by NCC as part of the Order process and a follow-up has been sent to the DfT seeking an update.
 21. Following the confirmation of a CPO there are a number of methods available to the County Council as acquiring authority to purchase land and gain access to land required to deliver GAR, these are as follows:
 - By agreement;
 - Following a Notice to Treat/Notice of Entry;
 - By a General Vesting Declaration (GVD); and
 - By procedures for acquiring "short tenancies" (e.g. by exercise of landlord and tenant powers once superior interest in land acquired).

22. The method adopted will vary depending upon the status of negotiations on specific land plots and negotiations have been ongoing with affected landowners in parallel to the formal Orders. Acquisitions of land required to deliver GAR has been completed on land at Glebe Farm on Lambley Lane and at a property on Whitworth Drive. Acquisition by agreement is continuing with landowners affected by the GAR with conveyancing either progressing or due to commence on other interests, and agreements 'in principle' on others. Where land is not secured by agreement compensation will be paid in accordance with the Compensation Code and those affected kept up to date as the legal process progresses.
23. NCC will continue to work with those affected as the projects moves forward.

Finance and Procurement

24. The funding package and scheme costs previously reported is considered still to be valid, scheme costs will be updated through the procurement method described in this report. The funding package required to deliver GAR totals £40.899 million.
25. The chosen procurement route for the construction works for the GAR has been through the Midlands Highways Alliance (MHA) Medium Schemes Framework (MSF) of which NCC is a member. Via EM had been working with a contractor under the framework but unfortunately it was not possible to reach a point to enter into contract prior to the expiry of MSF2 in June 2018.
26. Its replacement MSF3 is available to use and the County Council following due process has selected Balfour Beatty as its framework contractor to deliver GAR.
27. Using the framework helps to reduce procurement costs and gives greater flexibility over the timings of construction compared to a traditional tender route. However, the major benefit of the framework is that it enables a significant period of Early Contract Involvement (ECI) with a Framework Contractor. This is a collaborative approach and key benefits include enabling the contractor to input into the design process, key suppliers and sub-contractors being involved in decisions at an early stage, carry out value engineering, assist in the management of risk and fix a target price for the works.
28. Via EM on behalf of NCC have successfully used the MSF2 framework to deliver other major highway projects including the Hucknall Town Centre Improvement Scheme (contract value £8.5 million) and Hucknall Rolls Royce (£3.1 million). This has provided experience and knowledge of working with NEC contracts and in particular the target cost option. The same teams working on the GAR have experience gained in preparing the works information and contract documentation for the GAR.
29. The report approved by Finance and Property Committee on 19 September 2016 detailed the financial implications for the GAR, this included information that under terms of the grant funding agreement including the full business case to D2N2 the County Council, will need to accept responsibility for meeting any costs over and above the contributions in the current funding agreements.
30. At the Communities and Place Committee meeting on 8 March 2018 approval was given to the Corporate Director Place to have delegated authority to negotiate and approve final

terms of the contract as necessary, and authorise the Council entering into a contract to construct the Gedling Access Road.

31. MSF3 uses Option C (Target Cost) from the NEC4 Engineering and Construction Contract, and a scoping document has been agreed within the project budgets that will enable the Contract to be entered into and for the ECI to formally commence.
32. The contract provision requires a formal project instruction to be issued to the Contractor to move to the construction phase, providing a further opportunity for the County Council to seek formal committee approval and ensure that the final agreed target costs are within the funding available. Based on work completed to date it is considered that this will be within previous estimates and the project budget.
33. If the target price is less than current estimates, then it reduces the risk of costs being incurred above the current contributions. In the case of the target cost being above current scheme estimates then through the robust project governance arrangements this information would be taken to partners to seek additional contributions and a subsequent report brought to the appropriate committee to advise on the next steps required to deliver the project.
34. The target cost is not yet set and is subject to detailed review and discussion. However, based on work completed to date it is considered that this will be within previous estimates.
35. Confirmation of the Orders and entering into Contract will enable NCC to formally seek approval from D2N2 of the Full Business Case for the GAR, it is anticipated that this will be done in the Autumn in advance of the main construction works starting onsite.

Timeline

36. The delivery timescales for GAR are challenging reflecting the complexities of delivering a large infrastructure project with a range of landowners, funding streams, and ecology and engineering issues in relation to a former colliery site.
37. The setting of the Public Inquiry defined the timescales for delivery of GAR and subject to confirmation of the Orders it is being planned for the main construction works to commence in January 2020 with site mobilisation in December 2019 and the road open to traffic during 2021.
38. Significant investment has already been made with diversions to utility apparatus being undertaken and the completion of the first phase of advanced drainage works in 2018.
39. Ecology mitigation construction works started on 15 April 2019, this consisted of constructing a bat house on land at Glebe Farm, Lambley Lane that is required to mitigate the loss of the derelict buildings at this location. The derelict buildings are used as a daytime and maternity roost for bats that are a protected species. A European Protected Species (EPS) license has been applied for and granted from Natural England. Demolition has been completed on 3 out of 4 of the main buildings, the remaining will be demolished this Autumn as this building is the one used as a maternity roost for bats and the EPS licence prevents NCC from undertaking demolition until that time.

40. Drainage works are due to commence in August 2019 for 4 months that will see a new culvert installed enabling the Ouse Dyke to be diverted as part of the GAR. This work has to be done in advance of the main earthworks to construct GAR.
41. Site clearance works will also be planned for this Autumn after the bird nesting season, this will facilitate the start of main construction works later in the year.
42. Further information to allow discharge of planning conditions has been submitted to Gedling Borough Council (GBC) which is obliged to consult on this under the planning permission granted. This provides an opportunity for interested parties to comment on the details and this will be considered at a future GBC Planning Committee meeting. The discharge of these planning conditions will enable advanced site clearance works to be undertaken this Autumn in advance of the main contract. The planning conditions that require public consultation are as follows:
- 4 and 5 – Traffic and Pedestrians Movement for Phases 1 and 2 (note it is now being built as a single phase);
 - 6 – Public Transport Strategy;
 - 7 – Temporary Lighting;
 - 11 – Highway Design Code;
 - 12 – Arboricultural Impact Assessment & Tree Constraints Plan;
 - 13 – Landscape Plan; and
 - 15 – Noise Monitoring.
43. Where applicable, discussions have taken place with key stakeholders and it is considered that any reasonable comments or concerns raised through the public consultation can be incorporated within the Scheme proposals, if required.
44. Further opportunities are being considered to ensure that critical tasks are completed to help reduce the risk to delivery and to keep within an 18 month build programme. The County Council is using its best endeavours to deliver this project as soon as possible.
45. NCC has a dedicated webpage (www.nottinghamshire.gov.uk/GAR) associated with the GAR and this provides links to all partner sites. There have been various press releases providing further opportunity for the community and stakeholders to be kept information with progress and key milestones, these are shared through social media platforms and in the local press. This is in addition to some specific links that have been retained with affected local residents or business owners.

Other Options Considered

46. There have been numerous options surrounding the alignment and route details which have been considered through the design and planning process. A collaborative approach has been taken to the project and key partners have met regularly throughout the planning process and this has been formalised into revised governance arrangements for the Gedling Housing Zone delivery. Extensive consultation has been undertaken on the GAR.
47. The detail in each legal agreement has been through various iterations as a result of ongoing negotiations and is designed to reflect the interdependencies between the projects and meet the needs of all parties, whilst meeting all relevant financial and legal

requirements. For NCC this has been done to protect the authority and minimise risk through pre-requisites that have to be met and link with key milestones to provide project assurance as the project develops.

Reason/s for Recommendation/s

48. The GAR will enable a key development site to be realised and unlock much needed development land. The former Gedling Colliery / Chase Farm site was identified as an area of future housing development in the Aligned Core Strategy (ACS), as it is a key strategic site on the urban edge of Nottingham and viewed as a priority for GBC, referenced with the Local Development Plan 2018. The site has a status of strategic location.
49. The delivery of GAR will also complete the long-awaited bypass of Gedling village and achieve strategic transport objectives in keeping with the third Nottinghamshire Local Transport Plan (2011-2026).

Statutory and Policy Implications

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

Finance Implications

51. The delivery of both the GAR and Gedling Colliery development are linked as a result of the complex funding arrangements as previously reported.
52. NCC will ensure that all conditionality aspects are addressed before the CPO is implemented and substantial liability under construction contracts is triggered. Before the Secretary of State can confirm any CPO required, they themselves must first be satisfied that the GAR scheme is fully funded.
53. Based on current scheme estimates and work previously undertaken the GAR is deliverable with sufficient funding streams to cover anticipated costs. Under the terms of the grant funding agreements including the full business case submission to D2N2 LEP, the County Council will also need to accept responsibility for meeting any costs over and above the current contributions through the D2N2, CIL and from the developer. This is the current view and understanding from partners. Details of the risk of a shortfall and the need to be underwritten by the County Council were also included and approved in the Finance and Property Committee meeting on 24 March 2014.
54. The funding stream contributed to by each development partner is as follows:
- Land and Enabling Works
 - HCA - £7.17 million;
 - Construction (including design)
 - NCC Capital - £5.4 million;

- D2N2 - £10.8 million (outline business case approval obtained; full approval required as discussed below);
- Housing Developer (Keepmoat) - £17 million including Community Infrastructure Levy (CIL) liabilities of £4.488 million via GBC;
- Section 106 contributions - £0.529 million (£0.436 from Teal Close development).
- Total: £40.899 million

55. The current costs are shown in Table 1, as follows:

Table 1: Current Costs

Costs (millions)	Comments
£26.427	Construction costs (2016 prices)
£1.581	Diversion works to services during main construction works
£0.273	Diversion works to services outside of main construction works (including diversion of gas services already done on Arnold Lane)
£28.281	Construction Total
£1.755	Inflation (assumed 7.35%) – based on current BCIS All In Tender Prices
£0.061	Advanced Works
£1.273	Contingencies (5%) on construction costs and services during construction
£0.478	Testing (2%) including ground investigation works
£2.051	Design, Project Management and Site Supervision
£33.899	Design and Construction Total
£7.000	Land & Rights Acquisition, Compulsory Purchase Order, compensation (including blight and Part 1 claims) and costs relating to Unilateral Undertaking
£40.899	TOTAL PROJECT COSTS

56. By utilising the procurement methods identified an opportunity is provided for the project team to engage and work collaboratively with a preferred contractor to carry out value engineering and fix a target price. If the target price is less than current estimates, then it reduces the risk of costs being incurred above the current contributions. In the case of the target cost being above current scheme estimates then through the robust project governance arrangements this information would be taken to partners to seek additional contributions and a subsequent report brought to the appropriate committee to advise on the next steps required to deliver the project.
57. Under the terms of the Escrow Account, NCC can drawdown the full value of funds available if required. This will require NCC to include provision in future year's budgets of £0.922 million in 2023 and £2.34 million in 2026 to facilitate repayment into the Escrow Account. This will be balanced by an income in the same financial years from GBC under the terms of the CIL funding agreement between the two authorities.
58. The Payment and Escrow Account and Deed of Agreement between NCC and GBC related to CIL payments only become active and funding eligible to be withdrawn once contracts are in place to deliver the road. Contracts to deliver GAR also require all necessary permanent and temporary access rights to land either through negotiation or via confirmation of the Orders.

59. Confirmation of the Orders and entering into Contract will enable NCC to formally seek approval from D2N2 of the Full Business Case for the GAR, it is anticipated that this will be done in the Autumn in advance of the main construction works starting onsite.
60. Costs will be updated as target prices are agreed with contractors that enables further validation to be undertaken to demonstrate that the Scheme offers value for money and is viable.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Endorse the update on the current progress of the GAR as contained in this report.
- 2) Approve the County Council entering into Contract with Balfour Beatty to deliver the Gedling Access Road and a requirement that a further report is brought to a future Committee meeting confirming final target costs prior to the formal contractual instruction being given to commence works on site.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Mike Barnett 0115 977 3118

Constitutional Comments (SJE – 30/05/2019)

61. Communities & Place Committee is the appropriate body to consider the content of this report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's Terms of Reference.

Financial Comments (GB - 31/05/2019)

62. The capital budget of £40.899m is already approved within the Communities and Place capital budget. Paragraph 52 sets out that the Council will need to accept responsibility for meeting costs over and above the approved budget.

Background Papers and Published Documents

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

- The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018 and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 – Available at:
www.nottinghamshire.gov.uk/GAR

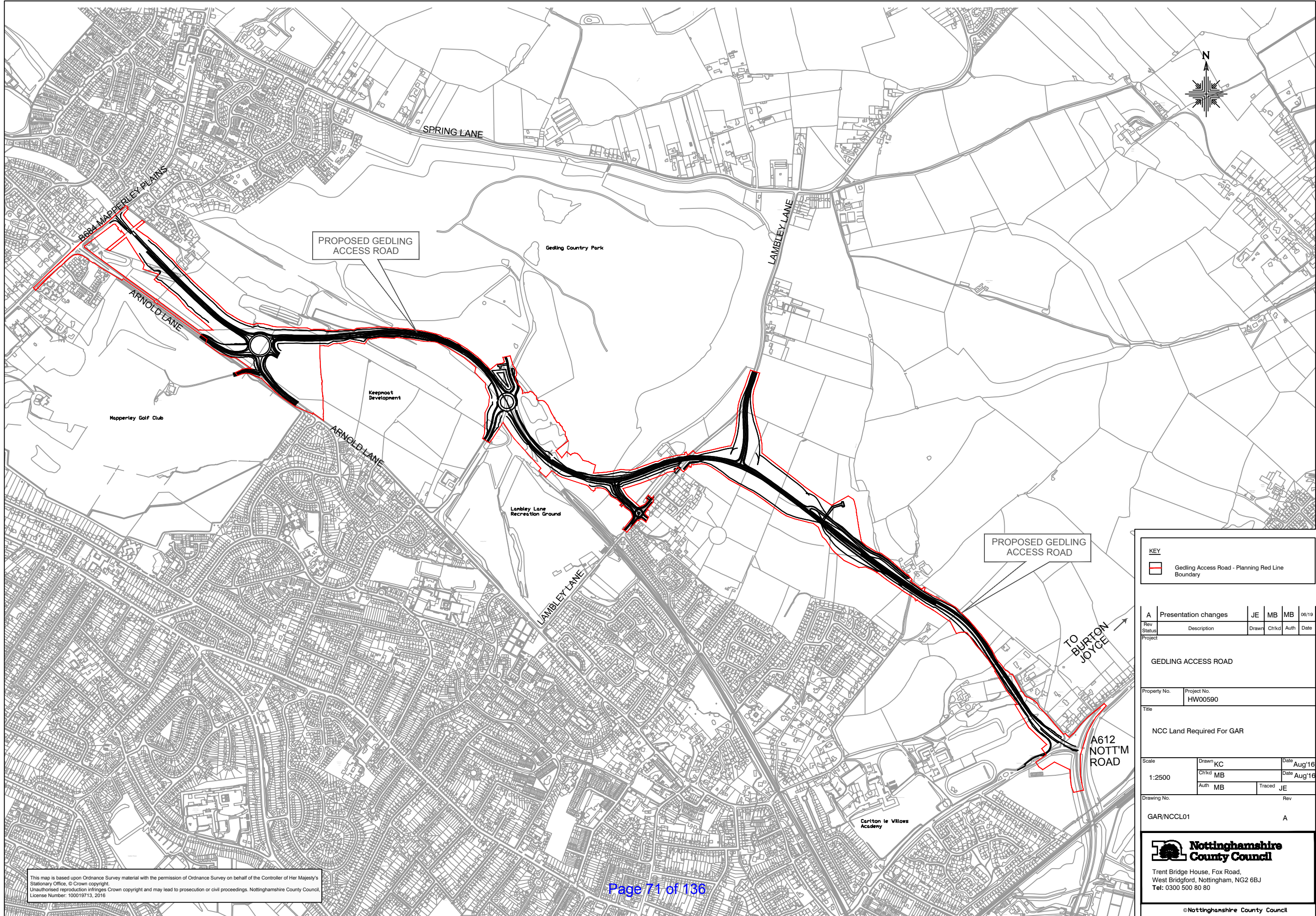
The Order can be found on the above link, together with the statement of case, proof of evidence and core documents produced for the Public Inquiry

- Finance and Major Project Committee Report dated 14 February 2019
Gedling Access Road – Update Report

- Communities and Place Committee Reported dated 8 March 2018 – Scheme Update
- Transport and Highways Committee Report dated 16 March 2017
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Finance and Property Committee Report dated 19 September 2016
Gedling Access Road - Scheme Update and Funding Agreement
- Transport and Highways Committee Report dated 21 September 2016
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Greater Nottingham (Broxtowe Borough, Gedling Borough, Nottingham City) – Aligned Core Strategies Part 1 Local Plan – Adopted September 2014
- Finance and Property Committee Report dated 24 March 2014
Gedling Access Road, Scheme Development and Funding Agreements
- Report to County Council dated 27 February 2014
Capital Programme 2014/15 to 2017/18
- D2N2 Local Growth Fund – Local Assurance Framework – Available at:
http://www.d2n2lep.org/write/Local_Assurance_Framework_final_version.pdf

Electoral Division(s) and Member(s) Affected

- | | |
|----------------|---|
| • Arnold North | Councillors Pauline Allan and Michael Payne |
| • Arnold South | Councillors John Clarke and Muriel Weisz |
| • Carlton East | Councillors Nicki Brooks |
| • Carlton West | Councillors Errol Henry and Jim Creamer |
| • Calverton | Councillor Boyd Elliott |
| • Newstead | Councillor Christopher Barnfather |




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KEY

 Gedling Access Road - Planning Red Line Boundary

A	Presentation changes	JE	MB	MB	06/19
Rev	Description	Drawn	Chkd	Auth	Date
Project					
GEDLING ACCESS ROAD					
Property No.	Project No.				
	HW00590				
Title					
NCC Land Required For GAR					
Scale	Drawn	KC	Date	Aug'16	
1:2500	Chkd	MB	Date	Aug'16	
	Auth	MB	Traced	JE	
Drawing No.		Rev			
GAR/NCCL01		A			



**Nottinghamshire
County Council**

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REPORT OF CORPORATE DIRECTOR, PLACE**LOCAL BUS UPDATE AND BUS STRATEGY****Purpose of the Report**

1. That members note information related to local bus support to connect Nottinghamshire communities to employment, training, health and leisure facilities, and the opportunities afforded by the Abbey Road fleet relocation
2. To seek approval to develop alternative local bus pilots, including Demand Responsive Transport, Interconnect and Taxibus to maintain and improve access to employment and other important destinations for residents.
3. To seek approval for the development of a Bus Strategy to guide future investment in local bus and infrastructure.

Background Information

4. Since the 1985 Transport Act all buses outside London operate in a deregulated environment. Subsequent Acts in 2000, 2008 and the Bus Act 2017 have enabled all authorities to pursue de-regulation but to date no council has done so. Rather, councils have chosen instead to develop Quality Bus Partnership agreements.
5. The County Council has a statutory duty to consider the introduction of bus services where commercial services are withdrawn but has no obligation to provide them. The Council can also introduce service enhancements relating to frequency or kickstart new services, but the majority of the financial risk must be borne by the commercial operators. The current budget for local bus support is £3.9m which supports over 60 contracts as outlined in Appendix A and graphically illustrated in Appendix B. The County Council also directly delivers local bus services through our own fleet.
6. The Council's fleet vehicles are currently located across the County with the main depot located at Abbey Road, West Bridgford. Alternative locations for this depot are currently being explored which may offer further options to integrate routes and also provide a suitable base for the Council's electric buses.
7. Many of the supported bus services operate between A and B on a fixed route. These bus services are split between different journey purposes, such as:-
 - *Peak hour journeys to get people to and from work.*
 - o Service 1/6/16a early morning journeys in the Mansfield area

- Services 1/2/3 early morning journeys in the Newark area
 - Service 354 peak hour service between Bingham and Newark
 - *Peak and Off-peak journeys to get people to college and training*
 - Service 190 Tuxford – Dunham- Retford
 - Service 195 Gainsborough – Retford
 - *Off Peak journeys to access health facilities i.e. GP Surgeries and Hospitals*
 - Service 339 Tuxford – North Muskham
 - Services 21/25 Worksop – Harworth – Doncaster
 - *Off peak Leisure and shopping journeys to Town centres and recreational opportunities*
 - Service 108 Worksop Town Service
 - Services 100 – Nottingham – Lowdham – Southwell
 - Service 417 Sutton Town Service
8. Increasingly many fixed routes, especially in rural areas, have struggled commercially and have become financially unsustainable. Therefore, the County Council has introduced some semi fixed and Demand Responsive Transport (DRT) routes where the services only operate part or all of the route if customers have requested it. Currently a number of services operate in this way, such as:
- Service 190: Tuxford- Dunham- Retford Tuxford Village link phoneabus
 - Service 335: Retford- New Ollerton – Norwell - Caunton - Newark
9. In Nottinghamshire the total number of passenger journeys by bus is 27.21m per annum. Of this total 1.8m passenger journeys are carried out on County Council Supported services. In terms of accessibility, 83% of households are within 800 metres/10 minutes' walk of a bus stop with at least an hourly bus service on weekdays.
10. National annual surveys to measure overall passenger satisfaction rates have consistently ranked Nottinghamshire first in England, with the local bus companies (NCT, Trentbarton and Stagecoach) amongst the top five operators in the Country¹

Transport Review

11. As part of the Place Strategy a comprehensive review of current local bus provision commissioned and delivered by the County Council has been undertaken.
12. As part of that review, officers have considered alternative ways to commission local bus services to deliver efficiencies and saving whilst maintaining and, where possible, improving levels of accessibility to employment and other important destinations. Officers have also considered ways to secure and maximise external income from Planning Obligations and other sources to support the Council's growth and innovation agenda.
13. From this review, alternative delivery arrangements for local bus provision have been considered, based upon proven concepts that can deliver positive outcomes for residents. These include:-
14. **Taxibus** is a pre-booked taxi or minibus service which only runs when it is needed on a demand responsive principle. The cost of a Taxibus is no more than a normal bus fare and concessionary passes are valid for use after 9.30am. This approach is currently used in Leicestershire.

15. **Demand Responsive Transport (DRT)** is a combination of a bus service and a taxi service. The destinations are fixed but the trips are booked like those of a taxi. DRT offers an affordable service for residents in areas which are too costly to serve by conventional buses.
16. In Suffolk for example, Community Transport operators play a key role in connecting people to main line bus and train services. Similar models also operate in parts of Leicestershire.
17. Elsewhere, mainline bus operators in Lincolnshire have been straightening out bus routes to improve journey time, improve reliability and reduce costs to drive up patronage. Stagecoach, in partnership with Lincolnshire County Council, has co-developed the Interconnect Network which is a series of routes that feed into Interchange hubs on the main corridors. It has been well received by passengers, and improved accessibility to desired destinations. Integrated ticketing is also in place to make the services affordable and easy to use. There are currently a number of services which inter-connect in this way in Nottinghamshire:-
 - Service 339 connects with service 37 at North Muskham & Sutton on Trent
 - Service 833 connects with service 33 at Cropwell Bishop (new from 28th May 2019)
18. From this research there will be a number of further pilots building on the DRT and Interconnect work to shape future investment; as there will be different solutions for different areas as one size will most certainly not fit all. Any prospective changes as part of the review will be co-developed with the communities served through a consultation process similar to the one carried out in 2013. This will involve roadshows, Parish Council meetings and publishing details online and via community noticeboards.

Revised Bus Strategy and supporting reviews

19. Officers are currently reviewing whether current strategies and implementation plans are fit for purpose to reflect current priorities and guide future transport investment decisions.
20. The **Local Transport Plan and the Integrated Passenger Transport Strategy and Framework (IPTS)** currently act as the overarching strategic documents which outline the strategic ambitions of the County Council in terms of highways and transport investment. These are complemented by Departmental Strategies including the Place Strategy, which outlines key actions including the need for a Transport Review and looking at alternative ways to provide local bus services.
21. It is proposed that new, overarching strategic documents be developed to cover all aspects of bus travel to help inform future investment in local bus and bus infrastructure; as well as leveraging in funding contributions from developers and other funding opportunities such as the LEP, DfT and Midland Connect. This will include the following components:

Revised Quality Bus Partnership arrangements for Mansfield, Worksop and Beeston. Further Quality Partnership arrangements will be considered for other parts of the County.

Community Transport: A Mobility Strategy to guide Community Transport investment and delivery has been in place since 2011 and the action plan has been largely completed, so it is proposed to revise the strategy to focus on building capacity and improving the sustainability of services for those people with disabilities and/or limited access to transport. This will align and complement the Local Bus pilots, as we foresee a greater role for community transport to deliver transport options and solutions for rural communities to maintain and improve access to services.

Infrastructure and Information: The Bus Stop Policy approved in 2009 needs to be refreshed or replaced to guide investment bus stations, bus stop Infrastructure and Information. This will better reflect current market trends, technology development and Council and bus companies' priorities since 2009. Key areas of focus will be:-

- *Bus station/on street Interchange/hubs:* to improve the waiting environment for people connecting between services. This is very important when residents have to connect between services as outlined in paragraph 19.
- *Bus shelter and Real Time Passenger Information (RTPI) investment:* This will take into account when we should invest in new shelters or displays or refurbish existing shelters. This will also support requests for planning obligations from developers.
- *Information at stops:* Where the Council will invest in paper-based timetable information and integrated map information.
- *Website/social media:* Integrated travel information from one source
- *Bus stop clearways:* when these should be considered to improve access to bus stops and to manage traffic flows.
- *Punctuality Improvement Partnership:* Hot spot management to address some operator concerns affecting punctuality and reliability including bus priority where appropriate.
- *Strategic bus corridors (incl. growth corridors):* investment in transport infrastructure to stimulate growth and maximise road capacity.
- *Promotion and Marketing:* this area will also be developed to promote Council investment in local bus and provide a one stop shop for integrated travel information to promote bus usage and help with congestion management. It will also reflect lessons learnt from the D2N2 real time information review to improve communication to customers using a combination of digital and traditional paper-based solutions.

Integrated Ticketing Strategy and Delivery Plan - This will include plans for:

- Integrated ticketing between operators to reduce waiting time and travel costs
- Through ticketing between Council and commercial bus services
- Ticketing for young people on school/college and commercial services
- Concessionary ticketing for elderly and disabled customers
- Ticketing technology developments such as account based ticketing, mobile phone ticketing and smartcard provision.

Reasons for Recommendations

22. The introduction of further local bus pilots will help inform future investment and help secure external funding.
23. The production of a Bus Strategy will inform future investment priorities in local bus and infrastructure.

Public Sector Equality Duty implications

24. Consideration will be given to an Equality Impact Assessment as and when transport proposals are proposed.

Statutory and Policy Implications

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

Implications for Service Users

26. The Bus Strategy will help shape future provision for existing and future bus users to access employment, training, health and leisure facilities.

Recommendations

1. That members note the information related to local bus support, to connect Nottinghamshire communities to employment, training, health and leisure facilities, and the opportunities afforded by the Abbey Road fleet relocation
2. To seek approval to develop alternative local bus pilots including: Demand Responsive Transport, Interconnect and Taxibus as outlined in Paragraph 11 to 18 to maintain and improve access to employment and other important destinations.
3. To seek approval for the development of a Bus Strategy following the transport review to guide future investment in local bus and infrastructure.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Gary Wood, Group Manager. Highways and Transport
Pete Mathieson, Team Manager, Development & Partnerships

Constitutional Comments (LW 28/05/2019)

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

Financial Comments (RK 03/06/2019)

28. This report details a number of areas for review within the existing TTS revenue service, the local bus revenue budget is £3.78m in 2019/20; and is a mixture of commercial services which are funded by the County Council and in-house services provided by the Fleet Operations Department. The information from these reviews will determine the most effective way of funding local bus services in the current and future years.

Background Papers

- TRANSPORT FOCUS – BUS PASSENGER SURVEY RESULTS 2017
- Communities and Place Committee: 14th June 2018
- STRATEGIC PASSENGER TRANSPORT FRAMEWORK – LOCAL BUS
- SERVICES: Transport and Highways Committee 9th October 2014

- BUS STOP POLICY (<https://www.nottinghamshire.gov.uk/media/123092/bus-stops-and-bus-shelters-in-nottinghamshire.pdf>) : April 2009

Electoral Divisions and Members Affected

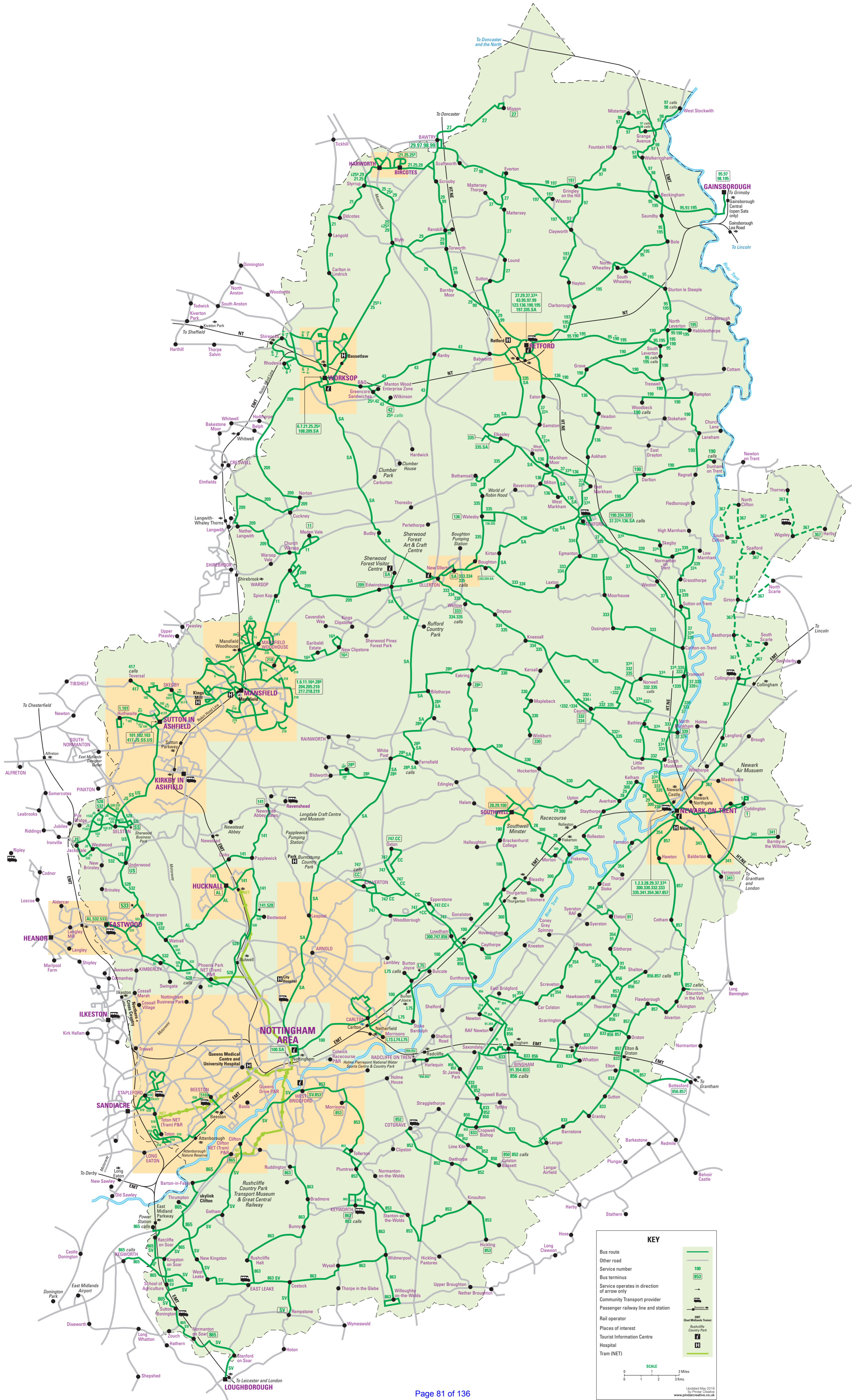
- All

Appendix 1 - Summary of supported local bus services

Number	Number(s)			Operating Period		
Contract	Service	Description	Operator	Contract		NOTES
N-201-3-179	37a	NEWARK-SUTTON ON TRENT-NORMANTON-GRASSTHORPE	Marshalls	M-S day	MIN SUB	service re-numbered 37a from 20 May 2019
N-201-3-251	37A	NEWARK_TUXFORD 17.15 peak hour capacity	Marshalls	M-S day	De Min :	peak time extra capacity between Newark and Retford
N-201-3-252	37	NEWARK - TUXFORD evenings	Marshalls	M-S eve	MIN SUB	funding toward evening service between Newark and Retford
N-701-1-040	108	WORKSOP TOWN SERVICE	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
N-701-1-049	27/123/197	LOUND & RETFORD	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
N-701-1-050	136	TUXFORD-RETFORD	Travelwright	M-S day	De Min :	fully funded by NCC
N-701-3-001	341	FERNWOOD-NEWARK	Travelwright	M-S day	MIN SUB :	fully funded by NCC
N-701-3-132	332	NEWARK-CAUNTON-NORWELL	Travelwright	M-S day	De Min :	fully funded by NCC
N-701-3-133	335	NEWARK-RETFORD	Travelwright	M-S day	MIN COST :	0729 Walesby to Newark; 1540 New Ollerton to Newark journeys only
N-701-3-137	330/331/333/334	OLLERTON-NEWARK	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
N-701-3-138	335	NEWARK-RETFORD	NCC Fleet	M-S day	MIN COST :	0615 & 1645 Newark to New Ollerton; 0704 & 1734 New Ollerton to Newark; 1730 Retford to New Ollerton
N-702-1-010	Sherwood Arrow	SUPPORTS RETFORD_OLLERTON & EVENING FREQUENCIES	Stagecoach	M-S eve	MIN SUB :	hourly frequency between New Ollerton and Nottingham and all journeys after 6pm between Nottingham and Retford/Worksop
N-702-1-011	Sherwood Arrow	SUPPORTS SUNDAY ACCESS TO SHERWOOD VISITOR CENTRE	Stagecoach	SUN all	MIN SUB :	1045 and 1445 Retford to Nottingham and return
N-702-1-041	27,29,99	RETFORD TO BAWTRY TIMETABLE	Stagecoach	M-S day	De Min :	Bassetlaw Belles network of services
N-702-1-042	95	RETFORD GAINSBOROUGH contribution to frequency	Stagecoach	M-S day	De Min :	Bassetlaw Belles network of services
N-702-1-043	97,98	GAINSBOROUGH RETFORD/DONCASTER support	Stagecoach	M-S day	De Min :	Bassetlaw Belles network of services
N-702-1-045	98,27,29,95,97	SUPPORT FOR N BASSETLAW NETWORK	Stagecoach	M-S day	De Min :	Bassetlaw Belles network of services
N-702-1-048	27	MISSON EXTENSION	Stagecoach	M-S day	De Min :	extension of service between Bawtry and Misson
N-702-2-001	11	MANSFIELD_WARSOP_MEDEN VALE evening	Stagecoach	M-S eve	MIN SUB :	1945;2045;2145;2245 Mansfield to Meden Vale and return
N-702-3-003	37	RETFORD - TUXFORD - NEWARK peak	Marshalls	M-S day	De Min :	peak time service between Newark and Retford
ND-701-1-002	190 Peak	TUXFORD RETFORD	Gem	M-S day	MIN COST :	fully funded by NCC
ND-701-1-003	190 OFF PEAK	TUXFORD RETFORD	Gem	M-S day	MIN COST :	fully funded by NCC
ND-701-1-004	195 Peak	RETFORD GAINSBOROUGH	Gem	M-S day	MIN COST :	fully funded by NCC
ND-701-2-001	204 & 217-219	MANSFIELD TOWN SERVICES	Stagecoach	M-S day	MIN SUB :	fully funded by NCC Mansfield Town services 204;217;218;219
ND-701-2-002	204 & 217-219	MANSFIELD TOWN SERVICES	Stagecoach	M-S day	MIN SUB :	fully funded by NCC Mansfield Town services 204;217;218;219
ND-701-2-003	209	EDWINSTOWE, WARSOP , WORKSOP	Stagecoach	M-S day	MIN SUB :	fully funded by NCC
ND-701-2-004	210	MANSFIELD,FOREST TOWN, WOODHOUSE	Stagecoach	M-S day	MIN SUB :	fully funded by NCC
ND-701-3-005	367	NEWARK - COLLINGHAM - HARBY semi-fixed	Travel Wright	M-S day	MIN COST :	0853;1533;1733 Newark to Collingham/Harby0625;.0733;0953;1203;1403;1633 Harby/Collingham to Newark. All Saturday
ND-701-3-006	339	TUXFORD TO NORTH MUSKHAM	Marshalls	M-S day	MIN COST :	fully funded by NCC
ND-701-7-001	L73/L74/L75	NETHERFIELD TO CARLTON/GEDLING/BURTON JOYCE	CTAN Ltd	M-S day	MIN COST :	fully funded by NCC
ND-702-1-001	4/6/7	SUPPORT GIVEN TO WORKSOP TOWN SERVICES	Stagecoach	M-S day	De Min :	support for Worksop services 4; 6;7
ND-702-1-002	42/43	ADDITIONAL JOURNEYS TO/FROM MANTON ENTERPRISE ZONE	Stagecoach	M-S day	De Min :	support for services 42 and 43 to Manton Wood Enterprise Zone
ND-702-1-003	21/25/25x	FREQUENCY BETWEEN WORKSOP AND HARWORTH	Stagecoach	M-S day	De Min :	frequency of services 21 and 25 between Worksop and Harworth
S-701-3-115	91	ELSTON - BINGHAM - ASLOCKTON	Marshalls	M-S day	MIN SUB :	All journeys between Elston and Aslockton
S-701-3-140	354	BINGHAM -NEWARK	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
S-701-3-141	300	LOWDHAM-SOUTHWELL_NEWARK	Sharpes	M-S day	MIN COST :	fully funded by NCC
S-701-8-022	850	COLSTON BASSETT-COTGRAVE-RADCLIFFE ON TRENT	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
S-701-8-029b	863	KEYWORTH-EAST LEAKE-RUDDINGTON	NCC Fleet	M-S day	MIN COST :	fully funded by NCC

Appendix 1 - Summary of supported local bus services

Number	Number(s)			Operating Period		
Contract	Service	Description	Operator	Contract		NOTES
S-701-8-036	852	COLSTON BASSETT-COTGRAVE-RADCLIFFE ON TRENT	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
S-702-3-010	28 and 29	MANSFIELD -SOUTHWELL - NEWARK	Stagecoach	M-S day	De Min :	all journeys between Southwell and Newark
S-702-3-017	3	NEWARK_BALDERTON 0715	Stagecoach	M-S day	De Min :	now 0720hrs journey between Newark and Balderton
S-702-3-018	1,2,3	NEWARK-BALDERTON-CODDINGTON peak	Stagecoach	M-S day	De Min :	0645;0745 Newark to Coddington and return; 0730 Newark to Lincoln Road and return; 0715 Newark to Balderton/Hawtonville
S-702-8-002	856/857/91	LOWDHAM-ORSTON NEWARK-BOTTESFORD NEWARK-ELSTON	Marshalls	M-S day	De Min :	fully funded by NCC
S-704-8-001	1,2,3,4,5,6,7	NORMANTON ON SOAR-EAST LEAKE shopping routes	Soar Valley Bus	M-S day	De Min :	Support for services 1-7
SD-701-8-001	865	NORMANTON ON SOAR - CLIFTON	Nottingham Coaches	M-S day	MIN COST :	fully funded by NCC
SD-701-8-002	853	HICKLING,KEYWORTH,WEST BRIDGFORD	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-301-3-066	141	SERVICE TO LINBY & PAPPLEWICK	TrentBarton	M-S day	MIN SUB	all journeys between Bestwood and Newstead Abbey Gates
W-401-5-165	Amberline	HUCKNALL - EASTWOOD frequency	TrentBarton	M-S day	MIN SUB :	provides hourly frequency between Hucknall and Eastwood
W-401-7-408	CC	0723 OXTON TO NOTTINGHAM	TrentBarton	M-S day	De Min :	0721 ex Oxtun via Epperstone as far as Calverton Monday to Friday
W-401-7-409	CC	1740 NOTTINGHAM TO OXTON	TrentBarton	M-S day	De Min	1830 ex Calverton via Epperstone to Oxtun
W-401-7-411	CC	0723 OXTON TO NOTTINGHAM Saturdays	TrentBarton	M-S day	De Min	0721 ex Oxtun via Epperstone as far as Calverton Saturdays
W-701-2-013	204/205/217/218/219	MANSFIELD TOWN SERVICES	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-701-4-020	417	SUTTON TOWN SERVICE	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-701-5-021	510/511	BEESTON-STAPLEFORD	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-701-5-022	536	BEESTON LOCAL	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-701-5-023	528 532&533	BESTWOOD SELSTON EASTWOOD	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-701-7-018	747	OXTON - LOWDHAM	NCC Fleet	M-S day	MIN COST :	fully funded by NCC
W-702-2-001	1,6,16A	SUTTON,HUTHWAITE,MANSFIELD WOODHOUSE,CLIPSTONE early peak	Stagecoach	M-S day	De Min :	early morning journeys from Mansfield to Woodhouse/Huthwaite (1); Ladybrook (6); Clipstone (16)
W-702-3-001	28B	EAKRING EXTENSION	Stagecoach	M-S day	De Min	extension of all journeys from Bilsthorpe to Eakring and return
W-702-7-010	100	NOTTINGHAM-SOUTHWELL-evenings	NCT	M-S eve	De Min :	2015;2110;2205;2305 Nottingham to Southwell and return
W-704-4-001	als 1/2/3	JACKSDALE-UNDERWOOD-SELSTON	Our Centre	M-S day	MIN COST :	Support for als 1,2,3
W-704-4-001a	als 101/102/103	HUTHWAITE & SUTTON	Our Centre	M-S day	De Min :	Support for als 101,102,103



4th July 2019

Agenda Item:12

REPORT OF CORPORATE DIRECTOR PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (BROAD VALLEY DRIVE,
CORONATION ROAD, HILL ROAD, KEEPERS CLOSE, MOOR ROAD, PARK
ROAD AND THE SPINNEY, BESTWOOD) (PROHIBITION OF WAITING AND
NO STOPPING ON ENTRANCE CLEARWAYS) TRAFFIC REGULATION
ORDER 2019 (7212)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Planning permission was granted in May 2018 (application ref 7/2017/1292NCC) for the erection of a new 2-storey 420 place primary school and nursery on an undeveloped site to the north of Bestwood village. Conditions attached to the planning permission require that School Zone markings and associated signage be provided in the interest of highway safety. The requirement for a school safety zone was noted in the planning consultation for the new school and the indicative highway restrictions were included as part of the application.
3. In addition to waiting and stopping restrictions, the school safety zone includes new school warning signs and advisory 20mph speed limit signs. The new school, with a larger pupil roll, will serve both the established village and a new housing development proposed to the north. In the future, as the new housing is constructed and school numbers grow, an additional access into the school is planned from the housing development access road. The restrictions proposed as part of this traffic order are on roads in the vicinity of existing pedestrian paths that will provide access to the school and where it is anticipated that parents will park to drop off their children.
4. In response to the planning requirement for a School Safety Zone it is proposed to introduce 'No Waiting at Any Time' (double yellow lines) at the following locations: -
 - Junction of Moor Road and Hill Road;
 - Junction of Moor Road and Coronation Road;
 - Junction of Moor Road and The Spinney;

- The corner outside 32 The Spinney;
 - The perimeter of the grassed area between 18 and 32 The Spinney;
 - Junction of Broad Valley Drive and Keepers Close; and
 - Junction of Broad Valley Drive and Park Road.
5. In addition to the double yellow lines it is proposed to install no waiting restrictions (single yellow lines) to be in operation Monday to Friday between 8 – 9.30am and between 3 – 4.30pm, at the following locations: -
- Hill Road – both sides of the south-west to north-east section;
 - Hill Road – (north-east side) from its junction with the south-west to north-east section of Hill Road in a north-westerly direction for 4 metres;
 - Hill Road – (south-west side) from its junction with the service road between No's 32 and 34 Hill Road in a south-easterly direction to its south-eastern extremity;
 - Keepers Close (north-west side) from a point 10 metres north-east of its junction with Broad Valley Drive in a north-easterly direction to a point 3 metres south-west of its north-western extremity;
 - Keepers Close (south-east side) from a point 8 metres north-east of the projection of south-western side of No. 12 Keepers Close in a north-easterly direction for a distance of 11 metres; and
 - The Spinney – outside No's 7, 8 and 9, O/S No's 34 and 35, O/S No's 26 to 32 and O/S No's 16 to 23
6. It is proposed to install "School Keep Clear" markings that will prohibit stopping on Monday – Friday between 8 – 9.30am and between 3 – 4.30pm at the following locations: -
- The Spinney – outside No's 24 and 25; and
 - Keepers Close – between No's 11 and 14
7. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawings H/JAB/3106/01 and H/JAB/3106/02, was carried out between 10th May and 31st May 2019.
8. During the advertisement period thirteen responses were received of which seven, including from the Police, either expressed support and / or made comments regarding the proposals. Comments included questions regarding how the restrictions would be enforced, requests for the restrictions to be reduced, requests for the restrictions to be increased and requests for additional highway restrictions such as a prohibition of driving. All consultees have received responses to their questions or comments.
9. A request was also received to reduce the extent of a single yellow line proposed on The Spinney. The respondent requested that the single yellow line over the driveway of number nine The Spinney be removed from the proposal. The proposed restriction had been extended to cover the driveways of both number eight and nine as a result of a request made by another party during the planning consultation in 2018. The driveways of number eight and nine are adjacent, and share the same length of vehicle access, so the restriction had been extended to cover the whole vehicular access, but as one party does not want the restriction and it can be removed without compromising the effects of the scheme, it is considered appropriate to

remove it from number nine's drive and leave it in place over number eight. The revised extents are shown on attached drawings H/JAB/3106/01A.

10. It is considered that there are six outstanding objections to the proposals.

Objections received

11. Objection – Loss of on-street parking availability / parking migration

Five respondents objected to the loss of on-street parking which they felt would result from implementation of the proposals stating that the restrictions would cause inconvenience and affect their vehicle insurance and it would mean they had nowhere to park their vehicles. One respondent requested that the grassed area on The Spinney be removed and replaced with an area for resident parking. Comments were also made that the restrictions would result in parking migration onto other parts of the roads where parking was already in limited supply or lead to vehicles being parked on the grassed area of The Spinney. Two respondents commented that it would prevent disabled badge holders from parking outside their property when visiting.

12. Response – Loss of on-street parking availability / parking migration

The proposed restrictions are on roads near to existing footpaths that will provide pedestrian access to the school and where it is anticipated that increased vehicle movements and vehicle parking will occur; as parents take their children to school. The restrictions are part of a school safety zone designed to facilitate the safe operation of the highway for all users; including drivers, cyclists and pedestrians. Obstructive parking at junctions, bends, turning heads or on narrow sections of road invariably impedes visibility for pedestrians when crossing and impedes vehicle movements. Where this causes an obstruction or danger to other highway users, it is already an offence.

13. The single yellow line parking restrictions are intended to keep sections of the road clear of parked vehicles during the busiest parts of the school day, whilst the double yellow lines will keep junctions free of obstructive parking and also prevent double parking near the grassed area on The Spinney. The grassed area itself is not Public Highway, it is owned and maintained by Gedling Borough Council who have the power to restrict access to the area if required.
14. Three of the objectors have access to off-street parking provision and all have access to unaffected on-street parking provision available elsewhere on both The Spinney and Hill Road offering alternative parking locations for additional vehicles and visitors.
15. Furthermore, while the desire for on-street parking is noted, the purpose of the highway is to facilitate the movement of vehicles and people and there is no legal right for a householder to park on the highway near their home. It is recognised however, that demand for parking exists, particularly in residential areas with limited off-street parking. As such the majority of the proposed restrictions would only be in force on the busier parts of the day on Monday to Friday; between 8–9.30am and 3– 4.30pm. Outside of these times residents would be able to use these locations. Unaffected on-street parking remains available on the highway network adjacent to the proposed restrictions.
16. Two respondents object that their disabled visitors will be unable to park outside their properties. Disabled badge holders are able to park on waiting restrictions for a period of up to three hours where this does not cause an obstruction. The single yellow line restriction is

only in operation for 2 periods of an hour and a half so blue badge holders would be able to park outside the properties in question.

17. The proposed scheme is considered to strike a balance between the competing demands for a finite resource and provides a balanced solution which enhances the safe operation of the Highway with minimal loss of parking.
18. Objection – More / different restrictions required
All respondents objected on the grounds that the proposed restrictions were insufficient, and that more or different restrictions were required. Five respondents stated that the roads should be made residents permit parking only and/or that a prohibition of driving should be introduced, with exemptions for residents to prevent the road being used by parents/carers. Comments included requests for additional restrictions on roads in the area. One respondent stated that additional waiting restrictions were required to cover their driveway as they already found it difficult to get into and out of their driveway when cars are parked adjacent to it and that this situation would be worsened once the school opened. One respondent also questioned whether a single yellow line had been considered as an alternative to the proposed double yellow lines (No Waiting at Any Time) at a junction.
19. Response – More / different restrictions required
The purpose of the proposed restrictions is to facilitate the safe movement of vehicles and pedestrians (particularly schoolchildren) and ensure that this movement is not obstructed or endangered by parked vehicles. It is recognised that there is a significant amount of vehicle parking outside schools at arrival and dispersal time. The limits of the restrictions have been kept at the minimum required to ensure effective and safe operation of the highway; whilst retaining on-street parking where possible. Sections of The Spinney and much of the surrounding highway network will remain unaffected, providing parking opportunities for all highway users.
20. The County Council only considers Residents' Parking Schemes where there is a persistent non-resident parking problem and the majority of properties do not have off-street parking provision. The majority of properties in the streets where the restrictions are proposed have access to off-street parking. Short term parking problems caused by parents dropping off for the school would not be considered justification for a Residents Parking Scheme.
21. The Spinney, Hill Road, Coronation Road and other roads affected by the proposed restrictions all form part of the public highway which is maintained at public expense. The presence of a school and school-related traffic is not sufficient justification for removing vehicle access to these roads for the general public; as such a prohibition of driving on Hill Road or any other road leading to the school is not considered appropriate.
22. The detrimental effect of obstructive parking in close proximity to highway junctions would be present at all periods of the day as pedestrian and vehicle movements are made at these locations outside of school arrival and dispersal times. As such it is not considered appropriate to limit the duration of the waiting restrictions around the junction from double yellow lines (in operation at all times) to single yellow lines (in operation at peak periods Monday to Friday).
23. Objection - Waiting and Stopping restrictions will not be enforced
Two respondents objected on the grounds that the proposed restrictions would not be enforced and that this would lead to obstructive parking, potentially over residents' driveways.

24. Response - Waiting and Stopping restrictions will not be enforced

The proposed restrictions will be legally enforceable by both the Police and by Nottinghamshire's Civil Parking Enforcement teams, whereas the obstruction described is only enforceable by the Police at present. The enforcement of parking restrictions is undertaken by Notts Parking Partnership, which is a partnership of County and District Councils. Issues with contraventions can be reported to the local Parking Manager; who can deploy civil parking enforcement officers and also a camera car; the latter of which can enforce the no stopping restrictions on the school keep clear markings.

25. Objection – Alternative location for parking for school drop-off / pick up required

Three respondents stated that alternative arrangements should be made for accommodating school related parking. Comments were made that the restrictions did not provide anywhere for parents to park and drop their children to school and that the proposed restrictions were different to those in place at the existing school stating that access to the school should be in place from the new housing development.

26. Response – Alternative location for parking for school drop-off / pick up required

A Transport Assessment, which considered the access arrangements for the school, was produced and submitted as part of the planning application. This was considered by the planning authority and the permission for the school was granted.

27. In the future, as the new housing is constructed and school numbers grow, an additional access into the school is planned from the housing development access road. The restrictions proposed as part of this traffic regulation order are on roads in the vicinity of existing paths that will give access to the school and where it is anticipated that parents will park to drop off their children. Indicative highway restrictions were included as part of the planning application. Each school safety zone reflects the particular characteristics of the school it relates to and the new school site, with a larger pupil roll, has a different layout and entrances to the existing school. It is also located within a different area of highway and it is appropriate that the school zone will differ from that in place at the original school.

Other Options Considered

28. Other options considered relate to the duration and length of the proposed restrictions. The indicative highway restrictions were advertised as part of the formal planning consultation for the school. The restrictions are considered to strike a reasonable balance between the need to maintain the safe operation of the highway, having particular regard to the most vulnerable traffic group, and recognition of the demand for on-street parking.

Comments from Local Members

29. Councillor Barnfather made no comment during the formal consultation period.

Reason/s for Recommendation/s

30. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the highway with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the Hawthorne Primary School planning

conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

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

Crime and Disorder Implications

32. Nottinghamshire Police responded that they did not object to the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

33. The scheme is being funded by the applicant from Nottinghamshire County Council's Property Team 2019-20 Bestwood Hawthorne School capital budget, the current budget being £6.3m. The cost of implementing the traffic order and associated works is estimated at £6,000, which can be met from uncommitted funds within this budget.

Human Rights Implications

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

Public Sector Equality Duty implications

35. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
36. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

37. The proposals are intended to have a positive impact on all highway users but being in close proximity to the primary school, they should also help to safeguard and promote the welfare of children.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Broad Valley Drive, Coronation Road, Hill Road, Keepers Close, Moor Road, Park Road and The Spinney, Bestwood) (Prohibition of Waiting and No Stopping on Entrance Clearways) Traffic Regulation Order 2019 (7212) is made as advertised, subject to the following amendment, and the objectors informed accordingly:
 - Reduce the length of single yellow line (Vehicles prohibited from waiting Monday to Friday 8–9.30am and 3–4.30pm) on the north-west side of The Spinney from the property boundary between No's 6 and 7 in a north-easterly direction from a distance of 39 rather than 44 metres. New extents are as shown on drawing number H/JAB/3106/01A.

Adrian Smith
Corporate Director Place

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments (SJE 03/06/2019)

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

Financial Comments (GB 05/06/2019)

39. It is proposed that the costs involved in this scheme (£6,000) are funded from within the Bestwood Hawthorne Replacement School capital budget. This capital budget totals £6.3m and is already incorporated within the approved 2019/20 capital programme.

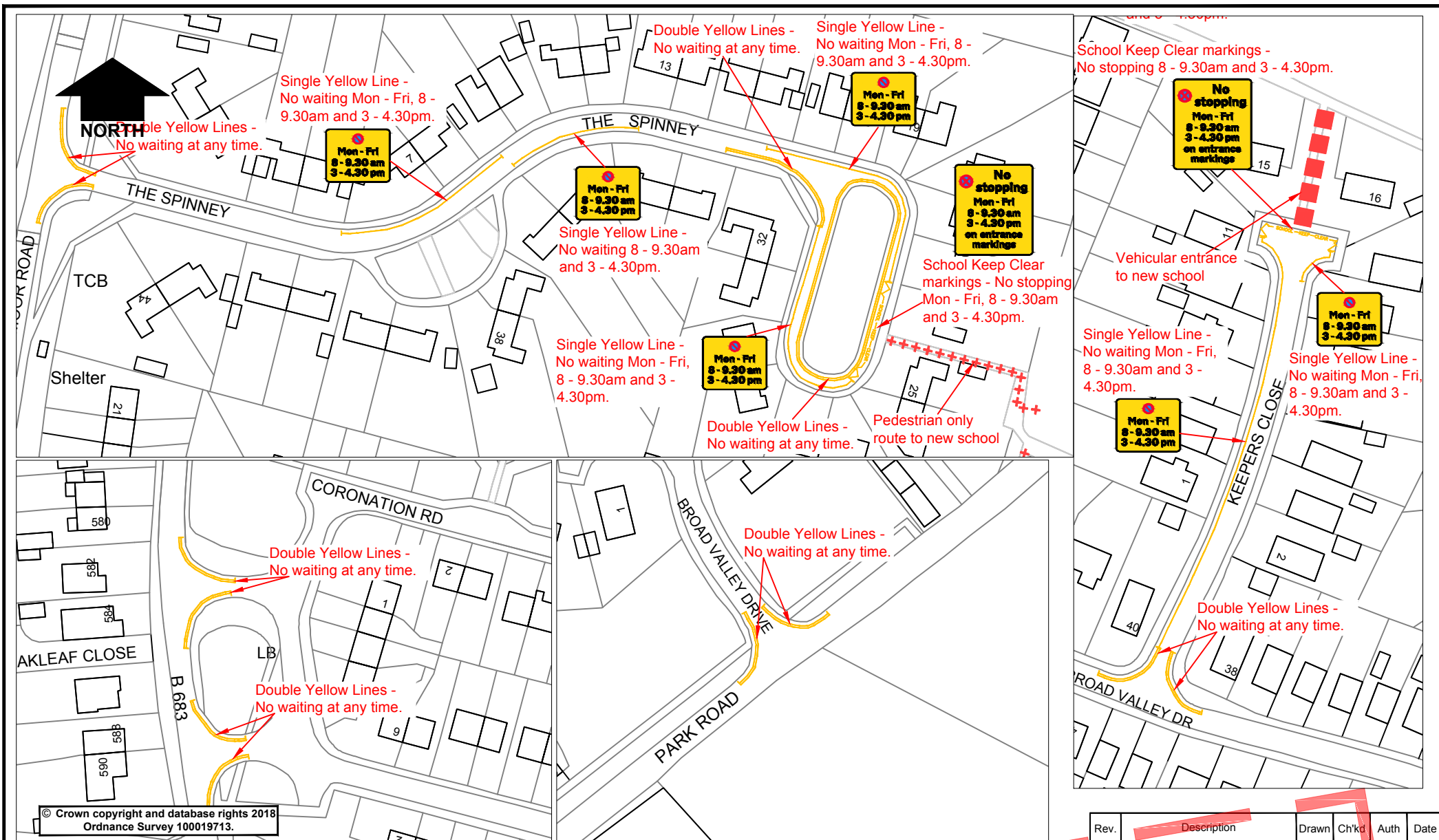
Background Papers and Published Documents

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

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

Electoral Division(s) and Member(s) Affected

- Newstead ED Councillor Chris Barnfather



Hawthorne Primary School, Bestwood

Proposed Parking Restrictions - Plan

H/JAB/3106/01

Rev.	Description	Drawn	Ch'kd	Auth	Date
1		J.A.B.			Apr.19
2					
3					
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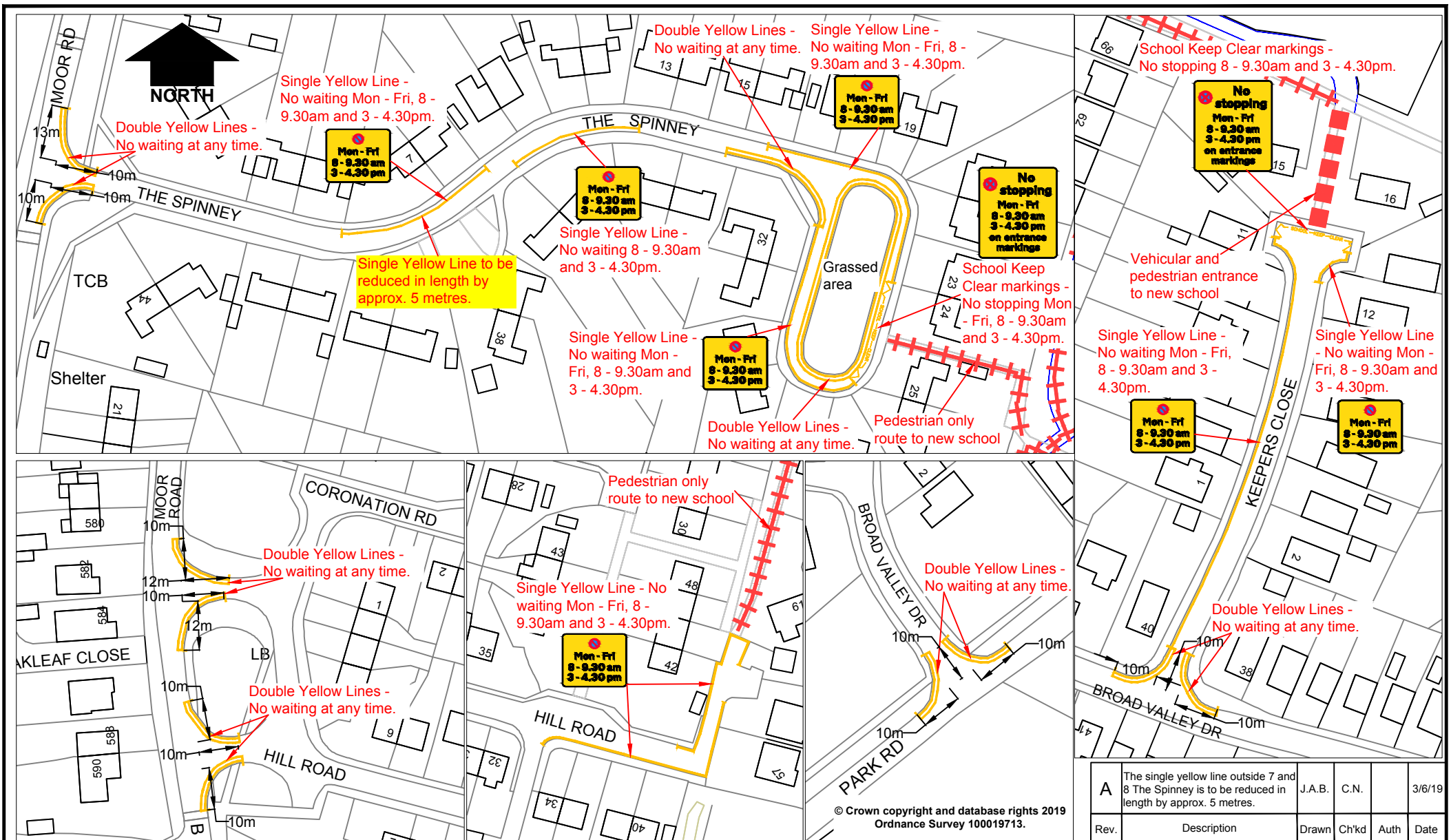


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Nottinghamshire, NG22 8ST



A	The single yellow line outside 7 and 8 The Spinney is to be reduced in length by approx. 5 metres.	J.A.B.	C.N.	3/6/19
Rev.	Description	Drawn	Ch'kd	Auth



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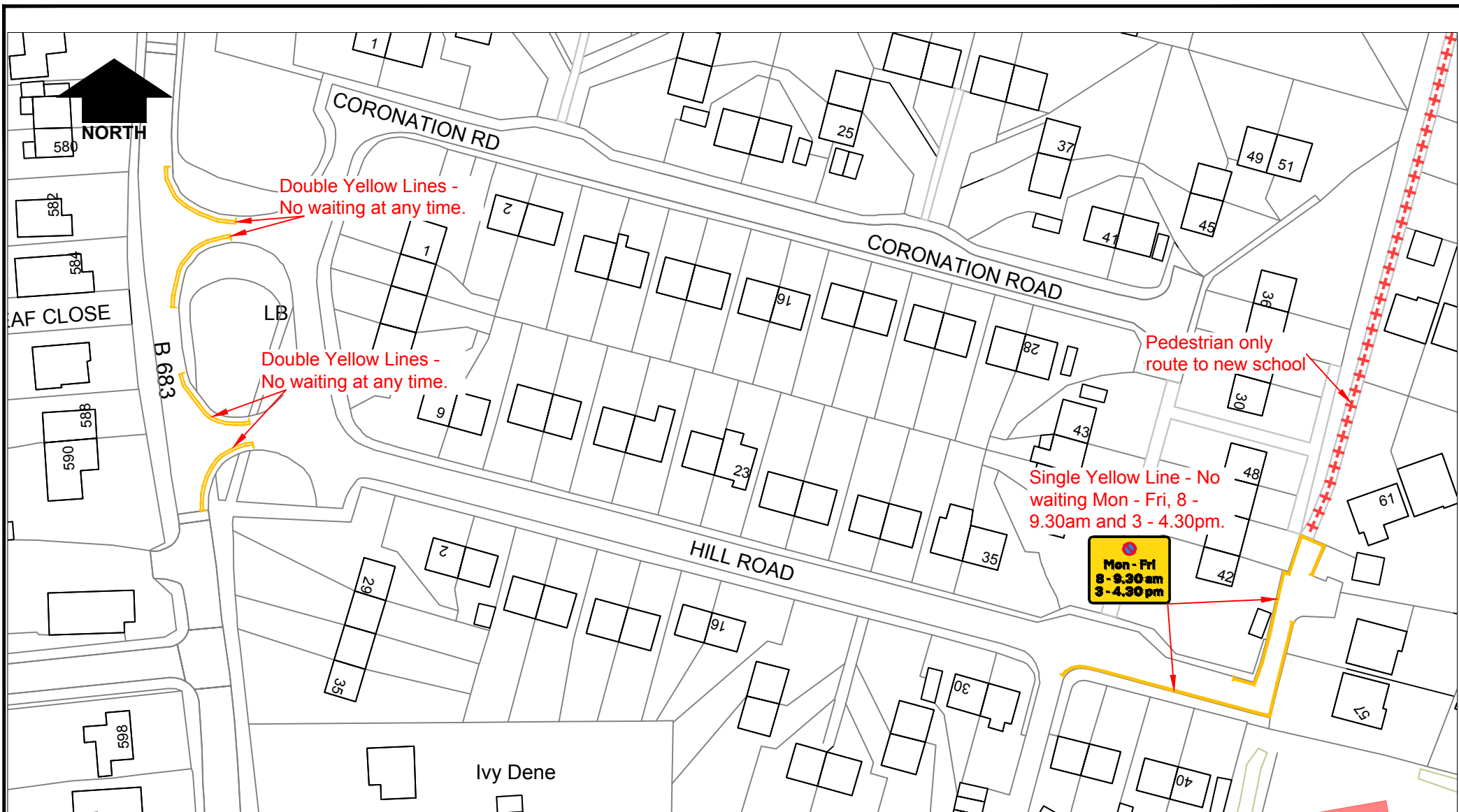
Proposed Hawthorne Primary School, Bestwood

TRO 7212

Proposed Parking Restrictions - Plan

H/JAB/3106/01/A

Project	Project No.	Drawn	Date
Status	Project No.	Ch'kd	Date
Drawing Title	Project No.	Auth	Traced
Drawing No.	Project No.	Rev.	Scale



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Project		Hawthorne Primary School, Bestwood		Rev.	Description	Drawn	Ch'kd	Auth	Date
Status	Project No.					Drawn	J.A.B.		Apr.19
Drawing Title	Proposed Parking Restrictions - Plan					Ch'kd		Date	
Drawing No.	H/JAB/3106/02					Auth		Traced	
				Rev.	0			Scale	1:1000 @A4

4th July 2019

Agenda Item:13

REPORT OF CORPORATE DIRECTOR PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (WATER MEADOWS,
WORKSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER
2019 (1234)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objections received in respect of the above traffic regulation order and whether it should be made as advertised.

Information

2. Water Meadows is located approximately 0.75 km west of Worksop town centre and leads directly off Newcastle Avenue, which is a primary route into the town. St Anne's Church, Hall and a small car park are located at the northern end of Water Meadows. A pedestrian route runs adjacent to the church buildings from Water Meadows to St Anne's Primary School on Harrington Street. On the eastern side of Water Meadows is a residential care home and Hall View that is a small residential cul-de-sac comprising of detached properties, all with off-street parking. A residential property, with off-street parking provision, is located on the western side of Water Meadows.
3. On behalf of residents County Councillor Greaves has requested measures to address highway safety arising from parking in the vicinity of St Anne's Church. Current parking patterns are obstructing visibility and impeding the safe and efficient movement of vehicles along the road and through junctions.
4. In response to the concerns regarding obstructive parking it is proposed to introduce 'No Waiting At Any Time' (double yellow lines) restrictions as shown on drawing H/JE/3049/001. The statutory consultation and public advertisement of the proposals was carried out between 22nd February and 22nd March 2019.
5. Fourteen responses were received during the consultation, ten of which either supported the measures, or made comments, these included:
 - Request for more / different layout of parking restrictions;
 - Request for less / different parking restrictions;
 - Requests for residents' parking schemes;
 - Concern raised regarding the potential for parking to migrate into other areas; and

- Concerns raised regarding the lack of parking opportunities for residents on Newcastle Avenue.
6. Four responses, including one from St Anne's Church, are considered to be outstanding objections to the proposals. The respondent from St Anne's Church welcomed the restrictions around the war memorial and church but objected to the remainder of the proposals.

Objections received

7. Objection – More / different restrictions required

Two respondents stated that the proposals would not address concerns with highway safety and that more restrictions or a different composition of restrictions were required. One respondent suggested that the entire western side of the road (from Newcastle Avenue to a point opposite Hall View) should be subject to double yellow lines and 2-hour limited waiting bays installed on the eastern side from the church car park entrance to Hall View. A second respondent suggested double yellow lines on the entire western side and a single yellow line on the eastern side, prohibiting parking for a period of two hours in the middle of the day.

8. Response – More / different restrictions required

The proposals are designed to facilitate the safe movement of vehicles and pedestrians along Water Meadows, whilst retaining some on-street parking where feasible. It is recognised that the area is used for parking by residents of Newcastle Avenue and other visitors to the area and that demand for unrestricted on-street parking in the area is high. With this in mind the restrictions have been kept to the minimum considered necessary to maintain visibility at junctions and ensure that stretches of Water Meadows remain clear of parked vehicles so travelling vehicles can safely pass each other. The proposals include restrictions on the bend opposite the Church car park entrance, which will ensure that vehicles are not parked directly on the bend.

9. The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety. If parking was removed or restricted on both sides of Water Meadows for the distance requested this would exacerbate parking migration into private car parks, other residential areas and is likely to increase traffic speeds. The parking reduces the effective carriageway width and supports driver perception of the area being residential in nature, rather than a distributor road.

10. There is always a balance to be struck between competing demands for a finite resource such as on-street parking. The concerns expressed by the respondents are noted but this must be weighed against the negative effects of additional waiting restrictions.

11. Objection – Less / different restrictions required

Two objections stated that the proposals were unnecessarily restrictive, unfair on local residents and detrimental to highway safety. They stated that the extent of the restrictions should be reduced and that a different composition of restrictions would be more appropriate. One suggested that the proposed double yellow lines be removed from outside the church (by the war memorial) and from the eastern side of Water Meadows, stating that residents use of the area near the war memorial did not inconvenience the church as cones were placed when funerals or weddings were planned to prevent parking. Furthermore, it was suggested that if absolutely necessary restrictions should be on the western side of the road, near the bend, to prevent parents having to cross the road and improve forward

visibility of the bend. Another respondent considered that the proposed restrictions around Newcastle Avenue and on the section of Water Meadows adjacent to the war memorial were more than sufficient and that no restrictions were necessary or appropriate on the rest of Water Meadows as this would result in parking migration to Newcastle Avenue and cause local residents inconvenience.

12. Response – Less / different restrictions required

The restrictions are intended to address highway safety concerns by facilitating the safe and efficient movement of pedestrians, cyclists and vehicles on the Highway. The proposed restrictions on Water Meadows are required to maintain visibility around the bend, provide opportunities for vehicles to pass each other and allow unobstructed manoeuvres through junctions and private accesses.

13. It is recognised that demand for free on-street parking exists, particularly in residential areas with limited off-street parking. With that balance in mind the limits of the restrictions have been kept at the minimum length and duration considered possible to ensure the effective and safe operation of the highway. It is acknowledged that this may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully. The availability of other parking provision adjacent to the proposed double yellow lines and on the wider highway network remains unaffected.

14. Objection – Parking displacement

Three respondents also referred to parking migration in their objections. Respondents stated that parking patterns would migrate from one side of the road to the other, that parking on both sides of the road would increase or that parking would move to Newcastle Avenue and other residential areas. Also, concerns were raised that these altered parking patterns would be detrimental to highway safety and that the road would become more dangerous for pedestrians and motorists. The respondent from St Anne's Church expressed concern that drivers would start to use the church car park for all-day parking.

15. Response – parking displacement

The County Council has received reports regarding obstructive parking on Water Meadows and at adjacent junctions, particularly near the church buildings. The proposed waiting restrictions are designed to facilitate the safe operation of junction and wider highway network for drivers, cyclists and pedestrians. Obstructive parking close to junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction and, where this causes an obstruction or danger to other highway users, is already an offence, enforceable by the police.

16. The restrictions will maintain visibility at junction and ensure that stretches of Water Meadows remain clear of parked vehicles to enable travelling vehicles to safely pass each other. The restrictions are designed to improve highway safety by prohibiting parking on areas of Water Meadows where parked vehicles would obstruct visibility and reduce safe movement along the highway and through junctions. The proposals include restrictions on the bend opposite the church car park entrance, which will ensure that vehicles are not parked directly on the bend. The management of parking on private land, such as the erection of warning signs or enforcement in private car parks, is not a function of the Highway Authority and is solely the responsibility of the landowner.

17. It is noted that Water Meadows is used for parking by parents and carers accessing the school, residents of Newcastle Avenue and visitors to premises in the area. The proposed

scheme is considered to offer a balanced solution between ensuring the safe operation of the highway and limiting the effect on such uses.

Other Options Considered

18. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions are considered to strike a reasonable balance between the need to maintain the safe operation of the highway and recognition of the demand for on-street parking.

Comments from Local Members

19. Councillor Greaves requested the measures but did not comment during the formal consultation stage but has subsequently confirmed his support for the advertised proposals.

Reasons for Recommendations

20. The proposed scheme offers an appropriate solution to mitigate road safety concerns and facilitate the safe operation of the highway and junction with minimum loss of parking availability. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Statutory and Policy Implications

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

Crime and Disorder Implications

22. Nottinghamshire Police noted that Water Meadows is relatively narrow, that parked vehicles reduce the available carriageway width for travelling vehicles and that the proposed prohibition of waiting restriction seemed sensible. No additional crime or disorder implications are envisaged.

Financial Implications

23. The scheme is being funded through the 2019/20 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

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

Implications for Sustainability and the Environment

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

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Water Meadows, Worksop) (Prohibition of Waiting) Traffic Regulation Order 2019 (1234) is made as advertised and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

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

For any enquiries about this report please contact:
Helen North – Improvements Manager, Tel: 0115 9772087

Constitutional Comments (SJE – 28/05/2019)

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

Financial Comments (RWK - 22/05/2019)

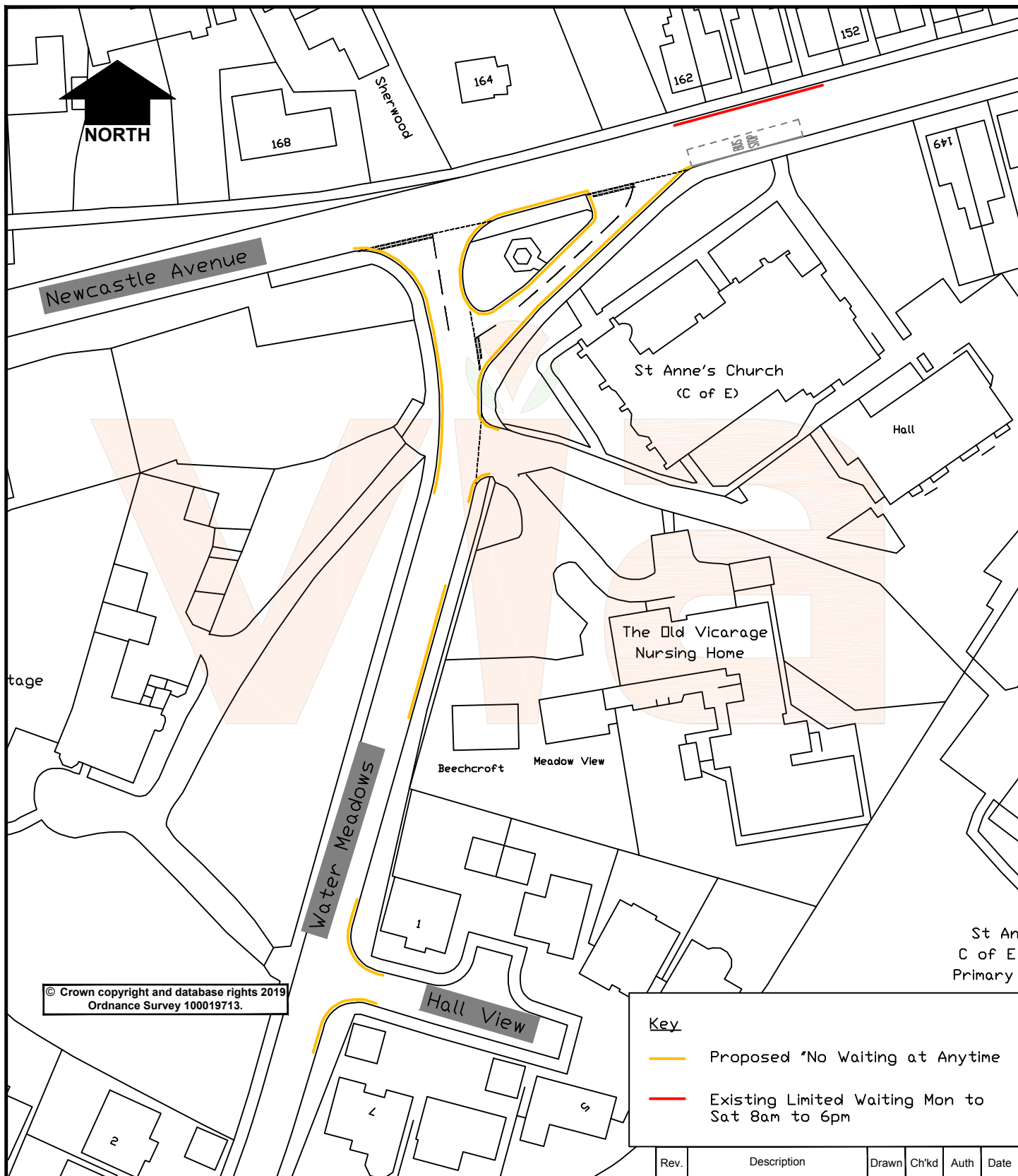
29. The estimated cost to implement the works and traffic order detailed in the report is £2,000. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 for Traffic.

Background Papers

- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.
- Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

- Worksop South ED Councillor Kevin Greaves



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Rev.	Description	Drawn	Ch'kd	Auth	Date
	Water Meadows, Workso	JE			02/19
	TRO	JE			02/19
Status	Project No.	Auth	Traced	Scale	
	TRO 1234	HN		NTS @A4	
Drawing Title	Drawing No.	Rev.			
TRO Advert Plan	H/JE/3049/001	0			

4th July 2019

Agenda Item:14

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (THE PARK AND
WILDFLOWER RISE, MANSFIELD) (PROHIBITION OF WAITING) TRAFFIC
REGULATION ORDER 2019 (2220)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. The Park is a residential street situated approximately 800m to the north-east of Mansfield town centre. At its eastern end a development of 23 new dwellings is under construction which are to be accessed off a new road called Wildflower Rise. This street will become an adopted highway in the future, following completion of the section 38 agreement. The section of The Park adjacent to the development site comprises of terraced properties on the southern side and detached properties with ample off-street parking on the northern side. Some residents of the terraced properties have converted their front garden into a driveway.
3. Conditions attached to the planning approval granted by Mansfield District Council require the introduction of waiting restrictions on sections of The Park and Wildflower Rise to ensure that vehicle and pedestrian movements are not inhibited by obstructive parking.
4. In response to these requirements it is proposed to introduce 'No Waiting at Any Time' (double yellow lines) on:
 - The north-east side of The Park from its junction with Windmill Lane, across the junction with Wildflower Rise for 57 metres; and
 - Both sides of Wildflower Rise from its junction with The Park for 15 metres.
5. It is intended that the 'No Waiting at Any Time' (double yellow lines) are implemented by the developer as part of the junction works, the lengths on Windmill Lane will be within the existing public highway. The lengths extending into Wildflower Rise will be on the private section, until such time that it becomes public highway. All the restrictions will be enforceable and are required to ensure that the area is kept clear from obstructive parking.

6. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawing H/JMR/2888/01, was carried out between 23rd January and 22nd February 2019.
7. During the advertisement period nine responses were received including one respondent who expressed support for the scheme with a request for an amendment, a District Councillor raising wider highway issues and seven responses which are considered to be outstanding objections to the proposals.
8. The respondent who supports the proposals requested that the restrictions are reduced so that they do not extend across the full width of their driveway. After consideration of the response, a revised proposal has been considered which reduced the length of the restrictions at this location by 6 metres; meaning the double yellow lines terminate before the respondent's driveway. The proposed restrictions were originally designed to extend across the driveway of 'The Cottage' to protect this access from being obstructed by other vehicles. As the respondent does not want this, the scheme has been amended and the proposed restriction shortened as shown on drawing H/JMR/2888/02.

Objections Received

9. Objection – Loss of on-street parking

All respondents objecting to the proposals cited the loss of on-street parking in the area, stating that this was already in short supply due to the terraced housing with limited off-street parking facilities. The respondents, all residents of the terraced housing section of The Park consider that the reduction in parking will result in residents being unable to park near their properties. Two respondents suggested that the Council should fund the conversion of their front gardens into private off-street parking spaces.

10. Response – Loss of on-street parking

The proposed restrictions have been requested in the interests of highway safety as part of the District Council's planning approval process. The proposals are designed to ensure that access is maintained, including for larger vehicles to Wildflower Rise and that vehicle and pedestrian movements along The Park are not inhibited by obstructive parking. Furthermore, parking on both sides of The Park inevitably results in vehicles fully obstructing the footway on one side of the road. This causes an obstruction for pedestrians and forces vulnerable users into the road.

11. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The purpose of the highway network is for the movement of people and vehicles and not for parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. However, it is the responsibility of the vehicle owner to ensure their vehicle is parked appropriately. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property.
12. The County Council does not provide funding for private off-street parking places. Each vehicle owner is responsible for parking their vehicle in a responsible manner. If an individual would prefer to guarantee a space close to their property, they would have to fund the construction of private off-street parking themselves.
13. The availability of other on-street parking adjacent to the proposals and on the wider highway network remains unaffected.

Other Options Considered

14. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. Although the planning condition stipulated the lining extend, consideration has been given to whether the proposed lengths offer a reasonable balance.

Comments from Local Members

15. No comment was received from either Councillor Stephen Garner or Councillor Andy Sissons during the formal consultation period.

Reasons for Recommendations

16. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the junction with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the development's planning conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

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

Crime and Disorder Implications

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

Financial Implications

19. This scheme is being funded by the developer at an expected cost of £3,829 for the traffic order process including advertising. The actual works onsite will be implemented by the developer.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

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

Implications for Sustainability and the Environment

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

RECOMMENDATION/S

It is **recommended** that:

1) The Nottinghamshire County Council (The Park and Wildflower Rise, Mansfield) (Prohibition of Waiting) Traffic Regulation Order 2019 (2220) is made as advertised, subject to the following amendment, and the objectors advised accordingly:

- Reduce the length of 'No Waiting At Any Time' restrictions on The Park outside 'The Cottage' by 6 metres as shown on drawing H/JMR/2888/02.

Adrian Smith
Corporate Director Place

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

For any enquiries about this report please contact:
Helen North – Improvements Manager, Tel: 0115 9772087

Constitutional Comments (SG 23/05/2019)

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

Financial Comments (RWK 23/05/2019)

25. All of the works detailed in the report will be undertaken and funded by the developer. There will be no additional costs to be met by the County Council.

Background Papers

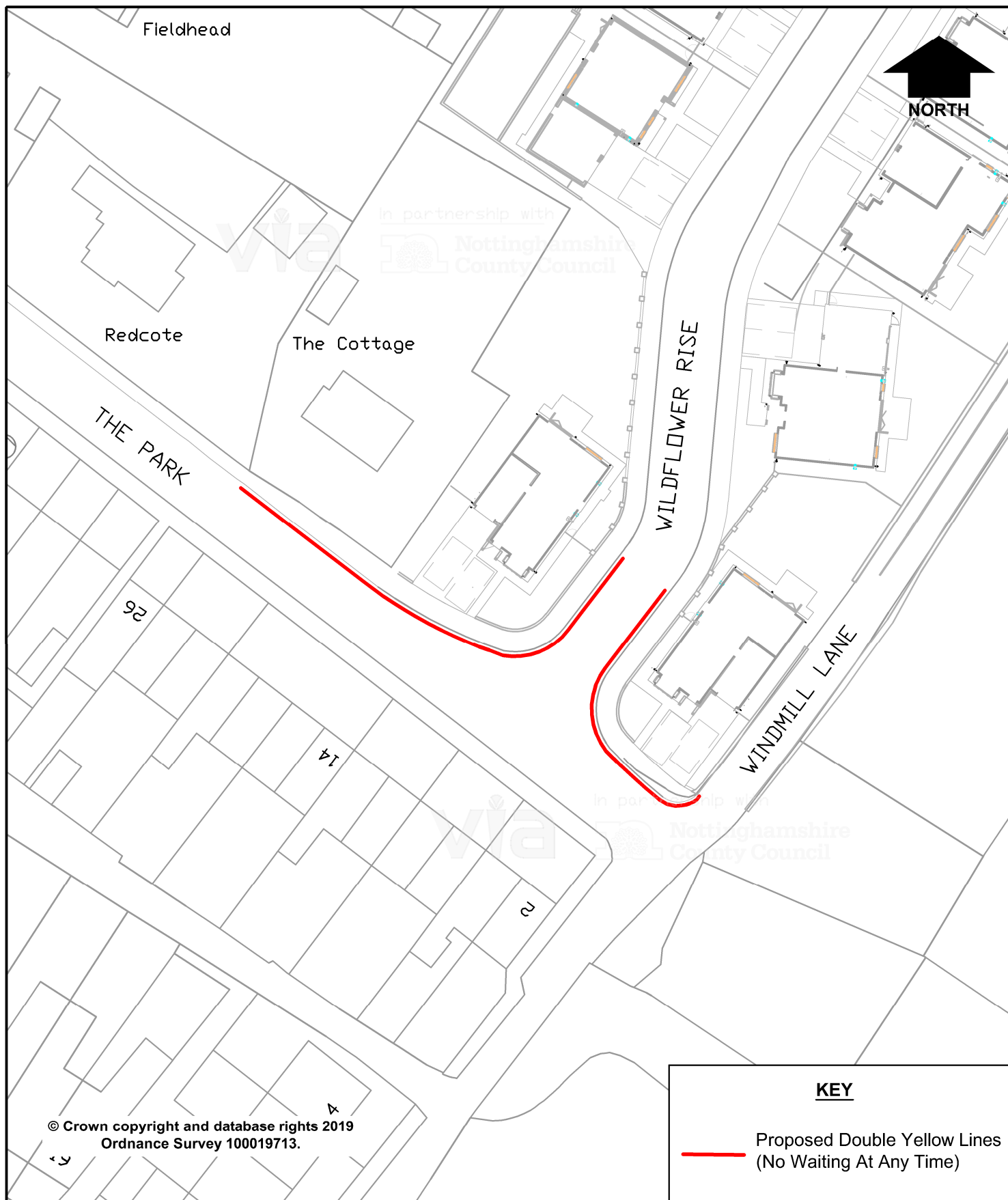
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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

Electoral Division(s) and Member(s) Affected

Mansfield South ED
Mansfield South ED

Councillor Stephen Garner
Councillor Andy Sissons



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KEY

— Proposed Double Yellow Lines
(No Waiting At Any Time)



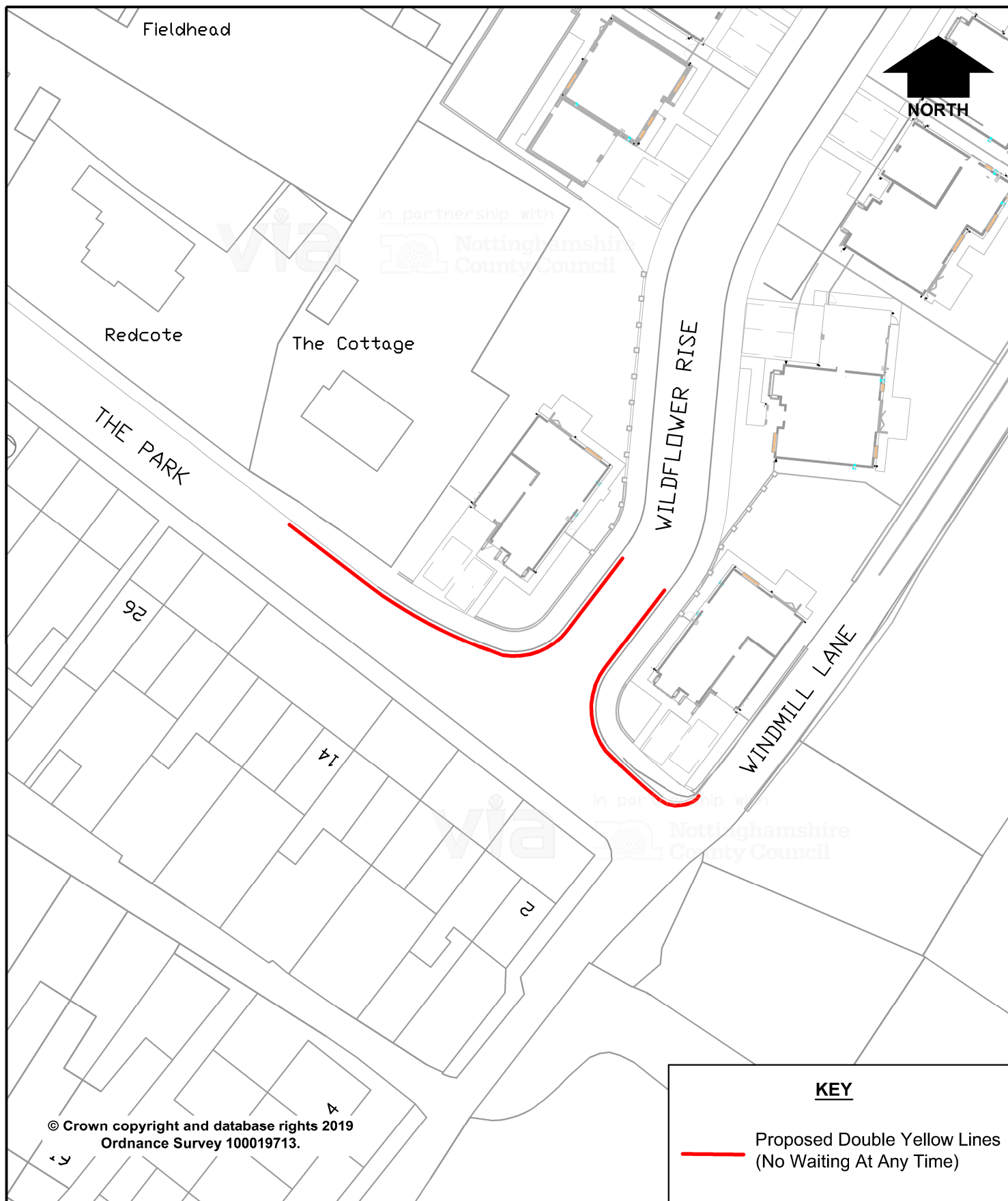
in partnership with



**Nottinghamshire
County Council**

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

Project		The Park and Wildflower Rise Mansfield		Drawn	Date
				JMR	Jan '19
				Chkd	Date
				MN	Jan '19
Status	Project No.	HW 20702 TRO 2220		Auth	Traced
Advert				HN	
Title					Scale
Proposed Double Yellow Lines Page 111 of 136					1:500
Drawing No.					Rev
H/JMR/2888/01					



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KEY

 Proposed Double Yellow Lines
(No Waiting At Any Time)



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County Council**

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

Project

**The Park and Wildflower Rise
Mansfield**

Status
Revision

Project No.

HW 20702 TRO 2220

Title

**Proposed Double Yellow Lines
Amended Extent**

Drawing No.

H/JMR/2888/02

Drawn

JMR

Date

May '19

Chkd

HN

Date

May '19

Auth

HN

Traced

Scale

1:500

Rev

LOCAL IMPROVEMENT SCHEME: CAPITAL FUND 2019-2020

Purpose of the Report

1. To approve Local Improvement Scheme 2019-20 capital applications for projects requesting funding support up to a maximum of £50,000.

Information

2. The Local Improvement Scheme is a discretionary financial contribution awarded by the Council to support the delivery of capital projects that help to achieve its priorities.
3. Projects should also contribute to the Local Improvement Scheme strategic aims. These are to encourage and support local communities to be strong, vibrant and resilient, to encourage and support volunteering, and to seek wider funding opportunities.
4. On 15 November 2017, Policy Committee approved the launch of a new Local Improvement Scheme Integrated Funding Programme and Strategy 2018 to 2021.
5. At the Communities and Place Committee in May 2018, Members approved the launch of a 2019-20 application round. The closing date for applications was 28 February 2019. This is the second of three annual capital funding rounds as part of the Local Improvement Scheme 2018 to 2021.
6. Scheme funding aims to facilitate the best use of discretionary financial awards by delivering value for money, through outcomes-focused approaches, which help to deliver Council priorities. All applications were required to have the support of a County Councillor.
7. The Local Improvement Scheme Capital Fund:
 - Provides opportunities for communities to apply for capital funding for assets that meet the funding criteria;
 - Sets a maximum award per year of £50,000;
 - Maintains an annual application process for capital funding, with an agreement that funding needs to be spent within 2 years of an application being awarded;
 - Contributes to projects / assets that will be available for public use and/or leave a legacy for at least three years after the asset has been purchased and installed; and
 - Encourages applications from partnerships of voluntary and community organisations seeking to deliver countywide activities / projects.

8. In total, in 2019-20, £1.332m is available to distribute.
9. 2020 sees the 400th anniversary of the sailing of the Mayflower to the United States. Nottinghamshire has a very close association to this historic event. Therefore, applications for capital projects that commemorate this significant anniversary and that help to promote community engagement have been particularly encouraged and welcomed.

The launch of the Local Improvement Scheme

10. The Capital Fund was launched in October 2018. Promotion of the Scheme was wide-ranging throughout the County, in line with a communications plan agreed with the Council's Communications and Marketing Team.
11. During the application window, the application form, plus information and guidance documents, were available online from the Council's website. The 'Information for Applicants' document set out the assessment process and considerations. Information about the typical costs for installing gateway signs, interactive signs and brown tourism signs was also provided online.
12. The Communications and Marketing Team supported the launch and promotion of the Capital Fund through various channels, including press-releases, social media (including regular Twitter feeds), and digital screens located at key bus stations.
13. Interested organisations were encouraged to sign up to the Council's 'Email Me' service and a new, bespoke email banner was created to help raise the profile of the Local Improvement Scheme Capital Fund.
14. Information events aimed primarily for organisations interested in applying for funding for projects commemorating the 400th anniversary of the Mayflower sailing (Pilgrim Roots), were also hosted at various locations within the County, to provide an opportunity to attend a presentation about the Scheme and ask questions face-to-face.
15. Promotion of the Scheme was supported by a number of cross-departmental colleagues, who shared the launch information with their own contacts. Launch information was also sent directly to all County Council Elected Members, as well as to Parish and Town Councils.

Applications received and assessment process

16. In total, 196 applications for capital funding were received, requesting a total sum of approximately £3.5m. This represents an 8% increase in the number of applications compared with 2018-19, and a 16% increase in the total amount of funding requested. Of the eligible applications, 11 were for gateway signs and 88 were for awards of £10,000 and under. The remainder, 88 in total, were for awards of over £10,000.
17. Due to the high volume of applications for £10,000 and over, and the consequent complexity of the assessment process, applications for up to £10,000 (including all gateway sign applications) were prioritised for assessment. At the Communities and Place Committee in June 2019, Members then approved funding for 80 projects up to a maximum of £10,000, including gateway signs. The total value of these awards was £0.358m. The remaining amount available to allocate is £0.974m.

18. Applications have undergone a thorough assessment process which has involved a full evaluation of each application by officers, internal moderation, and contact with every applicant organisation to clarify any aspects of bids that are unclear.
19. The appendix to this report identifies those applications for funding up to £50,000 that are both recommended and not recommended for funding awards.
20. 45 applications are recommended for approval up to a total of £581,785. Officers will be supporting successful groups in developing their projects and it is anticipated that final costs will vary.
21. 47 applications that are not recommended for approval will be offered support and guidance from officers including, where appropriate, support with further applications in future funding rounds. The main reasons for applications not being recommended include:
 - Projects not being sufficiently developed;
 - Insufficient match funding identified;
 - High reserves, surplus funds or alternative sources of funding being available;
 - Projects not sufficiently meeting Council priorities;
 - Projects not sufficiently benefiting Nottinghamshire residents; or
 - Projects seeking revenue rather than capital funding
22. Eligible applications were received from across the 7 boroughs and districts, as detailed below:

District	Applications up to £50,000 not including up to £10,000			
	Applications		Recommended	
	Number	Amount	Number	Amount
Ashfield	9	£321,330	4	£57,415
Bassetlaw	22	£745,919	12	£147,750
Broxtowe	7	£261,068	4	£52,034
Gedling	10	£305,141	4	£26,000
Mansfield	5	£204,150	1	£34,150
Newark and Sherwood	20	£595,986	10	£118,572
Rushcliffe	18	£517,554	10	£145,864
TOTALS	91	£2,951,148	45	£581,785

23. Approved projects will be subject to the terms and conditions of an agreement which has been developed in consultation with Legal Services. In summary, organisations must:

- a) Satisfy governance requirements (e.g. where appropriate, provide a copy of their governing document and a copy of written confirmation that any required planning permission has been granted);
 - b) Provide the requested supporting information as appropriate to the project (such as Highways' approval for gateway signs);
 - c) Confirm relevant match funding has been attained, to fulfil the terms and conditions of the agreement;
 - d) Agree to follow the Council's publicity guidance, and agree to cooperate with publicity requests to promote and celebrate how the funding is contributing to the Council priorities;
 - e) Agree to submit a photograph of the asset in situ and provide invoices / receipts to confirm actual expenditure on completion of the project. The Council may adjust the final payment or request a reimbursement if the actual amount spent is less than the amount awarded.
24. The Communities and Communications and Marketing Teams will produce a joint plan to promote and celebrate how the Local Improvement Scheme is contributing to Council priorities.
25. In addition, practical support and signposting through the Communities Team will be offered to organisations that have not been successful with their application.

Other Options Considered

26. All the applications received have undergone the Council's assessment and moderation process.

Reason/s for Recommendation/s

27. The applications recommended as listed in the appendix to this report meet the published criteria and priorities for the Local Improvement Scheme Capital fund 2019-20 and therefore contribute to the strategic priorities of the County Council. The recommended applications cover all Nottinghamshire districts and have the support of a relevant County Councillor.

Statutory and Policy Implications

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

Data Protection and Information Governance

29. The Local Improvement Scheme Capital Fund had been administered in line with the General Data Protection Regulation (GDPR). The Nottinghamshire County Council Local Improvement Scheme Privacy Notice (as published on the Council's website), explains how the Council uses information about grant applicants and how we protect their privacy. As part of the application form, applicants were asked to confirm that they have read and accept the Local Improvement Scheme Privacy Notice.

Financial Implications

30. These are detailed within this report and the appendix.

Public Sector Equalities Duty

31. The Council has taken steps to advance equality of opportunity, for example by encouraging Countywide participation through an enhanced Communications Strategy for a wide range of projects.

RECOMMENDATION/S

32. It is recommended that:

- 1) Members approve the recommended Local Improvement Scheme awards, as set out in the appendix to this report, for applications up to £50,000.

DEREK HIGTON
SERVICE DIRECTOR
PLACE AND COMMUNITIES

For any enquiries about this report please contact:

Cathy Harvey, Team Manager, Communities
(0115) 977 3415

Constitutional Comments (SLB 24/06/2019)

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

Financial Comments (GB 24/06/2019)

At the Communities and Place Committee in June 2019, Members approved £0.358m of awards that are to be funded from the 2019-20 LIS capital programme. The additional awards identified in this report of up to £0.582m will also be funded from the 2019-20 LIS programme which totals £1.332m and is already approved within the Communities and Place capital programme.

Background Papers and Published Documents

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

NONE

Electoral Division(s) and Member(s) Affected

- 'All'

APPENDIX - Local Improvement Scheme Capital Application Recommendations

Recommended Applications

Organisation (Project)	Summary of Project	Amount Request'd	Amount Recom'd	District
1) Annesley and Felley Parish Council	The project aims to significantly improve facilities for the wider community of Annesley by improving the existing play area with the addition of new units and installing new equipment that will appeal to users from teenagers through to older residents.	£19,500	£19,500	Ashfield
2) Ashfield Rugby Union Football Club	This bid is for our 'Making Larwood a Home' project and the funding would be used to assist with the capital purchase of internal fixtures and fittings for the clubhouse.	£45,830	£22,915	Ashfield
3) Awsorth Parish Council	This project will improve the car park at Awsorth Recreation Ground.	£11,000	£2,000	Broxtowe
4) Bassetlaw Action Centre	The funding would help purchase the existing (rented) premises at Bassetlaw Action Centre.	£50,000	£20,000	Bassetlaw
5) Bellamy Road Tenant and Resident Association	Provision and installation of new play area, purchase and installation of street furniture, picnic benches, soft landscaping and designing and installing new signage	£34,150	£34,150	Mansfield
6) Bilsthorpe Parish Council	Restoration of Bilsthorpe Village Hall including re-roofing, toilets, kitchens, halls, office and storage refurbishment.	£50,000	£2,222	Newark and Sherwood
7) Bingham Town Council <i>Wychwood Road play area</i>	Creation of a new play area at Wychwood Road Open Space.	£14,950	£14,950	Rushcliffe
8) Calverton Cricket Club	This project will build an upper floor to the cricket pavilion at Calverton Cricket Club, The Rookery Ground, Woods Lane, Calverton, Nottinghamshire, NG14 6FF. This will move showers and dressing rooms upstairs and create a larger social area downstairs.	£35,000	£10,000	Gedling
9) Canalside Heritage Centre	Project will fund Phase 1 of Arts Ark. This will involve the installation of a pontoon and DDA compliant access path to the lock at the front of the Canalside Heritage Centre.	£28,368	£14,184	Broxtowe
10) Chilwell Memorial Institute	Funding will help towards a project that aims to upgrade and improve both indoor and outdoor areas at Chilwell Memorial Institute, This includes tennis court improvements and floodlighting	£36,700	£18,350	Broxtowe

Organisation (Project)	Summary of Project	Amount Request'd	Amount Recom'd	District
11) Costock Parish Council	Project will replace some old outdated play equipment with modern and more challenging equipment for children in the community aged from 2years to 11 years.	£21,000	£10,500	Rushcliffe
12) Cotgrave Town Council	Project will provide a larger, more vibrant, modern, more 'all inclusive' play park in Cotgrave. A destination play park which provides an exciting, safe and free to use facility for all local children.	£30,000	£15,000	Rushcliffe
13) Eagle's Nest Community Action (ENCA)	Project will replace the heating system with an energy efficient and effective one, and to refurbish the toilet facilities at Eagle's Nest Community Centre.	£15,000	£3,000	Gedling
14) East Markham Parish Council	To build a sports pavilion at The Queen Elizabeth the 2nd Field.	£50,000	£10,000	Bassetlaw
15) Edingley Parish Council and The Edingley Old Schoolroom	Creation of a play area for children in Edingley with play equipment.	£18,000	£18,000	Newark and Sherwood
16) Farnsfield Parish Council	The aim of the project is to provide a skate park for young people in Farnsfield aimed primarily at 11 and 18 year olds. This space links with further open spaces and include a children's play park, allotments, football pitch, woodland and a playing field.	£40,000	£20,000	Newark and Sherwood
17) Flintham Cricket Club	Flintham Cricket Club propose to build a garage like building on the edge of the community sports field in Flintham. This will enable the club to safely store its ground equipment.	£25,200	£12,600	Rushcliffe
18) Friends of Meadow Park	Restore the pathways and access to East Leake Meadow Park.	£14,304	£14,304	Rushcliffe
19) Friends of the Trent Vale Trail	Proposes a multi-user trail from Collingham to North Clifton via Fledborough viaduct which links into Sherwood Forest. It builds on the success of the Newark to Collingham route. The focus of the funding would be on the middle section of the trail.	£43,995	£22,000	Newark and Sherwood
20) Friends of Woodlands and Coachwood Green	Project to create a community country park in Shireoaks. The project will increase the biodiversity of the area with a wider variety of insects, birds, animals, trees and wild flowers.	£14,100	£7,050	Bassetlaw

Organisation (Project)	Summary of Project	Amount Request'd	Amount Recom'd	District
21) Gotham Memorial Hall	Provide a new play area at Gotham Memorial Hall, including mix of equipment from the "traditional" slides and swings, to outdoor table tennis, gym equipment and a multi-games area. All this will be developed within the current park area space.	£23,500	£23,010	Rushcliffe
22) Greasley Parish Council	To replace MUGA carpet (i.e. playing surface) at Greasley Sports and Community Centre to ensure that the facility is utilised to its full potential by the school children and many local children and young people's community football clubs.	£35,000	£17,500	Broxtowe
23) Haywood Road Community Centre Committee	Refurbishment of Haywood Road Community Centre including the installation of two state-of-the-art kitchens which would enable the provision of hot meals to residents and users at community events.	£10,891	£3,000	Gedling
24) Hodsock Parish Council	Replacement of the remaining 30% of paths at Langold Cemetery that are uneven and cracked where the tree roots have pushed through over the years.	£16,000	£8,000	Bassetlaw
25) Hoveringham Cricket Club	Project to extend the pavilion at Hoveringham Cricket Club to make a larger changing room, add a Ladies washroom and increase the size of its balcony as a spectator seating area. Additionally, installing an all-weather training net.	£20,000	£10,000	Newark and Sherwood
26) Hucknall Men in Sheds	To create a local Men in Sheds to create a place to bring people together so enabling relationship and social cohesion as well as mental and physical wellbeing. Application included cost for the building, security, alarm system and machinery and tools.	£50,000	£10,000	Ashfield
27) Keyworth Sports Association	Plan is to secure additional land from the CC and the passporting of land from Keyworth Sports Association to secure essential sporting facilities - 3G Surface for football and cricket incl. changing rooms and showers.	£50,000	£25,000	Rushcliffe
28) Lady Bay Tennis and Sports Club	To lay a macadam surface suitable for a variety of sports (e.g.tennis, mini tennis, basketball, netball etc) on part of the former bowling green. This would allow the use of the existing portacabins, this macadam area and the remaining grassed area.	£20,740	£10,000	Rushcliffe

Organisation (Project)	Summary of Project	Amount Request'd	Amount Recom'd	District
29) Lowdham Parish Council <i>MUGA surface replaced</i>	The PC would like to have the existing MUGA brought back into active use by having a surface relayed to have a 3G pitch - making it available to the local colts football club and local sports people and parishioners.	£20,000	£10,000	Newark and Sherwood
30) Newark and Sherwood Community Hub	Building work for porch, new entrance for porch and new doors. Outside signage, notice board, board out storeroom, loft access and ladder and portable table holder.	£16,700	£8,350	Newark and Sherwood
31) Newark R&M Cricket Club	Relocating and construction of the changing rooms. Forms phase 2 of the Ground Development Project as part of the club's 5 year Strategic Development Plan 2018-2022.	£50,000	£15,000	Newark and Sherwood
32) OASIS Community Church, Centre & Gardens <i>Play equipment</i>	Replace 10 year old play equipment and add new equipment which is fit for purpose and will be well used by thousands of children over the next 10-15 years.	£50,000	£25,000	Bassetlaw
33) OASIS Community Church, Centre & Gardens <i>Property purchase</i>	Purchase the property from Bassetlaw Council to continue to develop, maintain it and safeguard the site as a community asset.	£50,000	£20,000	Bassetlaw
34) Ollerton & Boughton Scout & Guide Activity Centre	Changes to the site facilities which will reduce costs and bring the premises up to standard, e.g. new doors, replace broken fence, internal tables and surface dressing to Driveway.	£14,000	£7,000	Newark and Sherwood
35) Our Centre	Improve facilities, e.g. outside jet wash facilities, new toilets, wash basin, floor covering and decoration for inside, eco green roof, shutters for windows and doorways.	£26,000	£5000	Ashfield
36) Radcliffe on Trent Parish Council	Refurbishment of play equipment at Wharf Lane Recreation Ground e.g. Paintwork and new seats.	£11,006	£5,500	Rushcliffe
37) Ravenshead Community Transport	This project is to implement a new venture using an accessible low-level entry minibus, benefitting the safety of both the passengers and the driver. This new venture will operate at least 5 days per week mainly on Routes and Shopper Specials.	£44,600	£10,000	Gedling

Organisation (Project)	Summary of Project	Amount Request'd	Amount Recom'd	District
38) Reach Learning Disability	Take over of the Balderton Playing Fields community café. The café will help promote community cohesion and will benefit those with learning difficulties, their families, paid carers and general public. Funds to buy equipment e.g. tables, chairs, microwave.	£11,590	£6,000	Newark and Sherwood
39) Retford Tennis Club	This project is to resurface the 4th extra single court to bring it up to a standard for a safe playing surface. It would enable ability to offer extra facilities to members and the general public alike.	£12,000	£6,000	Bassetlaw
40) Rhubarb Farm CIC	Rhubarb footsteps will lay level and easy-to-access paths for people with dementia or mobility problems or who have physical disabilities that make uneven surfaces difficult for them to walk on. Improved pathing will link all key buildings on site.	£15,000	£7,500	Bassetlaw
41) Rockware Glass Sports and Social Club	To create a safer, better experience to player, spectators and parents by having a quality clubhouse provision and the relevant associated services (refreshments, food, social activities), e.g. provide disabled ramps and restore walls.	£50,000	£5,000	Bassetlaw
42) Scrooby Parish Council <i>Village Hall</i>	An extension to the Village Hall to improve access for people with disabilities. This extension will contain the new toilet facilities, allowing the previous facilities to be removed from the Village Hall and the kitchen renovated and improved.	£20,000	£10,000	Bassetlaw
43) St Saviour's Community Centre	To have easier access to facilities, particularly those in wheelchairs or pushchairs, better toilet and baby changing facilities, better storage for equipment and a safer more attractive environment in which to run their groups.	£29,310	£16,700	Bassetlaw
44) Sutton cum Lound Village Hall Building Fund	To purchase sporting and outdoor facilities for people over 6 years old, e.g. transform old unused tennis court base, include full access for wheelchair users.	£25,000	£12,500	Bassetlaw
45) Tollerton Parish Council	Purchase a range of adventurous equipment to increase sport and play opportunities as part of the Active Tollerton project. Will also contribute to wider partnership and growth demands.	£19,293	£15,000	Rushcliffe

Not Recommended Applications

Organisation (Project)	Summary of Project	Amount Requested	District
1) Bassetlaw Christian Heritage CIC	This project will install 'Mayflower Pilgrims Country' gateway signs at 75 towns and villages across Bassetlaw.	£37,801	Bassetlaw
2) Bingham Town Council <i>Cogley Lane play area</i>	Refurbishment of children's play area at Cogley Lane Playing Fields.	£18,950	Rushcliffe
3) Calverton Parish Council	The project will provide environmental improvements in and around Calverton. Plans include the establishment of walking routes; work on a nature reserve; replacement benches; gateway signs; and planting of spring bulbs.	£25,000	Gedling
4) Clayworth Parish Council	Installation of a footpath on the North side of Gringley Road between the junctions with Town Street DN22 9AD and Church Lane DN22 9AN.	£70,000	Bassetlaw
5) Collingham Community Pub Ltd	The project will help fund a Community Space and Play Area in the garden of the Roal Oak Pub.	£12,000	Newark and Sherwood
6) Community Redevelopment Support Group	Project aims to build a new community building with public convenience, car park and improvements to the existing recreation field, with footpath connections to the new Meden Park and adjoining villages.	£50,000	Mansfield
7) Farmco Community Farm	The project will create a large mobile shepherds hut and recreation / training barn. It will also provide information boards and pathways, car park and access paths.	£41,458	Rushcliffe
8) Friends of Gedling Country Park	The project creates 'twin peaks' viewpoints designed for their orientation, with disabled accessibility built in and gentle ramps leading to viewing platforms facing north and south.	£50,000	Gedling
9) Friends of Kingsway Park	The project will install a Fitness Zone (outdoor gym equipment and surfacing) and Challenging Climbing / Dynamic Youth Equipment into Kingsway Park. Improving facilities for young people.	£35,000	Ashfield
10) Friends of the Carrs	The project will revitalise the local Nature Reserve and Childrens Play Area through installing play equipment, benches, information boards, plaques and planting flowers.	£50,000	Mansfield
11) Friends of Titchfield Park Hucknall	Project to improve the children's play equipment on Titchfield Park. The existing play area is looking tired and outdated and needs modernising.	£45,000	Ashfield

Organisation (Project)	Summary of Project	Amount Requested	District
12) Gedling & District Youth Club	Project to create Gedling Old Station Community Hub and Young Peoples Centre. Funding for re-roofing, and chimney work.	£17,500	Gedling
13) Grove Street Methodist Church <i>Concrete wall and railings</i>	Project to replace the concrete wall to the front of Grove Street Methodist Church with railings in the original style.	£34,850	Bassetlaw
14) Insight Nottingham-CFM	A service tackling loneliness and isolation in Nottingham using evidence-based interventions.	£50,000	Not in County
15) Involve Heritage CIC	A project providing training and support to locals who are interested in undertaking archaeological fieldwork.	£14,000	Newark and Sherwood
16) Kimberley Town Council <i>Pavilion</i>	Provide up to date Pavilion facilities on the town councils football ground. Giving players and spectators of all ages, the benefit of modern changing rooms / facilities and social area.	£50,000	Broxtowe
17) LNER (GC) Heritage Trust	To restore BR Standard Carriage W012. Built in 1951 it would be the oldest of its type in existence being only one of only two remaining. In time it is hoped to make this accessible for all by fitting double doors, wheelchair friendly access.	£27,000	Rushcliffe
18) Moo Haven	We wish to build a community workshop to host community events / meetings and workshops that is available throughout the year. We will be running our own workshops and events from the garden offering ongoing volunteering and engagement opportunities.	£15,153	Rushcliffe
19) National Civil War Centre - Newark Museum	In line with commitment 5 of the NCC plan we will provide attractive, imaginative and aesthetically pleasing permanent and temporary displays which will look at the core experiences and beliefs of the Mayflower pilgrims.	£16,100	Newark and Sherwood
20) National Trust, Clumber Park	To install a Changing Places toilet in our central visitor facilities area, meaning that our visitors with complex needs are less disadvantaged by their individual limitations. If we had this toilet, visitors may be able stay longer.	£45,000	Bassetlaw
21) Netherfield Locality Steering Group	The improvements to the park and the addition of an outdoor gym will help to tackle some of health issues that exist within the Netherfield Ward such as diabetes, high blood pressure, coronary heart disease, strokes and dementia.	£39,500	Gedling

Organisation (Project)	Summary of Project	Amount Requested	District
22) New Generation Community Hub	Disability chair stair lift for access to counselling rooms, replacement flooring for corridor areas, insert glass into doors, sports hall flooring in main hall, sports equipment, intercom, shower room bench and hooks, outdoor signage/notice board.	£49,900	Gedling
23) Newark and Sherwood YMCA	Development of cycle track as part of NCAV, acting as a catalyst to provide opportunities.	£50,000	Newark and Sherwood
24) Norwood Park Golf Centre	Full refurbishment of ladies and gents toilet and shower rooms.	£49,550	Newark and Sherwood
25) Nottinghamshire Mining Museum Ltd	Mobile app software development, mobile phones, projector, sound system, speakers and volunteer training to preserve Nottinghamshire's coal mining history and heritage and encourage the development and application of innovative technologies.	£20,051	Newark and Sherwood
26) Oaktree Conservation Group	New adventure Play Park for older teens, e.g. street fitness and alitima climbing challenge.	£55,000	Mansfield
27) Portland College	IT equipment for assistive technology training hub, e.g. training screen, laptop and wifi and communication etc.	£15,000	Mansfield
28) Portland Park Volunteers	Develop the overgrown garden area behind the visitor centre providing visitors with a more pleasant environment, improved seating and activity trails for children and young people. Will also improve access and signage around the park.	£25,000	Ashfield
29) Priory Church of Our Lady and St Cuthbert	Purchase suitable display case for preserved book, display boards to show information about the church, access works to the church, new ramp to the internal steps.	£11,578	Bassetlaw
30) Railway Paths Limited	To address the deteriorating condition of Bennerley Viaduct and its state of disuse. e.g. access works.	£50,000	Broxtowe
31) Rainworth Miners Welfare Football Club	Improve access of the club by providing disabled access and toilet facilities. By improving the facilities can extend our training to improve young people's physical and mental health.	£20,000	Newark and Sherwood
32) Rampton & Woodbeck Parish Council	Upgrade of village hall, solar upgrade which will reduce the cost of electricity. Low energy hand driers, benches for walkers and dog walkers etc. and traditional slide for 8-12 year olds.	£14,080	Bassetlaw

Organisation (Project)	Summary of Project	Amount Requested	District
33) Ramsden Primary School	Building own nursery in connection with new community hub. These encourage and support the local community to be strong, vibrant and resilient.	£50,000	Bassetlaw
34) Reach Out Residents Group	Refurbishment of Children's Play Area and purchase of play equipment. Part of a wider project, the LIS funds would be spent on the supply and instalation of new play & activity gym equipment, seating and safety surfacing.	£40,000	Ashfield
35) Retford Civic Society	To theme a bespoke item of play equipment to represent the 'Mayflower,' in recognition of the 400 years of the Mayflower Pilgrims setting sail, along with an interpretation panel outlining the events that took place at that time.	£30,000	Bassetlaw
36) Retford Parochial Church Council	In preparation for 2020 and welcoming tourists exploring the Pilgrim Trail, this project is to install safe electrical circuits and efficient lighting, and improvements to the hearing loop at St Swithun's Church.	£46,200	Bassetlaw
37) Rushcliffe Athletics Club	The grant application is to cover a number of facility and track improvements at the athletics club., e.g. provision of specific equipment and provision of an on-site toilet.	£35,000	Rushcliffe
38) St James Church, Normanton on Soar	The project is to provide an annex for an accessible toilet and small kitchen facilities leading directly off the main entrance and nave of the church.	£50,000	Rushcliffe
39) St John the Baptist Church	To enhance the building for the benefit of the people who go to the church and external groups using the facility.	£17,750	Gedling
40) Sutton Town Centre Group	To revitalise the urban environment of Sutton Town Centre, including rationalising street furniture and lighting and providing new artworks to create a more attractive environment for visitors.	£35,000	Ashfield
41) The Friary	The development of current premises at 46 Musters Road which are in need of restoration and development.	£50,000	Rushcliffe
42) The Parochial Church Council, St Helen's Church, Thorney	Installation of heating and removing pews in the community space, will enable to offer clubs / activities / events / workshops for people of all ages and abilities.	£50,000	Newark and Sherwood
43) The Robin Hood Theatre Co. Ltd.	The project will convert existing storage space into a community hall for the villages. The hall will be fully accessible from the existing refreshment and toilet facilities.	£50,000	Newark and Sherwood

Organisation (Project)	Summary of Project	Amount Requested	District
44) The Royal Society for the Protection of Birds	To finance the costs associated with the planned creation and implementation of multiple interpretation projects. Will allow the organisation, to meet the needs of the local and wider community.	£30,000	Newark and Sherwood
45) The Trent Vale Community Sports Association	Refurbishment of the pavilion and the community room that is part of the pavilion. Increase sustainable access to sport and health/well-being.	£50,000	Broxtowe
46) Walkeringham Village Hall	A new pavilion with adequate toilet facilities for modern requirements and connection to mains power and water to improve health and education of young people and open up opportunities for mixed sport and disabled sport.	£25,000	Bassetlaw
47) Whatton-Aslockton Playing Field Trust	This project seeks to develop a new pavilion for Whatton-Aslockton Playing Field, supporting the existing three sports clubs that use the pavilion and playing field and attracting new clubs and activities to the field.	£50,000	Rushcliffe

4 July 2019**Agenda Item:16**

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2019-2020

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

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

Constitutional Comments (HD)

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

Financial Comments (PS)

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

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

COMMUNITIES AND PLACE COMMITTEE**WORK PROGRAMME – July 2019–MARCH 2020**

REPORT TITLE	BRIEF SUMMARY OF REPORT	LEAD OFFICER	REPORT AUTHOR
04 July 2019			
Review of Library Opening Times		Derek Higton	Peter Gaw
TRO 2220 The Park, Mansfield		Derek Higton	Gary Wood
TRO Water Meadows Worksop		Derek Higton	Gary Wood
TS & Communities Update		Derek Higton	Mark Walker
Gedling Access Road Update		Derek Higton	Gary Wood/Via
Transport Strategy Framework and Local Bus Update		Derek Higton	Pete Mathieson
Transport Proposals for A611 corridor		David Hughes	Kevin Sharman
Transport Proposals for A617 corridor		David Hughes	Kevin Sharman
Sherwood Forest Annual Contract Update		Derek Higton	Mick Allen/Mark Croston
Introduction of a Permit Scheme (approval of Scheme)		Derek Higton	Gary Wood/Gareth Johnson
TRO The Spinney		Derek Higton	Gary Wood/Mike Barnett (Via)
05 September 2019			
Highways and Transport Capital Programme Update		Derek Higton	Gary Wood/Sean Parks/Via
Nottinghamshire Highway Design Guide	Deferred from May	David Hughes	Sally Gill

Local Bus promotion and marketing strategy.			
Update on key emergency planning & registration matters			
Nuthall Bus Gate	Deferred from July	Derek Higton	Gary Wood/Mike Barnett (Via)
Registration of Nottingham City Births (Possibly a later committee?)	Deferred from May - date not confirmed	Derek Higton	Rob Fisher
03 October 2019			
Winter Service Preparation		Derek Higton	Gary Wood/Martin Carnaffin/Via
Joint Waste LP Reg 18 consultation	To approve for publication a document to involve people in the scope and form of a Local Plan for Waste.	David Hughes	Nina Wilson / Stephen Pointer
Ticketing and Transport Digitalisation programme.		Derek Higton	Pete Mathieson
Abbey Road Depot relocation		Derek Higton	Pete Mathieson
Ceramics Collection – Sale	Deferred from February/July	Derek Higton	Peter Gaw/Mick Allen/Mark Croston
ROW Management Plan - Progress Update		Derek Higton	Gary Wood
07 November 2019			
Highways and Transport Draft Capital Programme		Derek Higton	Gary Wood/Sean Parks/Via
Flood Risk Management Update		Derek Higton	Gary Wood/Sue Jaques
05 December 2019			
Concessions scheme notice		Derek Higton	Pete Mathieson

09 January 2020			
Net Handover Update		Derek Higon	Gary Wood
05 March 2020			
Highways and Transport Final Capital Programme		Derek Higon	Gary Wood/Sean Parks/Via
Congestion Management		Derek Higon	Pete Mathieson
Transport and Highways Charges Report		Derek Higon	Pete Mathieson

