

Transport and Highways Committee

Thursday, 12 February 2015 at 10:30

**Bilthorpe Depot, Bilthorpe Business Park, Eakring Road, Newark,
Nottinghamshire, NG22 8ST**

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes of the last meeting held on 8 January 2015 | 3 - 6 |
| 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 | Nottinghamshire Concessionary Travel Scheme 2015-16 | 7 - 10 |
| 5 | Changes To North East Bassetlaw Bus Services | 11 - 18 |
| 6 | Strategic Passenger Transport Framework - Local Bus Services | 19 - 26 |
| 7 | Halloughton Road Southwell - Right-turn ban (3215,3216) | 27 - 36 |
| 8 | A610 Nuthall - Speed Limit Order (5184) | 37 - 42 |
| 9 | Sutton Middle Lane Vernon Rd Kirkby (4145) | 43 - 54 |
| 10 | Sherwood Rise, Mansfield Woodhouse - Bus Prohibition and EWL (2166) | 55 - 62 |
| 11 | Charges for Highways Services 2015-16 | 63 - 74 |

12	Flood Risk Management Report February 2015	75 - 88
13	Performance Report - Highways	89 - 94
14	Work Programme	95 - 98

Notes

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

Customer Services Centre 0300 500 80 80

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

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

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

Meeting Transport and Highways Committee

Date 8 January 2015 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Kevin Greaves (Chairman)
Steve Calvert (Vice-Chairman)

Roy Allan
Andrew Brown
Richard Butler
Stephen Garner
Colleen Harwood

Stan Heptinstall
Richard Jackson
Michael Payne
John Peck

OFFICERS IN ATTENDANCE

Sara Allmond	- Planning Policy and Corporate Services
Pete Barker	- Planning Policy and Corporate Services
Tim Gregory	- Corporate Director, Environment and Resources
Mark Hudson	- Group Manager, Travel and Transport Services
Jas Hundal	- Service Director, Environment and Resources
Cathy Munroe	- Research Officer
Andrew Warrington	- Service Director, Highways
Ian Wheeler	- Corporate Communications

COMMITTEE MEMBERSHIP

The Clerk to the Committee reported orally that Councillor Stan Heptinstall had been appointed to the Committee in place of Councillor Steve Carr for this meeting only.

MINUTES OF THE LAST MEETING

That the minutes of the last meeting held on 11 December 2014 were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Steve Carr.

DECLARATIONS OF INTEREST

None.

CHANGES TO LOCAL BUS SERVICES

RESOLVED 2015/001

That Committee approve the individual proposals in paragraph 5 of the report.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (B6020 FISHPOOL ROAD, BLIDWORTH AND RAVENSHEAD) (50 M.P.H SPEED LIMIT AND 30MPH SPEED LIMIT EXTENSION) ORDER 2015 (3212)

RESOLVED 2015/002

That the Nottinghamshire County Council (B6020 Fishpool Road, Blidworth and Ravenshead) (50mph Speed Limit and 30mph Speed Limit Extension) Order 2015 (3212) be made as advertised and objectors advised accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (PARK HILL, AWSWORTH) (PROHIBITION OF WAITING) ORDER 2015 (5176)

RESOLVED 2015/003

That the Nottinghamshire County Council (Park Hill, Awsworth (Prohibition of Waiting) Order 2015 (5176) be made as advertised and objectors advised accordingly.

TRAFFIC ENFORCEMENT ON BEESTON TRAM LINE

RESOLVED 2015/004

That camera enforcement of the tram only restriction between Lower Road and Fletcher Road, Beeston be approved.

AN UPDATE ON CARRIAGEWAY REPAIRS AND POT HOLES

RESOLVED 2015/005

That Committee note the contents of the report.

2014 REVISION OF THE HIGHWAY NETWORK MANAGEMENT PLAN (HNMP) AND THE HIGHWAY INSPECTION MANUAL (HIM)

RESOLVED 2015/006

That Committee approve the revised document for publication.

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 20TH NOVEMBER 2014**

RESOLVED 2015/007

That the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

WORK PROGRAMME

A request was made for Victoria Lazenby of the Highways Agency to be invited to a future meeting of the Committee.

RESOLVED 2014/008

That the Work Programme be noted.

The meeting closed at 11.35am

Chairman

12 February 2015

Agenda Item: 4

**REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT**

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2015 / 2016

Purpose of the Report

1. To seek Committee approval of the arrangements for the 2015 / 2016 Nottinghamshire Concessionary Travel Scheme including the additional discretionary entitlements.
2. To seek approval to publish the final scheme notice on 3 March 2015.

Information and Advice

3. Concessionary travel is highly valued and provides a wide range of travel opportunity, choice and access to key services for older people and residents with disabilities of Nottinghamshire. The County Council delivers a very successful countywide concessionary travel scheme, which is anticipated to cost £10.98m in 2015 / 2016 and benefits 164,000 residents undertaking nearly 11 million passenger journeys per year.
4. The County Council also supports discretionary travel for concessionary pass holders residing in Nottinghamshire. This allows concessionary travel on the tram network and provides a companion's facility for people with disabilities who are unable to travel alone. These discretionary elements are anticipated to cost £970k in 2015 / 2016 which is included in the budget forecast.
5. Free travel on the tram is available at the same times as on local buses i.e. 0930 to 2300 weekdays and all day at weekends and on bank holidays. Provision of this discretionary entitlement shows the County Council's commitment and support for the tram network which enhances travel choice and access to key services for many residents. This will be enhanced in 2015 when the new tram lines open.
6. Passes with the additional companion's entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows another person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire within the agreed scheme times.
7. The Council fulfilled its duty to issue a notice of the proposed 2015 / 2016 scheme by 1 December 2014. This gave transport operators the opportunity to comment on the scheme proposals. No comments have been received so it is proposed to issue the final scheme notice on 3 March 2014, in accordance with the statutory timescales.

Reimbursement Arrangements

8. There are currently 23 transport operators participating in the Nottinghamshire scheme of which 19 are bus operators, 1 tram operator and 3 community transport schemes.
9. Negotiations undertaken with operators for the 2014 / 2015 scheme successfully resulted in a two year fixed reimbursement arrangement being agreed with 15 operators. These fixed arrangements have been reviewed in line with the agreement especially where patronage is affected by the new tram lines opening. Negotiations with the remaining eight operators not in the fixed agreement have been completed to agree their anticipated reimbursement level during 2015/16. The start up of the new tram lines during 2015 and changes to the bus network as a result of the new services will determine the final payments made to operators not in the fixed arrangement.
10. As a result of the above factors each review and negotiation has taken account of the implications for each operator's network. Using the fixed and variable arrangements ensures that financial risk is minimised for both the County Council and the operator and meets the reimbursement guidance requirements set by the Department for Transport (DfT) in November 2014.
11. Ongoing data monitoring will be undertaken during 2015/16 to ensure that levels of patronage and operated mileage remain within the agreed parameters of each arrangement. Should any new operators start services in Nottinghamshire, an assessment of their patronage, mileage and anticipated payments would be undertaken, and the impact on any existing transport operator's network / patronage would be reviewed.
12. The actual final costs of the scheme will be determined through passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel.

Other Options Considered

13. No other options are available for the national scheme as the provision of concessionary travel for older people and residents with disabilities is a statutory duty.

Reasons for Recommendations

14. The recommendations ensure that the County Council has met its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire.

Statutory and Policy Implications

15. 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 only), 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.

Equal opportunities Implications

16. The provision of the concessionary travel scheme and the additional discretionary elements ensures that older people and residents with disabilities can access key services thus improving their quality of life and enhancing social inclusion.

Financial Implications

17. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £10.98m in 2015 / 2016. Of this total £10.0m is reimbursement for statutory travel which is provided by central Government through the revenue support grant mechanism. The remaining £0.98m for discretionary travel and scheme management costs, is fully funded by the County Council. As detailed in paragraph 12 the final costs will be subject to agreements with transport operators and the subsequent demand for travel during the 2015 /16 financial year. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported through the budget monitoring process.

RECOMMENDATION

- 1) Committee approves the 2015 / 2016 Nottinghamshire Concessionary Travel Scheme and associated reimbursement arrangements outlined in the report.
- 2) Committee approves publication of the final scheme notice on 3 March 2015.

Mark Hudson
Group Manager, Transport & Travel Services

For any enquiries about this report please contact:
Mark Hudson, Group Manager, Transport & Travel Services or,
Dave Bennett, Concessions & Ticketing Officer

Constitutional Comments (SLB 05/01/2015)

18. Transport & Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (TMR 05/01/2015)

19. The financial implications are set out in paragraph 17 of the report.

Background Papers

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

- DfT Guidance – Concessionary Fares Reimbursement November 2014.

Electoral Division(s) and Member(s) Affected

All



12 February 2015

Agenda Item: 5

**REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT**

CHANGES TO NORTH EAST BASSETLAW BUS SERVICES

Purpose of the Report

1. To seek Committee approval for proposed changes to the supported local bus network in the North East Bassetlaw area.

Information and Advice

2. Significant changes were made to the supported local bus network in August 2014 in order to reduce the local bus budget by £1.8m. The efficiency saving has been achieved through providing more feeder services to main routes reducing service frequencies, making better use of our own fleet, introducing more phone-a-bus services and trying to extend commercial bus provision wherever possible. This new approach to service design ensures that services continue to provide journeys to key destinations for work, health, education and shopping.
3. The supported services operating in North East Bassetlaw have been reviewed separately. The County Council currently supports the commercial operation of these services through agreements costing £652k per annum. The County Council also provides six vehicles purchased in 2007 with European funding which are used on these services to help offset the cost of operation.
4. Local consultation was held on four separate days at locations in the area in Autumn 2014 and details also circulated to Bassetlaw District and Parish Councils, Bassetlaw Health Trust, John Mann M.P, neighbouring Authorities and elected Members.
5. Approximately 100 people attended the public roadshow events and their comments have helped shape the revised network which maintains access to the key priorities of employment, health and essential shopping. All current commuter services are retained with the inclusion of additional peak services. A new service which links to villages in NE Bassetlaw via Bawtry to Doncaster for employment and education opportunities is provided in the new network. All school and college journeys are maintained.
6. All stakeholders were sent the proposed timetables for the new network following the consultation. Comments have been received back from three parishes and their concerns are being incorporated where possible. Bassetlaw District Council has also been briefed and indicated their support for the revised services.

Summary of Changes and Proposals

7. The following are the main network changes to the bus services in the area:

Service	Frequency	Villages Affected
27 Bawtry to Retford	Reduced to 2 hourly, route extended to Bawtry for improved access to Worksop and Doncaster, additional early morning journey to Retford to improve access to employment	Everton, Lound, Mattersey, Mattersey Thorpe, Misson, Sutton
29 Doncaster to Retford	Minor timetable changes to the current frequency	Barnby Moor, Bircotes, Harworth, Ranskill, Styrrup, Torworth
95 Gainsborough to Retford	Frequency drops to 2 hourly, peak journeys maintained	Beckingham, Bole, North Leverton, North Wheatly, South Leverton, Sturton Le Steeple
96	Replaced by new Service 98 between Gainsborough and Gringley (service then continues to Bawtry and Doncaster)	Clarborough, Clayworth, Hayton, Wiseton
97 Gainsborough to Retford	No change to the current frequency but minor timetable changes	Beckingham, Clarborough, Clayworth, Gringley, Hayton, Misterton, Walkeringham
98 Gainsborough via Bawtry to Doncaster	New Service between Gainsborough-Bawtry-Doncaster, replaces Service 96 between Gainsborough and Gringley	Beckingham, Everton, Gringley, Misterton, Walkeringham, West Stockwith
99 Retford to Doncaster	No change to the current frequency	Barnby Moor, Ranskill, Scrooby, Torworth
127	Wiseton will be covered by a revised Service 127	

Proposals

It is proposed that:

- a) The new network has been designed after extensive local consultation and negotiations with Stagecoach East Midlands. These discussions have provided a very successful outcome for local people, the County Council and Stagecoach and a new network of local bus services meeting local needs.
- b) The revised timetables for services in North East Bassetlaw (Appendix A) are implemented from May 2015. The new cost to the County Council will be £573k per annum.
- c) A new service concessions agreement is entered into with Stagecoach East Midlands to operate these services for three years.
- d) Discussions with Stagecoach East Midlands continue concerning integrated ticketing agreements for the new network.

Reasons for Recommendations

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

Statutory and Policy Implications

9. 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 only), 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.

Implications for Service Users

10. The provision of the revised local bus service enables users to access key services, jobs, health and leisure.

Financial Implications

11. The costs relating to the proposals for NE Bassetlaw are expected to save £79k per year towards this efficiency proposal. Proposal 25 in the budget consultation proposes to deliver a further £720k of efficiencies through service savings by August 2017.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Approve the proposals in paragraph 7.

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services or
Chris Ward, Team Manager, Transport and Planning Operations

Constitutional Comments (SLB 15/01/2015)

12. Transport & Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (TMR 27/01/2015)

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

Background Papers

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

January 2015 – Individual bus timetables for each services.

Electoral Divisions and Members Affected

All

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APPENDIX A

Retford - Beckingham - Gainsborough

Monday to Saturday

Service Number	97	198	97	95	98	97	197	98	95	97	98	95	97	98	95	97	98	95	97	97
Journey Codes			A	B													C			
GAINSBOROUGH BUS STATION	0635	-	0730	0735	0740	0840	-	0940	0940	1040	1140	1140	1240	1340	1340	1440	1540	1635	1710	1810
Beckingham Low Street	0642	-	0737	-	0747	0847	-	0947	-	1047	1147	-	1247	1347	-	1447	1547	-	1717	1817
Beckingham High Street	-	-	-	-	-	-	-	-	0948	-	-	1148	-	-	1348	-	-	1643	-	-
Walkeringham School	0645	-	0740	-	0750	0850	-	0950	-	1050	1150	-	1250	1350	-	1450	1550	-	1720	1820
West Stockwith Ings Lane	0651	-	0747	-	0757	0857	-	0957	-	1057	1157	-	1257	1357	-	1457	1557	-	1727	1827
Misterton Newells Corner	0653	0659	0748	-	0759	0859	-	0959	-	1059	1159	-	1259	1359	-	1459	1559	-	1729	1829
Misterton Grange Avenue	0655	0701	0750	-	0801	0901	-	1001	-	1101	1201	-	1301	1401	-	1501	1601	-	1731	1831
Misterton Church	0700	0706	0755	-	0806	0906	-	1006	-	1106	1206	-	1306	1406	-	1506	1606	-	1736	1836
Fountain Hill	0704	0711	0759	-	0811	0911	-	1011	-	1111	1211	-	1311	1411	-	1511	1611	-	1740	1840
Gringley High Street (arr)	0713	0716	0804	-	0816	0916	-	1016	-	1116	1213	-	1316	1413	-	1516	1613	-	1745	1845
Gringley High Street (dep)	-	0720	-	-	0820	-	1016	1020	-	-	1220	-	-	1420	-	-	1620	-	-	-
Everton Sun Inn	-	0726	-	-	0826	-	-	1026	-	-	1226	-	-	1426	-	-	1626	-	-	-
Clayworth Blacksmiths Arms	0718	-	0810	-	-	0920	1020	-	-	1120	-	-	1320	-	-	1520	-	-	-	-
Hayton Boat Inn	0723	-	0815	-	-	0925	1025	-	-	1125	-	-	1325	-	-	1528	-	-	-	-
Clarborough Kings Arms	0724	-	0818	-	-	0928	1028	-	-	1128	-	-	1328	-	-	1528	-	-	-	-
Bole Village	-	-	-	0751	-	-	-	-	0956	-	-	1156	-	-	1356	-	-	1651	-	-
North Wheatley School	-	-	-	0757	-	-	-	-	1002	-	-	1202	-	-	1402	-	-	1657	-	-
Sturton Le Steeple	-	-	-	0802	-	-	-	-	1008	-	-	1208	-	-	1408	-	-	1703	-	-
North Leverton Hablethorpe Close	-	-	-	-	-	-	-	-	1015	-	-	1215	-	-	1415	-	-	1710	-	-
North Leverton	-	-	-	0808	-	-	-	-	1018	-	-	1218	-	-	1418	-	-	1713	-	-
South Leverton	-	-	-	0810	-	-	-	-	1020	-	-	1220	-	-	1420	-	-	1715	-	-
RETFORD BUS STATION	0730	-	0830	0820	-	0935	1035	-	1035	1135	-	1235	1335	-	1435	1535	-	1730	-	-
						
						
Service Number	97	98	95	97	98	95	98	97	197	95	97	98	95	97	97	95	98	98	95	97
Journey Codes	B														C	C				
RETFORD BUS STATION	-	-	0840	0930	-	1030	-	1130	1230	1230	1330	-	1430	-	1555	1600	-	-	1750	1755
South Leverton	-	-	0853	..	-	1043	-	-	-	1243	-	-	1443	-	-	1613	-	-	1803	-
North Leverton	-	-	0855	..	-	1045	-	-	-	1245	-	-	1445	-	-	1615	-	-	1805	-
North Leverton Hablethorpe Close	-	-	0858	..	-	1048	-	-	-	1248	-	-	1448	-	-	1618	-	-	1808	-
Sturton Le Steeple	-	to	0904	..	-	1055	-	-	-	1255	-	-	1455	-	-	1624	-	-	1814	-
North Wheatley School	-	697	0912	..	-	1103	-	-	-	1303	-	-	1503	-	-	1632	-	-	1822	-
Bole Village	-	-	0919	..	-	1111	-	-	-	1311	-	-	1511	-	-	1639	-	-	1829	-
Clarborough Kings Arms	-	-	-	0937	-	-	-	1137	..	-	1337	-	I	-	1602	-	-	-	-	1802
Hayton Boat Inn	-	-	-	0940	-	-	-	1140	..	-	1340	-	V	-	1605	-	-	-	-	1805
Clayworth Blacksmiths Arms	-	-	-	0945	-	-	-	1145	1245	-	1345	-	697	-	1610	-	-	-	-	1810
Everton Sun Inn	-	-	-	..	1039	-	1239	-	-	-	..	1439	Misterton	-	..	-	1639	1739	-	-
Gringley High Street (arr)	-	-	-	..	1046	-	1246	-	1250	-	..	1446	School	-	..	-	1646	1746	-	-
Gringley High Street (dep)	0745	-	-	0950	1050	-	1250	1150	-	-	1350	1450	-	-	1615	-	1650	1750	-	1815
Fountain Hill	0750	via	-	0955	1055	-	1255	1155	-	-	1355	1455	-	-	1620	-	1655	1755	-	1820
Misterton Church	0754	0904	-	0959	1059	-	1259	1159	-	-	1359	1459	-	1559	1624	-	1659	1759	-	1824
Misterton Grange Avenue	0759	0909	-	1004	1104	-	1304	1204	-	-	1404	1504	-	1604	1629	-	1704	1804	-	1829
Misterton Newells Corner	0801	0911	-	1006	1106	-	1306	1206	-	-	1406	1506	-	1606	1631	-	1706	1806	-	1831
West Stockwith Ings Lane	0803	0913	-	1008	1108	-	1308	1208	-	-	1408	1508	-	1608	1633	-	1708	1808	-	1833

Walkeringham School	0810	0920	-	1015	1115	-	1315	1215	-	-	1415	1515	-	1615	1640	-	1715	1815	-	1840
Beckingham Low Street	0813	0923	0926	1018	1118	1118	1318	1218	-	1318	1418	1518	-	1618	1643	1646	1718	1818	1836	1843
GAINSBOROUGH BUS STATION	0825	0930	0935	1025	1125	1125	1325	1225	-	1325	1425	1525	-	1625	1650	1655	1725	1825	1845	1850

code **A** Runs via the schools and then continues as Service 99
B Extends to the schools
C Runs from the schools

Retford/Doncaster - Gainsborough

Monday to Saturday

Service Number	29	29	99	98	99	29	29	98	99	29	99												
Journey Codes					A													C		C			
GAINSBOROUGH BUS STATION	-	-	-	0740	-	-	-	0940	-	-	-	1140	-	-	-	1340	-	-	-	1540			
RETFORD BUS STATION	-	-	0735	-	0835	0854	0945	-	1045	1054	1145	-	1245	1254	1345	-	1445	1525	-	-	1645	1734	1745
Barnby Moor	-	-	0743	-	0853	0902	0953	-	1053	1102	1153	-	1253	1302	1353	-	1453	1557	-	-	1653	1742	1753
Torworth	-	-	0746	-	0856	-	0956	-	1056	-	1156	-	1256	-	1356	-	1456	1600	-	-	1656	-	1756
Ranskill	-	-	0748	-	0858	-	0958	-	1058	-	1158	-	1258	-	1358	-	1458	1603	-	-	1658	-	1758
Scrooby	-	-	0750	-	0900	-	1000	-	1100	-	1200	-	1300	-	1400	-	1500	..	-	-	1700	-	1800
Blyth	0600	0700	-	-	-	0907	-	-	-	1107	-	-	-	1307	-	-	-	1607	-	-	-	1747	-
Styrrup	0608	0708	-	-	-	0915	-	-	-	1115	-	-	-	1315	-	-	-	1615	-	-	-	1755	-
Harworth Crossroads	0611	0711	-	-	-	0918	-	-	-	1118	-	-	-	1318	-	-	-	1618	-	-	-	1758	-
Harworth Sandrock Road	0614	0714	-	-	-	0921	-	-	-	1121	-	-	-	1321	-	-	-	1621	-	-	-	1801	-
Harworth Hill Top Court	0617	0717	-	-	-	0924	-	-	-	1124	-	-	-	1324	-	-	-	1624	-	-	-	1804	-
Bircotes Welfare	0620	0720	-	-	-	0927	-	-	-	1127	-	-	-	1327	-	-	-	1627	-	-	-	1807	-
Bawtry Market Place (arr)	0626	0726	0753	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1633	1533	1633	1703	1813	1803
Parrots Corner	0634	0734	0801	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1641	1541	1641	1711	-	1811
Grand St Leger	0640	0740	0807	0847	0917	0947	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	1647	1547	1647	1717	-	1817
DONCASTER INTERCHANGE	0653	0753	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1700	1600	1700	1730	-	1830

Service Number	29	29	99	29	99	98	29	98	99	99													
Journey Codes		B																					
DONCASTER INTERCHANGE	-	0705	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1705	1705	1735	1835	
Grand St Leger	-	0715	0845	0915	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615	1715	1715	1745	1845	
Parrots Corner	-	0723	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	1623	1723	1723	1758	1853	
Bawtry Market Place	0635	0730	0900	0930	1000	1030	1000	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1730	1730	1805	1900	
Bircotes Welfare	0640	0735	-	0935	-	-	-	1135	-	-	-	1335	-	-	-	-	-	-	1735	-	-	-	
Harworth Hill Top Court	0642	0737	-	0937	-	-	-	1137	-	-	-	1337	-	-	-	-	-	-	1737	-	-	-	
Harworth Sandrock Road	0645	0740	-	0940	-	-	-	1140	-	-	-	1340	-	-	-	-	-	-	1740	-	-	-	
Harworth Crossroads	0648	0743	-	0943	-	-	-	1143	-	-	-	1343	-	-	-	-	-	-	1743	-	-	-	
Styrrup	0651	0746	-	0946	-	-	-	1146	-	-	-	1346	-	-	-	-	-	-	1746	-	-	-	
Blyth	0659	0749	-	0954	-	-	-	1154	-	-	-	1354	-	-	-	-	-	-	1754	-	-	-	
Scrooby	-	-	0904	-	1004	-	1104	-	1204	-	1304	-	1404	-	1504	-	1604	-	..	-	1809	-	
Ranskill	0706	0801	0907	-	1007	-	1107	-	1207	-	1307	-	1407	-	1507	-	1607	-	..	-	1812	-	
Torworth	0708	0803	0909	-	1009	-	1109	-	1209	-	1309	-	1409	-	1509	-	1609	-	..	-	1814	-	
Barnby Moor	0711	0806	0912	0959	1012	-	1112	1159	1212	-	1312	1359	1412	-	1512	-	1612	-	1759	-	1817	-	
RETFORD BUS STATION	0720	0840	0920	1008	1020	-	1120	1208	1220	-	1320	1408	1420	-	1520	-	1620	-	1808	-	1825	-	

12 February 2015

Agenda Item: 6

REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND ENVIRONMENT

STRATEGIC PASSENGER TRANSPORT FRAMEWORK – LOCAL BUS SERVICES

Purpose of the Report

1. To advise Committee of the outcome of the stakeholder consultation exercise on the proposed changes to the Strategic Passenger Transport Framework (SPTF).
2. To report on the progress with the monitoring arrangements for the Council's Strategic Passenger Transport Framework.
3. To implement the revised Strategic Passenger Transport Framework from March 2015 and use it as part of the review of all bus service provision in Summer 2015.

Information and Advice

4. On 9 October 2014 Committee approved a revised Strategic Passenger Transport Framework for assessing the need for the future provision of supported local bus services in Nottinghamshire. The County Council currently spends over £4m a year on local bus services and it is vital that the funding is used efficiently and effectively.

The SPTF scoring criteria includes six factors covering the following:

- Subsidy per passenger
- Passengers per journey
- Availability of alternative public transport services in settlements served
- Index of Multiple Deprivation (IMD)
- Primary Journey purpose i.e. employment, shopping, education
- Car ownership levels in the settlements served.

The criteria scores were reviewed to better reflect:

- changing national and local priorities which focus on economic regeneration, job creation and learning;
- the County Council's Strategic Plan – Re-defining Your Council;
- ongoing funding pressures;
- the new Strategic Management Framework;

The draft SPTF scoring approved by the Committee in October for consultation includes an increase in the scores for the IMD (Index of Multiple Deprivation) and journey purpose factors in order to better reflect the Council's strategic objectives. It was also agreed to simplify the journey purpose categories to emphasise the importance of employment and training.

Stakeholder Consultation

5. Stakeholders were consulted on the proposed changes through:
 - the County Council website; Consultation pages
 - Emails; sent to all operators on the County Council's 'Provision of Transport Services in Nottinghamshire' framework
 - Operator Liaison and Quality Bus Partnership meetings
6. A Stakeholder consultation on the proposed changes was concluded in December 2014.

The responses from the Quality Bus Partnership and Operator liaison meetings were broadly supportive of the changes and the operators understood the rationale and implications of the changes on continued support for local bus services.

Future Monitoring Arrangements

7. The use of the revised SPTF will greatly enhance the Council's capability to effectively monitor and review supported local bus services, and enable objective assessments and recommendations to be made about future service developments.
8. A particular feature of the SPTF is the facility to rank contracts using both financial and operational criteria, therefore supporting a fairer approach to decisions about future support for services, especially during these times of reduced spending.
9. SPFT is a comprehensive and flexible management tool and relies on patronage and income data from the bus operators. Ongoing bus operator investment in ticketing technology helps to improve the robustness of data which is being supplied regularly for the contracts that commenced in summer 2014.
10. As reported to Committee in October 2014, the SPTF will be used when reviewing existing contracts and commissioning new services in the future.

11. It is anticipated that a comprehensive review of all local bus service provision will be undertaken in Summer 2015. The SPTF will form an important part of the review process and resulting recommendations.

Proposals

12. The outcome of the consultation resulted in no changes to the proposal agreed by Committee in October 2014 and attached is the revised SPTF.
13. The revised SPTF is adopted and used to monitor local bus performance and help inform the future decisions on the development of local bus services.
14. A review of all local bus service provision is undertaken in Summer 2015.

Outcomes

15. The SPTF will:
 - better inform decision making on the commissioning of new bus services
 - improve on-going performance management of existing services, by identifying poor performing services
 - better reflect national and local priorities,
 - use the recently established County Council's Strategic Management Framework (SMF) to ensure that services are effectively managed in terms of data and performance
 - ensure prioritisation for the most vulnerable and disadvantaged people in Nottinghamshire and those without access to alternative means of travel
 - ensure value for money and the provision of good affordable services

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 only), 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.

Implications for Service Users

17. The introduction of the revised SPTF to determine local bus service investment helps improve the transport offer to new and existing users, therefore, improving their quality of life.

Financial Implications

18. The adoption of the new SPTF for future investment in local bus services will ensure that funding is efficiently and effectively used.

Implications for Sustainability and the Environment

19. The provision of better local bus service options helps promote alternative ways of travel and helps tackle congestion and rising CO2 emissions from transport.
20. The provision of a robust methodology for allocating resources ensures services are economically sustainable in the long term.

RECOMMENDATIONS

It is recommended that:

- 1) The Committee notes the outcome of the stakeholder consultation exercise and adopts the revised SPTF from March 2015.
- 2) The Committee notes the progress with monitoring the Council's Strategic Passenger Transport Framework.
- 3) The Committee agrees to the review of local bus service provision in Summer 2015.

Mark Hudson
Group Manager
Transport and Travel Services

For any enquiries about this report please contact:
Pete Mathieson or Mark Hudson

Constitutional Comments (SMG 15/01/2015)

21. The proposals in this report fall within the remit of this Transport and Highways Committee. By virtue of its Terms of Reference set out in the Council's Constitution, the Committee has responsibility for passenger transport services, including bus and rail initiatives.

Financial Comments (TMR 13/01/2015)

22. The financial implications are set out in paragraph 18 of the report.

Background Papers

None.

Electoral Divisions Affected

All

PROPOSED STRATEGIC PASSENGER TRANSPORT FRAMEWORK 2014

The changes to the current performance framework are highlighted in bold italics.

Number	Factor	Performance/level	Score
1	Index of Multiple Deprivation (IMD) score of settlements served <i>(please see note b)</i>	<i>Worst 5% (most deprived)</i> <i>6-25%</i> <i>26-50%</i> <i>51-75%</i> <i>76-95%</i> <i>Best 5% (least deprived)</i>	<i>6</i> <i>5</i> <i>4</i> <i>3</i> <i>2</i> <i>1</i>
2	Car ownership levels in settlements served <i>(please see note c)</i>	Bottom 25% (low levels of car ownership) 51-75% 26-50% Top 25% (high levels of car ownership)	6 4 2 0
3	Primary journey purpose	<i>More than one of the Main (1-4) journey purposes</i> <i>More than one in each category (Main and Secondary)</i> <i>1)Main centres of employment</i> <i>2)Main centres of training</i> <i>3)Health facilities</i> <i>4)Essential shopping</i> <i>More than one of the Secondary (5-6) journey purposes</i> <i>5)Non-essential shopping</i> <i>6)Leisure/tourism facilities</i>	<i>7</i> <i>6</i> <i>6</i> <i>5</i> <i>4</i> <i>3</i> <i>3</i> <i>2</i> <i>1</i>
4	Availability of alternative commercial Public Transport services in settlements served <i>(please see note a)</i>	No other alternative services in time period <20% of service frequency standard met 21-40% of service frequency standard met 41-60% of service frequency standard met 61-80% of service frequency standard met >80% of service frequency standard met Service frequency fully met in	6 5 4 3 2 1 0

		time period	
5	Cost per passenger	<£1 £1.00-£1.99 £2.00-£2.99 £3.00-£3.99 £4.00-£4.99 >£5	5 4 3 2 1 0
6	Passengers per journey	>20 16-20 11-15 6-10 1-5 0	5 4 3 2 1 0

Notes

The total score for each Local Bus contract is calculated by adding the scores for each variable listed (maximum score 35). A score of 30 or over will usually be retained in any review of services * A contract with a high total score (20-29) is more likely to be retained in any review of services*. A contract with a low total score (below 20) means that the contract is considered to be 'at risk' and should be further investigated.

* Please note if any service has costs per passenger lower than a £1 it should be considered for commercial operation

(a) The availability of alternative public transport services in each settlement served by a contract is scored according to the extent to which all commercial bus and rail/tram services in the settlement meet a defined service frequency standard for the time period in which the contract operates. Service frequency standards for each settlement have been calculated for three main time periods:

Monday to Saturday daytime (0600-1800hrs); Monday to Saturday evenings (1800-24:00hrs); Sunday all day (0600-2400hrs).

The service frequency standards set for each time period are:

Monday to Saturday daytime – hourly service;
Monday to Saturday evening – 2 hourly service;
Sunday all day – 2 hourly service.

A settlement with an alternative commercial service operating at an hourly frequency or better will score lower than a settlement with no alternative public transport facilities available if the particular contract was withdrawn.

Definition of settlements:

Super Output Area (SOA) is a spatial/areal unit of some 500 households, 1500 population, smaller than a census ward. There are 497 SOAs in Nottinghamshire, up to 4 SOAs can be

included in a ward. The index of multiple deprivation is published at this level of geography, and 2011 census data can be provided at this level of geography.

County Parish - an administrative area of the County - often with a Parish Council. Smaller in population than an SOA . 2011 census data is available at this level of geography.

East of County – County Parishes

West of County – Super Output Areas (SOA)

Urban areas of Mansfield, Sutton, Kirkby, Worksop, Retford, Newark – Super Output Areas (SOA)

- b) The Index of Multiple Deprivation (IMD) for each settlement served is based on the percentage ranking of each Super Output Area (SOA) in Nottinghamshire in relation to the national ranking of the most deprived Super Output Area (SOA) in Nottinghamshire.

The components of the IMD contains 37 factors split into 7 weighted domains as follows:

1. Income
2. Employment
3. Health and Disability
4. Education skills and training.
5. Barriers to Housing and services
6. Crime
7. Living environment

For more details on the domains and factors :

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6320/1870718.pdf

- c) Car ownership levels are defined as the percentage of total households within each settlement with no car or with only 1 car and 2 or more people aged 17 or over.
- d) The scores associated with IMD, car ownership and availability of alternative public transport services are weighted by the population of the settlements served by the local bus service contract in question.

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (WESTGATE AND HALLOUGHTON ROAD, SOUTHWELL) (PROPOSED NO RIGHT TURN BAN AND NO WAITING AT ANY TIME RESTRICTIONS) ORDERS 2015 (3215 AND 3216)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections to the Nottinghamshire County Council (Westgate and Halloughton Road, Southwell) (Proposed No Right Turn Ban and No Waiting at Any Time Restrictions) Orders 2015 (3215 and 3216).

Information and Advice

1. Halloughton Road is a residential road in the historic market town of Southwell. The road runs between Westgate and Nottingham Road, both of which are main roads into the town. The route is frequently used as a rat-run by drivers avoiding a busy town centre junction. The northern section of Halloughton Road, where it joins Westgate, is only 4.0m wide in places; substantially narrower than the 7.3m typical width of a modern standard single carriageway road. This particularly narrow section extends over 90m and has no footway for pedestrians. The lack of footway combined with the increased traffic flow in the morning and evening peak causes concern to users over the potential for conflict between pedestrians and vehicles.
2. Following representations from constituents local County Councillor Bruce Laughton raised residents' concerns over the volume of non-access traffic, coupled with the narrowness of the road and lack of pedestrian footway. The local Highways District Manager and Councillor Laughton met with residents and a Town Council representative regarding these issues and agreed to investigate a solution.
3. As part of the scheme development consideration was given to a number of options, including a closure with residents' only access, a one-way order along the entire length and traffic calming along the entire length. These were discounted at the development stage for a variety of reasons including enforcement issues, increases in traffic speed, noise/vibration concerns and lack of resident support.

4. The option to close Halloughton Road entirely, from a point approximately 90m south of its junction with Westgate was considered in more detail. The effect of such a closure was assessed in terms of highway impact, additional journey lengths, traffic flow and speed of traffic. Residents were surveyed in July 2012 to determine their view on such a closure; 63 properties were surveyed and 58 responses received. The results showed a majority (85%) of those responding were in favour of a road closure; however many gave their approval conditional on other measures or exemptions, which were not achievable. A safety audit of the closure was undertaken, which highlighted concerns over vehicles reversing into Westgate, increased vehicle speeds over the southern stretch of Halloughton Road and also the lack of a safe turning area to the south of the proposed closure. These factors in conjunction with the substantial cost of such a scheme meant that it was unfeasible.
5. The scheme now proposed by Nottinghamshire County Council introduces a no-right turn traffic order on Westgate that will prohibit right-turn vehicle movements into Halloughton Road from Westgate. Traffic count information from a survey undertaken on 16th October 2013 indicates that in the morning peak (between 0700 and 1000 hrs) there were 184 vehicles travelling south along the whole length of Halloughton Road before turning right on the A612 towards Nottingham, this will be traffic using the road as a cut through. During the same time period 35 vehicles travelled along the road in the opposite (northern) direction. In the afternoon peak (1500 and 1730 hrs) the number is more balanced, but traffic counts still show 89 vehicles travelling south along all of Halloughton Road and 74 in the northern direction after turning off the A612. The proposal will help to reduce vehicles using the route as a rat-run between Westgate and Nottingham Road in the southerly direction, which as shown is the primary traffic movement. As a comparison in the morning peak 34 vehicles originated on Halloughton Road and turned right onto A612 and 12 additional vehicles turn left towards the school, as these vehicles originate from Halloughton Road they are considered as local residential traffic.
6. In addition “No Waiting At Any Time” (double yellow lines) are proposed on Westgate and for a distance of approximately 55m along both sides of Halloughton Road from its junction with Westgate. The waiting restrictions will ensure that Halloughton Road is kept clear of parked vehicles, improving visibility and safety for both motorists and pedestrians and making it easier for vehicles turning into and out of the road. Double yellow lines extend into Halloughton Road as this is the narrowest section with walling and hedgerows either side that would restrict traffic movements and flows should any vehicles park at the location.
7. The proposals were initially consulted on between 2nd October 2014 and 27th October 2014, with double yellow lines extending approximately 6m (minimum length) on Westgate and 55m on Halloughton Road from the junction. In response to comments from consultees the double yellow lines on Westgate were extended to 10m to provide better visibility and additional double yellow lines were proposed for the Halloughton Road / Nottingham Road junction, to ensure visibility at that junction is maintained. In response to comments from conservation experts the signing and lining were amended where possible to be sympathetic to the heritage of the area. The “No Waiting At Any Time” (double yellow lines) will be primrose coloured lines of 50mm width and the right-turn ban sign will have no yellow backing board.
8. These revisions were publicly advertised between 17th November 2014 and 22nd December 2014, as shown on the attached plans H/04078/2014/01/A and H/04078/2014/04.

Objections Received

9. During consultation on this proposal a total of twenty-seven responses were received, which nine expressed support for the scheme. A variety of comments were raised:

- Concerns that the restriction would increase speeds and did not sufficiently improve pedestrian safety on Halloughton Road;
- Concerns that the right-turn ban from Westgate to Halloughton Road would be ignored by drivers and cause resentment amongst those drivers who adhered to the traffic regulations;
- Requests for these or limited waiting restrictions to be extended / introduced at other junctions;
- Concerns that the restrictions would inconvenience residents travelling from Oxton / Farnsfield as the right-turn restriction would require them to make a longer trip via Nottingham Road to access their homes on Halloughton Road;
- Comments that the waiting restrictions on Halloughton Road were unnecessary.
- Nottinghamshire Police objected to the right-turn ban only; on the grounds that insufficient resources were available to enforce the restriction and that other engineering measures would more effectively address the issue of rat-running.

10. Replies have been sent direct to all respondents and of these seven are considered to be outstanding objections to the proposals; including the objection from Nottinghamshire Police.

11. Objection by local residents to the right-turn ban.

All outstanding objections related to the introduction of the right-turn ban from Westgate to Halloughton Road. Three Halloughton Road residents objected on the grounds that the ban would increase their journey distance and travel time when travelling from a westerly direction, as they would be required to access Halloughton Road via Nottingham Road. Two other objections were made on the basis that the right-turn ban would not be effectively enforced and that other measures, such as a road closure, would more effectively address the issue of rat-running. A sixth objection, from a resident of Westgate, was that the right-turn ban would force more traffic onto Westgate, worsening the situation on an already congested route. The objector argued that Halloughton Road could easily accommodate the current levels of traffic.

12. Response

It is not possible to exempt residents from the proposed right-turn ban, nor to make the prohibition time-limited. This full time restriction assists both understanding of it and compliance with it from drivers. The right-turn ban, rather than a prohibition of entry on Halloughton Road, has been chosen as the best available measure to address the rat-running problem, whilst retaining the widest access to the public highway for both residents and other users. This option maintains two-way traffic flow on the route, therefore reducing the likelihood of increased vehicle speeds that is a result of making a one-way order. Other options, such as a closure, were considered. However, this would also create longer journeys for some users and increased traffic speed and volumes over certain stretches of road. It would also require additional engineering measures, such as turning heads which cannot be accommodated within the restricted Highway boundary. The decision to prohibit the right-turn movement from Westgate is designed to minimise conflict over the narrow

section of Halloughton Road and may improve traffic flow along Westgate as it will no longer be held up by right-turners waiting for a gap in westbound traffic.

13. Objection by Nottinghamshire Police to the right-turn ban.

This objection was made on the grounds that the scheme requires compliance from drivers to work and such compliance can only be enforced by Police Officers (not PCSO or Community wardens) taking them away from more serious incidents. The objections states that a barrier in the middle of Halloughton Road would be a more suitable and self-enforcing option.

It also states that accident statistics show that there have been no injury collisions on Halloughton Road itself for the last 3yrs and 5 months (time period 1/1/2011 – 31/5/2014). The suggestion from Nottinghamshire Police is that the scheme is addressing perceived rather than actual safety concerns as there is no collision problem at this location.

14. Response to Nottinghamshire Police

The right-turn ban from Westgate has been identified as the intervention which offers the best balance of outcomes between reducing rat-running and improving residents' perception of safety in the area. It also maintains the widest access to the public highway for all users and minimises journey extensions required by road closures or prohibition of entry regulations. To assist in driver understanding of and compliance with the regulation, the prohibition will operate 24hrs a day, 365 days a year with no exemptions. The prohibition will be signed in advance and further highlighted by carriageway markings.

15. Objection – that the No Waiting at Any Time restrictions at the northern end of Halloughton Road is unnecessary.

Three objections included a comment that the No Waiting at Any Time (double yellow lines) restrictions are not unnecessary because no vehicles are customarily parked in this area.

16. Response – regarding the No Waiting at Any Time restrictions at the northern end of Halloughton Road.

The scheme proposed by Nottinghamshire County Council would introduce formal No Waiting at Any Time restrictions at the northern end of Halloughton Road and along Westgate. There is considerable pressure on the highway in the area, with conflicting demands of residents' parking, visitor and commuter parking, essential loading and parking by blue badge holders alongside the movement of vehicles, cycles and pedestrians.

The primary purpose of the highway is to facilitate the movement of people and vehicles not as parking for vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. To improve safety and visibility, double yellow lines will be introduced on Westgate. This will reduce the availability of on-street parking and, as pressure on the highway increases; it is possible that without formal restrictions on Halloughton Road, the wider sections may be used for parking. As such the double yellow lines are also proposed for a section Halloughton Road and this is also along the narrowest section with walling and hedgerows to either side.

Other Options Considered

17. Other options have been considered and discounted, as outlined in paragraphs 4 - 5 and the present scheme proposal altered in line with requests and comments received as part of the initial consultation.

Comments from Local Members

18. County Councillor Bruce Laughton supports the proposed scheme.

Reasons for Recommendations

19. The proposals contained in the Westgate and Halloughton Road proposed No Right Turn Ban and No Waiting at Any Time orders are considered appropriate taking into account a balanced view of the needs of all road users.

Statutory and Policy Implications

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

Financial Implications

21. The scheme is being funded from the 2014/15 Integrated Transport Measures capital budget and will cost in the region of £5,000.

Crime and Disorder Implications

22. Nottinghamshire Police objected to the right-turn ban element of the proposals as detailed in paragraph 13.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Westgate and Halloughton Road, Southwell) (Proposed No Right Turn Ban and No Waiting at Any Time Restrictions) Orders 2015 (3215 and 3216)

are made as advertised and objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author
Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (LMcC – 09/01/2015)

23. The Highways and Transport Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (GB - 08/01/2015)

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

Background Papers

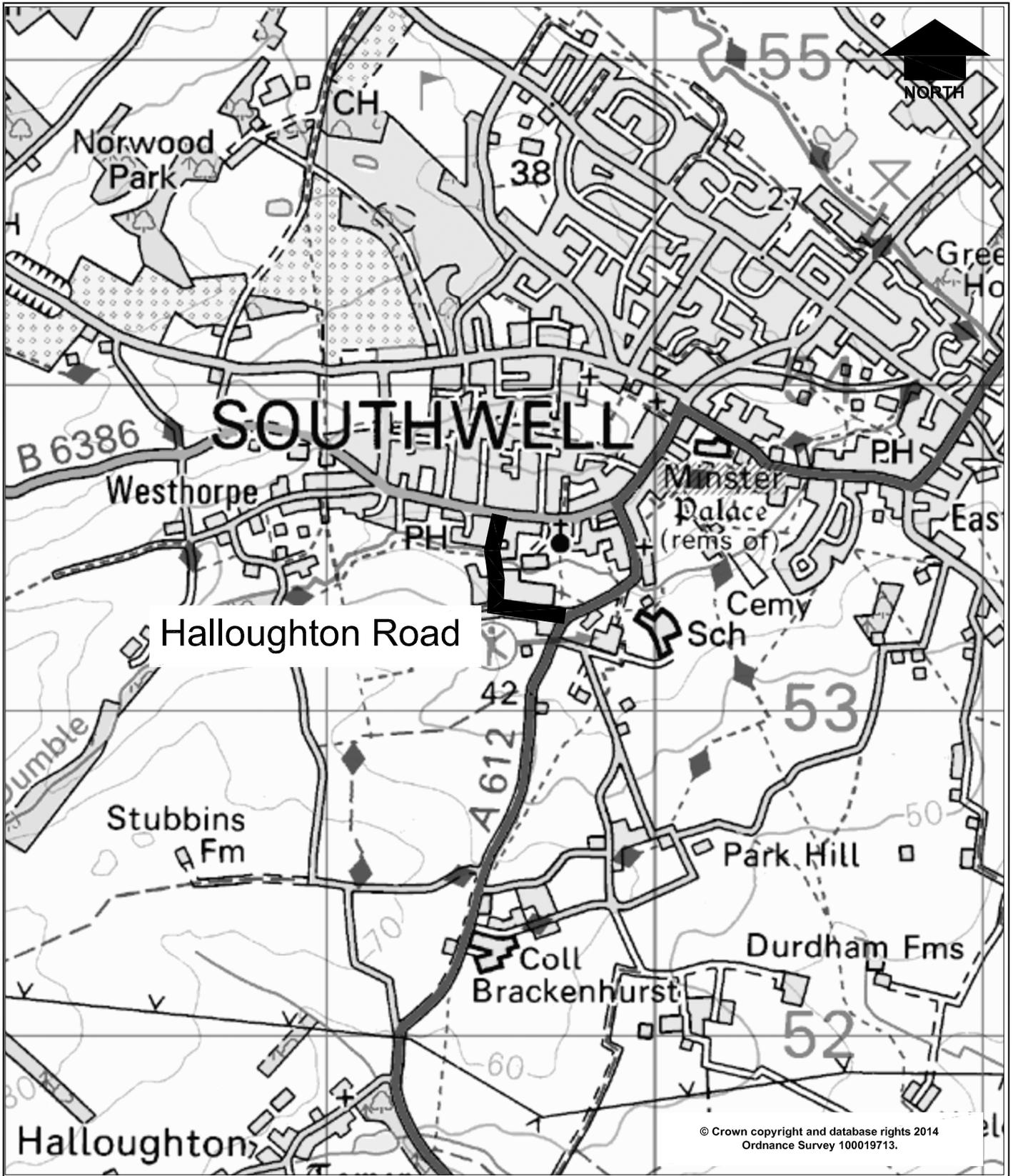
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

Southwell and Caunton ED

Councillor Bruce Laughton

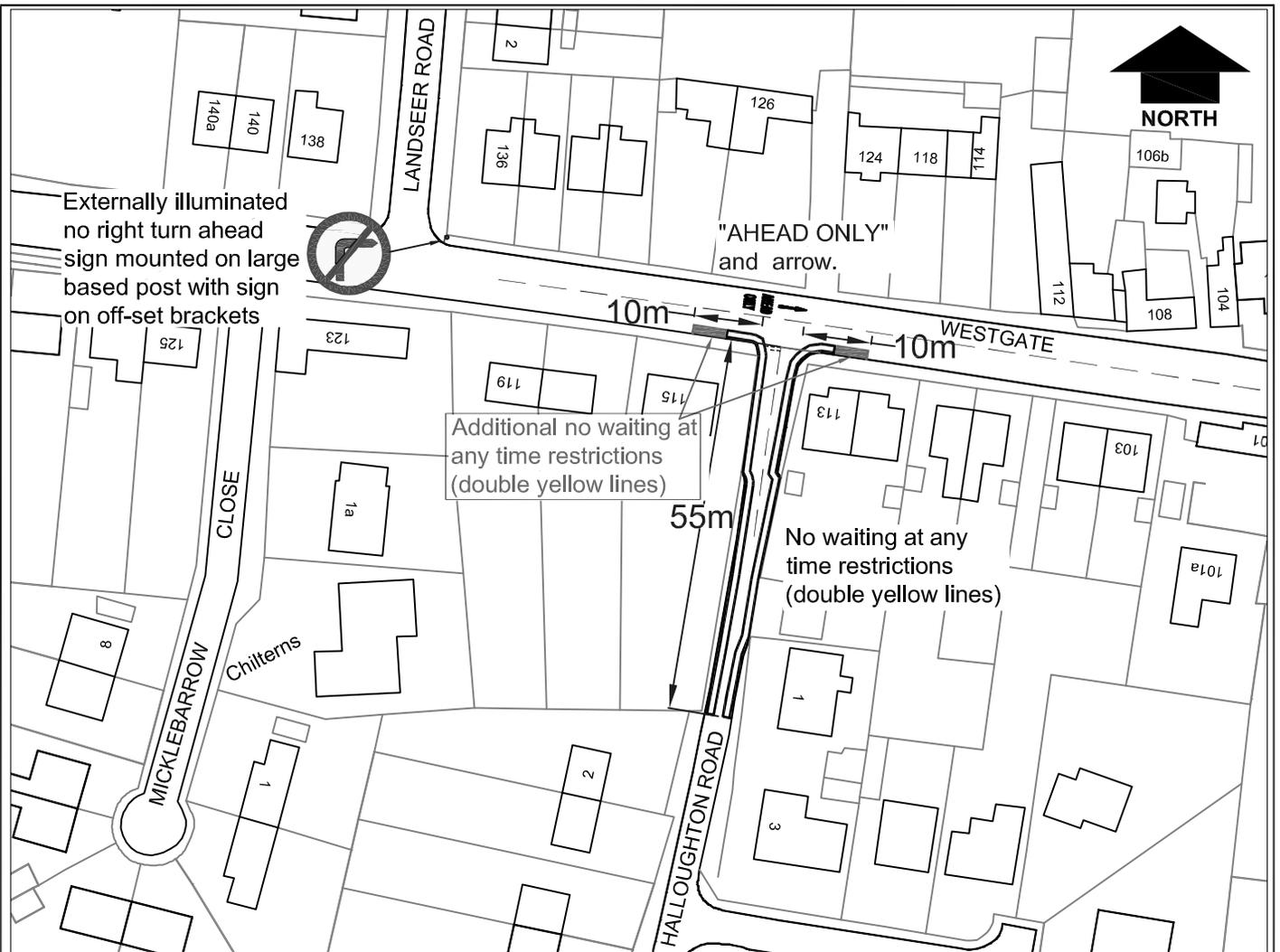


 <p>Nottinghamshire County Council</p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project		Westgate/Halloughton Rd Junction, Southwell	Drawn	Date
			Proposed No Right Turn Ban & No Waiting at any Time Restrictions	Chkd	Date
	Property No.	Project No.	P.H.IC.31415.02	Auth	Traced
	Title			Layout Plan	
			Page 33 of 98		N.T.S.
Drawing No.		H/04078/2014/04			Rev

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NORTH

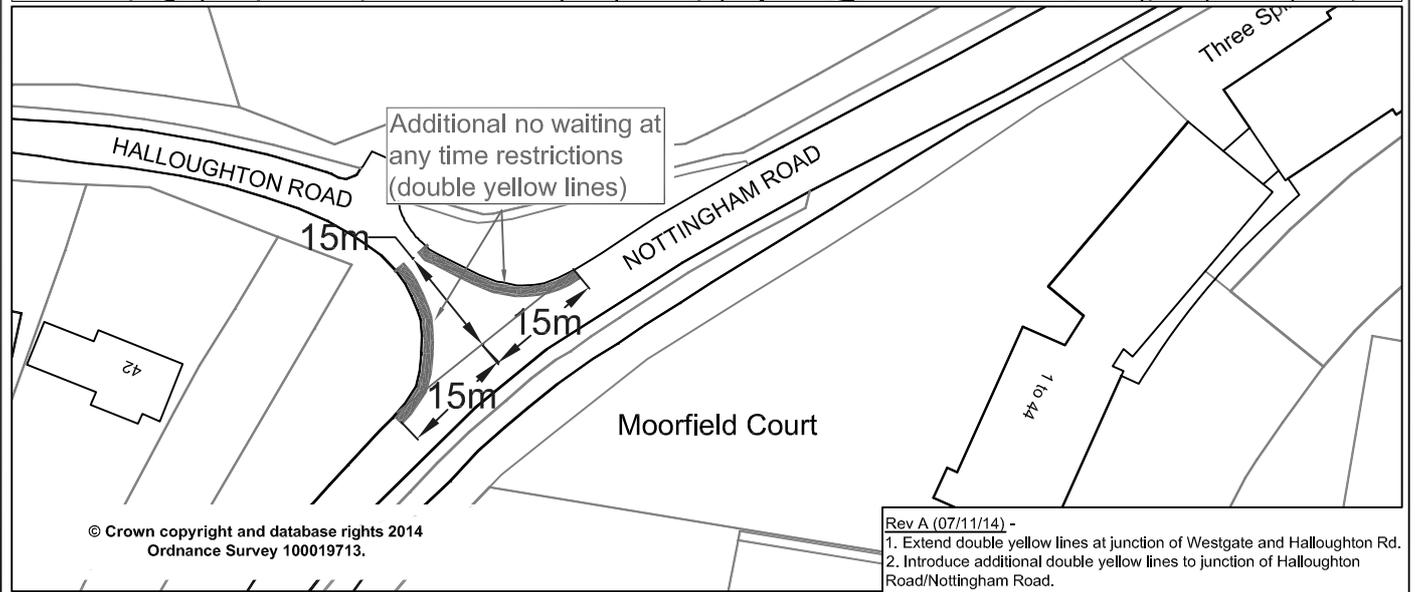


Externally illuminated
no right turn ahead
sign mounted on large
based post with sign
on off-set brackets

"AHEAD ONLY"
and arrow.

Additional no waiting at
any time restrictions
(double yellow lines)

No waiting at any
time restrictions
(double yellow lines)



Additional no waiting at
any time restrictions
(double yellow lines)

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Ordnance Survey 100019713.

Rev A (07/11/14) -
1. Extend double yellow lines at junction of Westgate and Halloughton Rd.
2. Introduce additional double yellow lines to junction of Halloughton Road/Nottingham Road.

 <p>Nottinghamshire County Council</p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project		Drawn	Date
	Westgate/Halloughton Rd Junction, Southwell		J.A.B.	Oct.14
	Proposed No Right Turn Ban & No Waiting at any Time Restrictions		Chkd	Date
	Property No.	Project No.	Auth	Traced
		P.H.IC.31415.02		
Title			Scale	
Revised Layout			1:1000	
Page 35 of 98				
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12th February 2015

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A610 NUTHALL BYPASS, NUTHALL AND THE CITY OF NOTTINGHAM) (50 MPH SPEED LIMIT) ORDER 2015 (5184)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections received in respect of the Nottinghamshire County Council (A610 Nuthall Bypass, Nuthall and the City of Nottingham) (50mph Speed Limit) Order 2015 (5184).

Information and Advice

2. The A610 is part of the County's primary road network. It enters Nottinghamshire from Derbyshire in the west and runs in a south-easterly direction through Eastwood, Kimberley, Nuthall and into Nottingham City. The section of the A610 related to this proposal is known as Nuthall Bypass and runs between Nuthall roundabout which is east of junction 26 on the M1 and Cinderhill roundabout in the city; so lies partly within the boundary of Nottingham City Council. The section is currently dual carriageway and derestricted so operates under the national speed limit of 70mph.
3. In 2005 an accident remedial route treatment scheme was undertaken on the wider A610. At this stage the Nuthall Bypass Way remained 70mph on the grounds that it did not have an accident problem. However, over the intervening years the section has become something of an anomaly lying between the 30mph restriction east of the Cinderhill Island and the 30mph A6002 Nuthall Island prior to the 40mph section further west.
4. Nottinghamshire County Council has received a number of requests from local residents and the local County Councillor for the speed limit to be lowered. The mean speed on this section of road is 46mph, which indicates that a 50mph speed limit would be appropriate. The proposed lower 50mph speed limit for the A610 was recommended by Nottinghamshire County Council's speed limit review, which was approved in August 2011.
5. The proposals were initially consulted on between 7th November and 28th November 2014 and formally advertised between 9th December 2014 and 5th January 2014 as shown on the enclosed drawing H/04078/2028.

Objections Received

6. During consultation, six responses were received. Replies have been sent direct to respondents and four of the responses received are considered to be outstanding objections to the proposal. Other comments raised include:
- The local County Councillor, Philip Owen, would prefer the proposed speed limit to be 40mph to reduce the number of different speed limits on the routes connecting to Nuthall Island. Councillor Owen stated that if such a limit was not feasible then the road should remain derestricted;
 - The Parish Council does not support the proposal and also suggests that the speed limit should be 40mph;
 - Comments that the proposed speed limit should be 40mph as the objector considers that this reflects the traffic speeds on this route anyway.;
 - Comment from Nottinghamshire Police that a 40mph speed limit would not get a high level of compliance unless it was enforced by technology; which is not justified at this location;
 - Nottingham City Council has been consulted on the proposals and supports the proposed 50mph limit. The section of road within the City Council area is maintained by the County Council as part of the cross boundary maintenance agreement.

7. Objections

The common theme on all outstanding objections was the desire for a 40mph order to be applied to the derestricted section, rather than the 50mph limit proposed.

Response

The proposals for a 50mph limit on this section of the A610 are based on the recommendations in the A&B road speed limit review formally approved in August 2011. The speed limit review used methodology recommended by the Department for Transport to consider the most appropriate speed limit for the route based on its route characteristics, mean speed and injury accident patterns. Using this methodology also maintains a consistent approach to speed management across the County.

The proposed reduction in the speed limit to 50mph will also offer additional benefits to any residents adjacent to the road by potentially reducing tyre surface noise. For speeds below 50mph then noise is generally due to the engine rather than tyre surface noise.

Nottinghamshire Police has indicated that it would not support a 40mph limit. The police state that such an order would mean a reduction from a national speed limit of 70mph to 40mph which is a decrease of 30mph along a dual carriageway of some considerable length. It considers experience shows that such a limit would not get a high level of compliance unless it was enforced by technology and that injury collision history would not support the installation of cameras at this location. The County Council also supports the view that there is likely to be widespread non-compliance with a further reduction in the speed restriction.

During the latest three and a half year period (01-01-11 to 30-6-14) there have been 18 injury accidents (1 serious and 17 slight), on this section of road, inclusive of the roundabout approaches/exits. Analysis carried out on the accident pattern reveals that only two of these

collisions have occurred away from the junctions so most are related to traffic queues rather than speed. It is considered that whilst there is no compelling accident justification to reduce the limit, a lower limit of 50mph is in line with the speeds actually being achieved by drivers.

Other Options Considered

8. The feasibility of implementing a 40mph limit was considered but was discounted due to objection from Nottinghamshire Police. It is considered further reductions would not be self-enforcing and would require camera enforcement that is not justified based on accident history. The lower 40mph limit also would not comply with Department for Transport methodology for the setting of local speed limits.

Comments from Local Members

9. County Councillor Philip Owen does not support the proposed speed limit order, as detailed in paragraph 7.

Reasons for Recommendations

10. The proposed changes to the speed limit on the A610 Nuthall Bypass are considered appropriate taking into account a balanced view of the needs of all road users, current average speeds and likely levels of driver compliance.

Statutory and Policy Implications

11. 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 only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) for 2014/15 and will cost in the region of £10,000.

Crime and Disorder Implications

13. Nottinghamshire Police supported the proposed 50mph speed limit as recommended below.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (A610 Nuthall Bypass, Nuthall and the City of Nottingham) (50mph Speed Limit) Order 2015 (5184) is made as advertised and objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SLB 13/01/2015)

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

Financial Comments (GB 14/01/2015)

15. The financial implications are set out in paragraph 12 of the report.

Background Papers

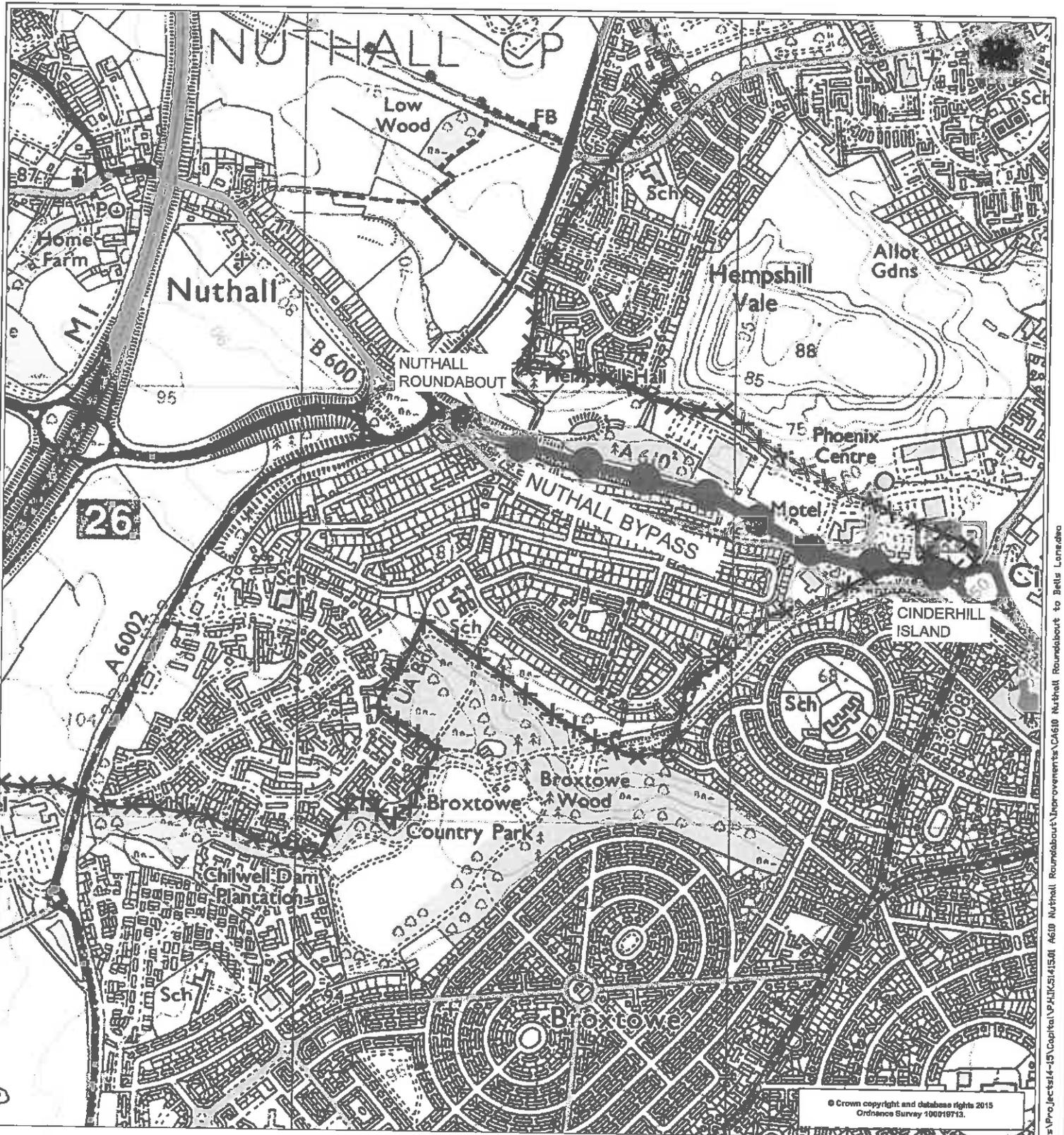
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

Nuthall ED

Councillor Philip Owen



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Ordnance Survey 100019713

KEY


Proposed 50mph speed limit
(currently de-restricted 70mph)


County / City Boundary

A	A6002 removed from the proposals and are being advertised seperately				SLW	Dec '14		
	Rev	Description	Drawn	Chkd			Auth	Date
			SLW					Dec '14
			JAB					Dec '14
		Auth			Traceo			
	Rev				Scale			
		A			N.T.S.			

 **Nottinghamshire County Council**
Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 8BJ
Tel: 0300 500 80 80
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Project: A610 Millenium
Property No.: Project No.: TRO 5184

Proposed 50 mph Speed Limit

H/04078/2028

Jan 13, 2015 10:33pm I:\Highways\Design and Construction\Roads and Highways\ProJects\14-15\Capital\VP\JKS1415\01 A610 Nuthall Roundabout\Improvements\A610 Nuthall Roundabout to Bels Lane.dwg



12th February 2015

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (KIRKBY IN ASHFIELD & SELSTON AREA) (PROHIBITION OF WAITING AND NO STOPPING ON ENTRANCE CLEARWAY) TRAFFIC REGULATION ORDER 2015 (4145)

CONSIDERATION OF OBJECTIONS - SUTTON MIDDLE LANE AND VERNON CRESCENT

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order (TRO) relating to proposals Sutton Middle Lane and Vernon Crescent and whether it should be made as advertised with the amendments as detailed in the recommendation.

Information and Advice

2. Sutton Middle Lane is a residential cul-de-sac on an established housing estate in Kirkby and comprises mostly of bungalows with a few semi-detached houses; only the latter of which have off-street parking. Three further cul-de-sacs are accessed from Sutton Middle Lane which includes Buckingham Close, Maple Crescent and Box Crescent. Buckingham Close is a modern housing estate road with no formal footways and detached houses with off-street parking. The properties on Maple Crescent and Box Crescent are all semi-detached bungalows, the majority of which do not have off-street parking and a high percentage of the occupants are elderly. Greenwood Primary and Nursery School, a large primary school with 373 pupils is located at the northern end of Sutton Middle Lane. The school has two pedestrian entrances as well as the vehicle entrance located directly off this road.
3. Vernon Road is a residential road to the west of Kirkby town centre, comprising mainly of terraced properties with little or no off-street parking. Jeffries Primary and Nursery School, a medium sized primary school with 255 pupils is located at the eastern end of Vernon Road, a pedestrian entrance as well as a combined pedestrian/vehicle entrance for the school are located directly off this road.
4. At school start and finish times streets surrounding both schools are used for parking by parents and carers dropping off or picking up children. Demand for on-street parking in the close proximity of the school frequently exceeds supply and this leads to vehicles being parked closer to junctions than the recommended 10m exclusion space. At some locations,

vehicles are parked on both sides of the road in close proximity to the junction. This forces motorists into a single lane width when both entering and exiting side roads.

5. As part of the County Council's commitment to make all the "School Keep Clear" markings in Nottinghamshire legally enforceable, the County Council is proposing to introduce a Legal Order covering the zig-zag markings on Sutton Middle Lane and Vernon Road in Kirkby. In addition a number of 'No Waiting At Any Time' restrictions (double yellow lines) are also proposed at pinch points and junctions to maintain clear access and visibility for the safe movement of vehicles and pedestrians.
6. The statutory consultation and public advertisement for all the existing school keep clear markings in the Kirkby in Ashfield and Selston areas of Ashfield was carried out between 6th August 2014 and 27th August 2014. This report relates to objections received for the restrictions proposed for areas around Greenwood Primary and Nursery School and Jeffries Primary and Nursery School. In addition to the School Keep Clear markings a number of 'No Waiting At Any Time' restrictions (double yellow lines) were included in the proposals for the junctions of Sutton Middle Lane / Maple Crescent, Sutton Middle Lane / Buckingham Close and the length of road opposite 27 to 45 Vernon Road. The attached drawings H/DAS/TRO4145/1 (Sutton Middle Lane) and H/DAS/TRO4145/7 (Vernon Road) represent the advertised proposals included in the area-wide order.

Objections Received

7. During the area-wide consultation, thirty-one responses were received. Replies have been sent direct to respondents and twenty-five of the responses received are considered to be outstanding objections to some or all of the proposals, of these twenty-four are from residents on roads in the vicinity of Greenwood Primary School on Sutton Middle Lane. A single objection is outstanding to the proposals on Vernon Road.
8. Objection – Sutton Middle Lane area (displaced parking on surrounding roads)

The responses from Sutton Middle Lane area are being treated as objections to the scheme. Residents from the three cul-de-sacs accessed off Sutton Middle Lane have expressed concern that the restrictions proposed in the vicinity of the school would result in more vehicles parking on the surrounding roads. They state that it would make it more difficult for residents to have visitors as they would have nowhere to park. Some residents of Maple Crescent and Box Crescent state that access is required for medical related visits throughout the day. The objectors would like to see parking facilities built in the grounds of the school.

Response – Sutton Middle Lane area (displaced parking on surrounding roads)

The School Keep Clear markings are being made legally enforceable as part of the programme agreed by Members to make all of these type of markings in Nottinghamshire legally enforceable. The double yellow lines on the junctions off Sutton Middle Lane are being introduced in response to a request from Nottinghamshire Police. The proposed parking restrictions are to ensure that the areas where pupils congregate or cross the road are kept clear of parked cars. The school keep clear markings would only be in force on Monday to Friday between the hours of 8am and 4.30pm, which would enable drivers to park here whenever there is an event being held at the school in the evenings or over the

weekend. The removal of parked vehicles from the junctions would make it easier for vehicles turning in to or out of Maple Crescent or Buckingham Close at all times of day. The extent and degree of the proposed restrictions are considered an appropriate balance between the need to secure clear junctions and road space whilst retaining on-street parking availability. It is anticipated that some parking will transfer onto adjacent street but this is primarily related to school arrival and departure times.

6. Objection – Vernon Road (reduced parking availability)

An objection against the introduction of double yellow lines on the northern side of Vernon Road was submitted on behalf of an elderly resident on Vernon Road. The objector was against the restriction because this would prevent them parking on Vernon Road whenever they came to visit their elderly mother. The southern side of the road is terraced housing with no off-street parking and is frequently parked up with residents' cars. An amendment to the scheme, as detailed below, was suggested however the objector wished their objection to stand. They do not want any parking restrictions on the north side of the road

Response – Vernon Road (reduced parking availability)

An amendment to the scheme is proposed which would provide the opportunity for vehicles to park in the evenings and at weekends on the section of Vernon Road between the School Keep Clear markings and the build-out. The proposed alteration would change a section (approx. 6.5 metres) of the proposed double yellow lines to 'No Waiting Monday to Friday, 8am to 4.30pm' (single yellow lines) as shown on attached drawing H/DAS/TRO4174/7/A (Vernon Road).

The remaining double yellow line restrictions proposed are located around a kerb build out; parking at the side of which would obstruct the passage of traffic along Vernon Road. The restrictions as a whole are required to maintain the free flow of vehicles and improve pedestrian visibility by keeping the area in front of the school clear of parked vehicles at the busy times of the school day.

Other Options Considered

7. The other option considered was the original proposal for double yellow lines on Vernon Road rather than a combination of double and single yellow lines as described in section 6.

Comments from Local Members

8. Sutton Middle Lane and Vernon Crescent are in the Kirkby-in-Ashfield North ED and there has been no response from the local member County Councillor John Knight.

Reasons for Recommendations

9. The proposals contained in the (Kirkby in Ashfield & Selston Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Order 2015 no-waiting and no-stopping order are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

10. 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 only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

11. The overall School Keep Clear programme is being funded through the 2014/15 Highway Safety revenue budget at a cost of £50,000.

Crime and Disorder Implications

12. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Kirkby in Ashfield & Selston Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (4145) is made as advertised with amendments and objectors advised accordingly.

Amendment is:

- Vernon Road – change approx. 6.5 metres of no waiting at any time restrictions (double yellow lines) to 'No Waiting Monday to Friday, 8am to 4.30pm' (single yellow line) as shown on H/DAS/TRO4145/7/A (Vernon Road, Kirkby in Ashfield).

Andrew Warrington
Service Director (Highways)

Name of Report Author
Mike Barnett

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

For any enquiries about this report please contact:
Mike Barnett – Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

Constitutional Comments (LM 19/01/2015)

13. The Transport and Highways Committee have delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TMR 20/01/2014)

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

Background Papers

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

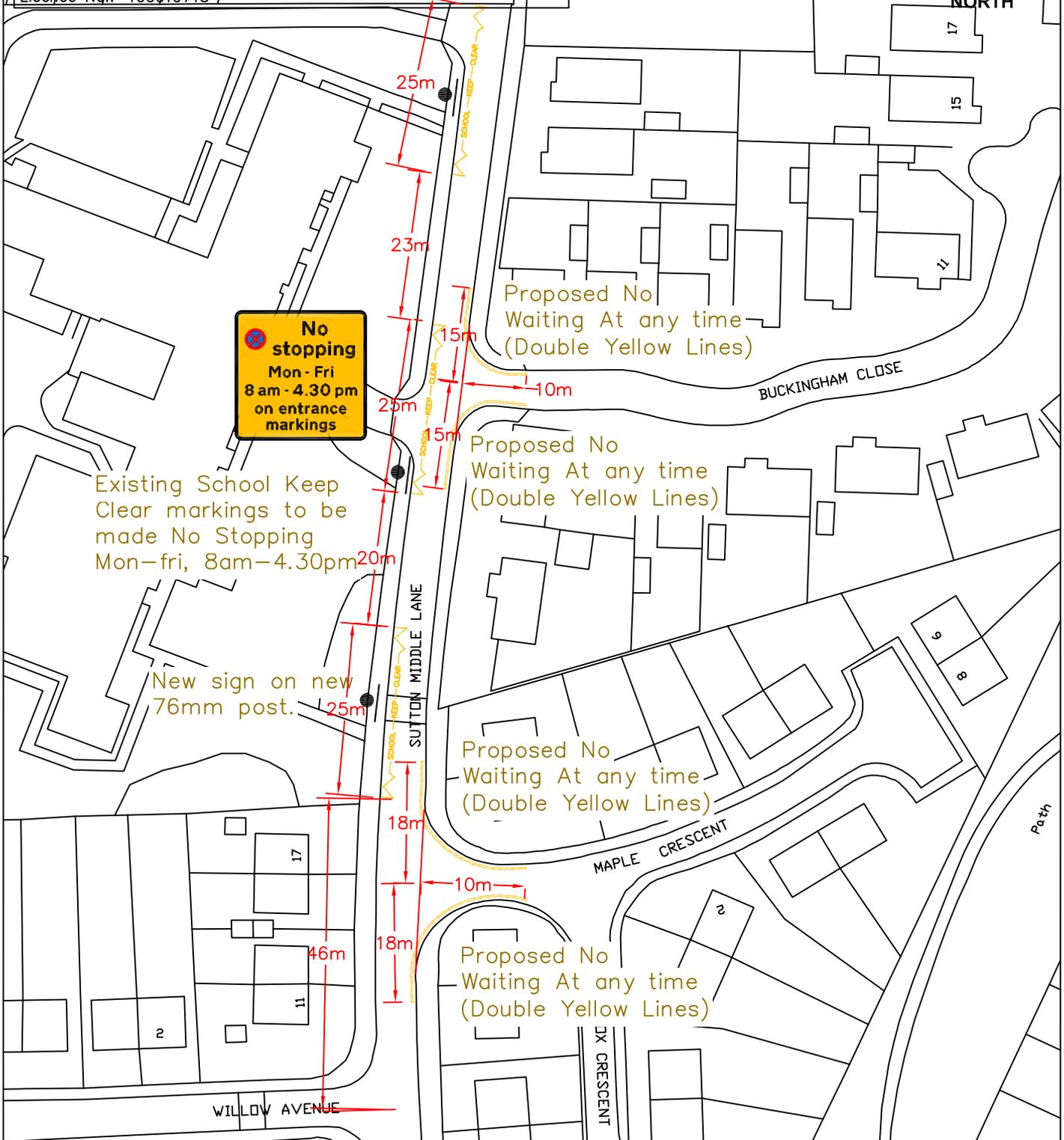
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Electoral Division(s) and Member(s) Affected

Kirkby in Ashfield North ED

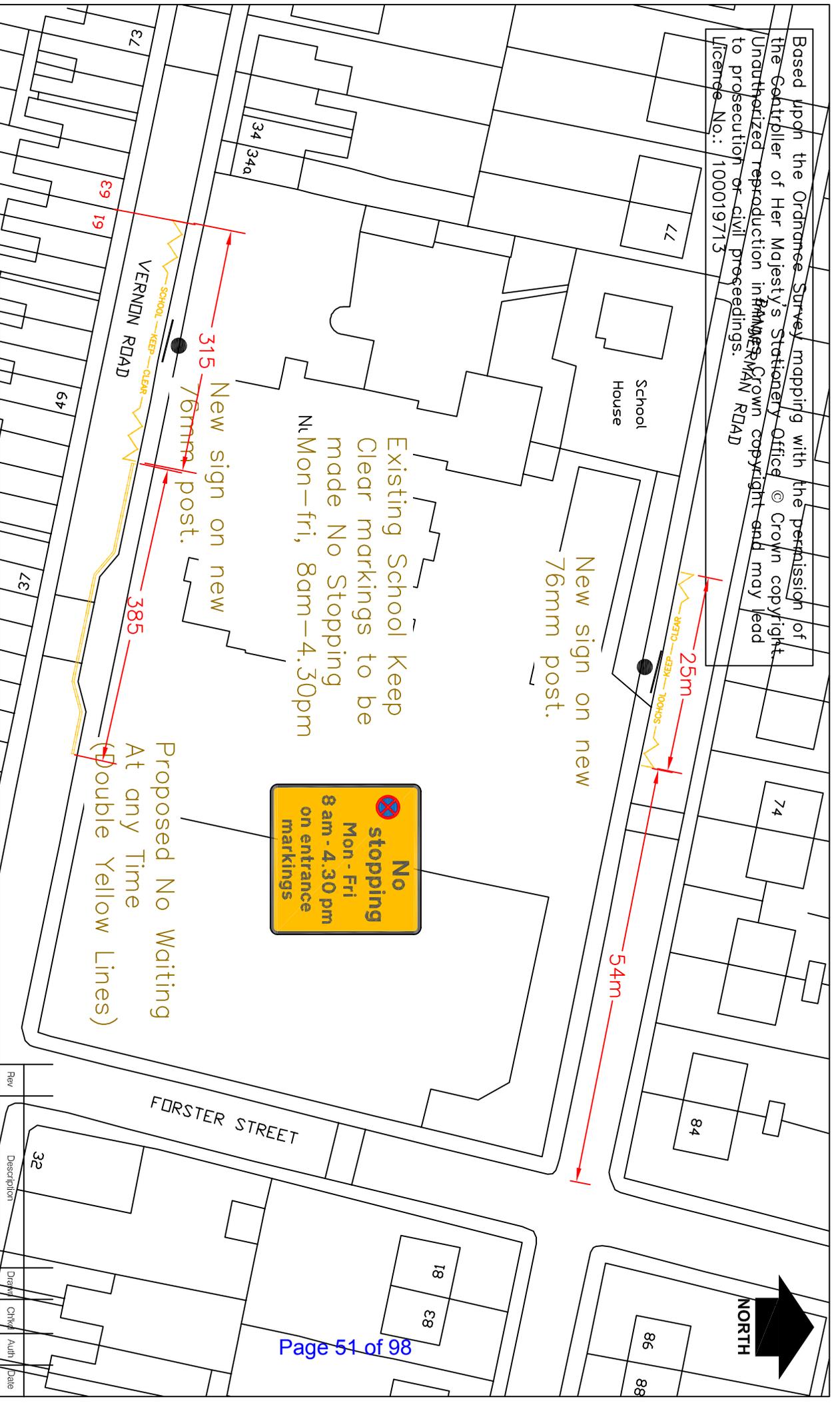
Councillor John Knight

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 <p>Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project		SCHOOL KEEP CLEARS Kirkby & Selston Area	Drawn	DAS	Date	29/07/14	
	Property No.	Project No.	REV102395	Chkd		Date		
	Title		Sutton Middle Lane Kirkby in Ashfield	Auth		Traced		
	Drawing No.		H/DAS/TR04145/1	Scale		NTS		Rev

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Existing School Keep
 Clear markings to be
 made No Stopping
 N. Mon - fri, 8am - 4.30pm



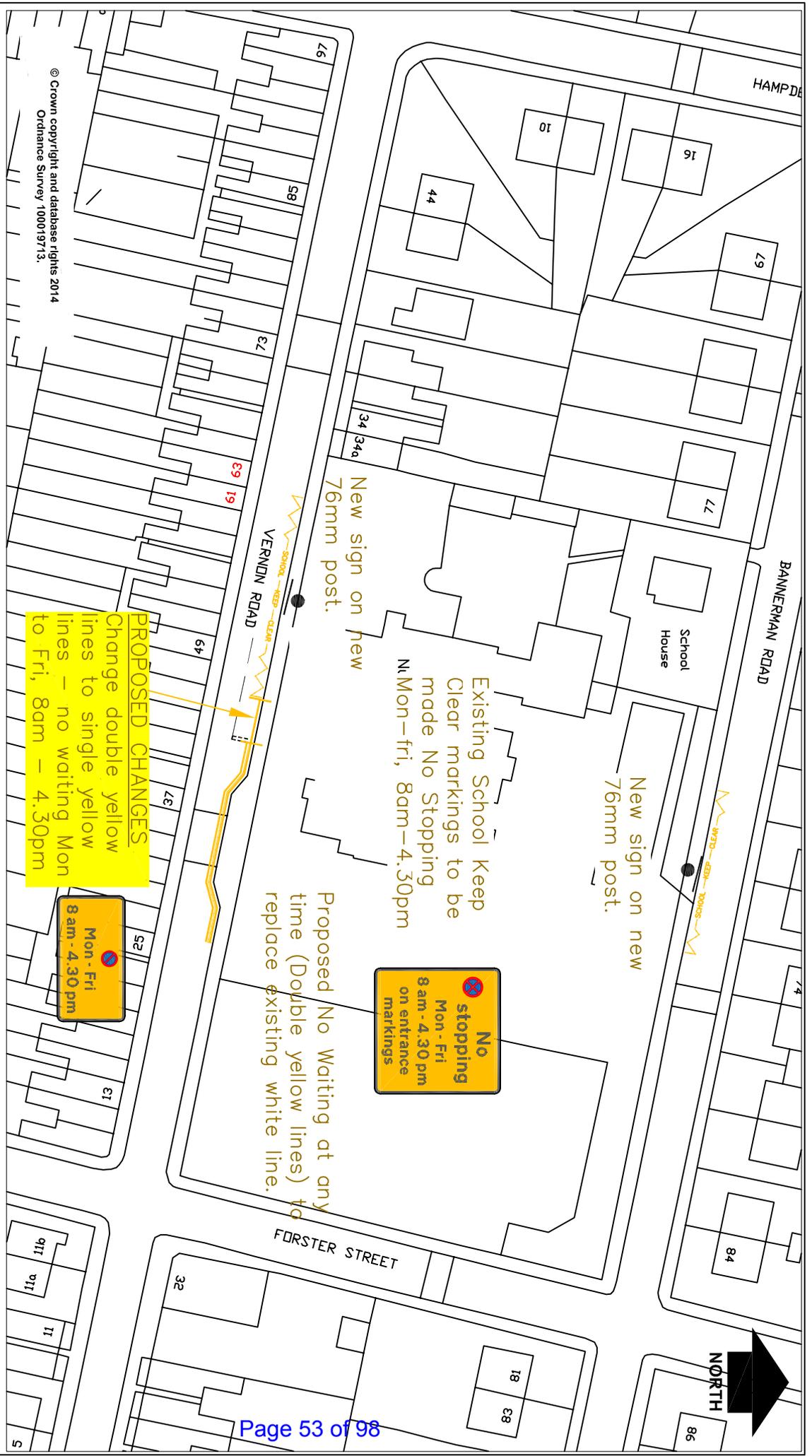
Proposed No Waiting
 At any Time
 (Double Yellow Lines)



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Project		SCHOOL KEEP CLEARS Kirkby & Selston Area	
Property No.	Project No.	REV102395	
Title	Vernon Road Kirkby in Ashfield		
Drawing No.	H/DAS/TR04145/7		
Drawn	Chk'd	Date	Drawn
DAS		29/07/14	Chk'd
Date	Date	Date	Date
Rev	Description	Drawn	Chk'd
Rev	Auth	Traced	Scale
			NTS



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Project: SCHOOL KEEP CLEARS Kirkby & Selston Area
 Property No: REV102395
 Project No: REV102395

Title: Vernon Road Kirkby in Ashfield
 Drawing No: H/DAS/TR04145/7/A

Rev	Description	Drawn	Chkd	Date	Drawn	Chkd	Auth	Date
		DAS		29/07/14				

Rev	Auth	Scale
		NTS



12th February 2015

Agenda Item: 10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (SHERWOOD RISE AREA, MANSFIELD) (BUS PROHIBITION AND ENVIRONMENTAL WEIGHT LIMIT) TRAFFIC REGULATION ORDER 2014 (2166)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Bus Prohibition and Environmental Weight Limit Orders.

Information and Advice

2. The wider Sherwood Rise area of Mansfield is an area of local residential roads bounded by three principal roads these being the A6075 Debdale Lane, A60 Woodhouse Road and the A6191 Chesterfield Road South. The area is also bounded by the Mansfield to Worksop railway line to the north-east. Sherwood Rise is located off the A6075 Debdale Lane and has historically been a private road, but has been subject to improvement works as part of the continued residential development of a former colliery site by Bellway Homes. This has included improvement works to the A6075 / Sherwood Rise junction with the construction of an enlarged traffic signal controlled junction onto the A6075 this route has become a more attractive route for road users. Part of this route is publicly maintained with the remaining section subject to a legal agreement for adoption (from A6075 to Dunsil Road).
3. There are now two main routes through this area, the first is Sherwood Rise / Dunsil Road / Birding Street which provides a short route connecting the A6075 Debdale Lane and the A60 Woodhouse Road, and the second is West Bank Avenue / Haddon Road which provides a short route connecting the A6191 Chesterfield Road South and the A60 Woodhouse Road. This West Bank Avenue / Haddon Road route currently has signing stating that a 7.5 tonne environmental weight limit restriction is in place.
4. Access to the new residential development at the former colliery site is predominantly off Dunsil Road and the established residential areas can be accessed via West Bank Avenue and Westdale Road off Birding Street. All these roads within the Sherwood Rise area are single carriageway generally with footways along each side, street lighting and are subject to a 30mph speed limit. Many of the roads have vertical and horizontal traffic calming measures. The Rebecca Adlington swimming pool is also situated in the centre of the Sherwood Rise area at the junction of Westdale Road and Birding Street.

5. Nottinghamshire County Council has received complaints from local residents and concerns have been raised by both the county and district councillors regarding buses using the Sherwood Rise area routes as a shortcut between their depots which are located to the north of the area and their prescribed routes. Correspondence has been sent to the bus companies advising them not to use these shortcuts. However, the problem has continued. Therefore, it is proposed to introduce a bus prohibition traffic regulation order in the area and amend the current 7.5 tonne environmental weight limit to counteract this problem and to prevent unnecessary heavy good vehicles using these routes. The current weight limit area is along the West Bank Avenue through route between the A6191 and A60 with signage at the West Bank Avenue / A6191 and Haddon Road / A60 junctions.
6. The area covered by the proposed traffic regulation order for both the bus prohibition and environmental weight limit is the same and provides exemptions for access to premises within the restriction. For the bus prohibition there is an exemption for bus services that take children to and from the Rebecca Adlington swimming pool, and any future local bus service that may be provided to the new local residential area. There are currently no local bus services that operate within the area.
7. The statutory consultation and public advertisement were carried out between 12th March and 4th April 2014. The document packages were held at the Mansfield Central Library and County Hall and copies of the notice were erected at a number of locations in the area board. The attached drawings 2166.500 and 2166.501 represent an overview and detailed plans of the proposals.

Objections Received

8. During the consultation and advertisement period, one objection was received by e-mail from Nottinghamshire Police and this is being reported to the committee as it has been received from a statutory consultee.

9. Objection – Nottinghamshire Police

The objection states that a prohibition for buses whilst still allowing bus services and bus with access (such as school buses etc.) to lawfully access the area, creates enforcement problems for Police officers as they would routinely have to stop any bus in the area to see if it has lawful access. In addition, other bus drivers seeing buses accessing the area would reasonably assume there was no restriction for them and drive through regardless of the prohibition. Nottinghamshire Police consider that with increasing demands on officer time for crime related incidents, enforcement of a bus restriction is an inappropriate use of resource. It is suggested that this restriction could be enforced by the local authority using technology (Nuthall bus plug is an example of this) and this is where the responsibility should lie.

Response – Nottinghamshire Police

The predominant problem experienced in the area that the scheme has been designed to address is buses using Sherwood Rise / Dunsil Road / Birding Street as a short cut between the A6075 Debdale Lane and A60 Woodhouse Road. The scheme, although an area-wide proposal, has been designed with a short plug type restriction of only approximately 110 metres in length located on Dunsil Road and Birding Street, either side of their junction with Westdale Road. This type of scheme aids enforcement as a bus passing through this short length of restriction can be observed easily from either end of the

restriction. Additionally, in order to have a legitimate reason for entering the restriction, a bus along this length would have to stop and access a premises (of which there is only 1), or pick up/drop off passengers or turn into Westdale Road (which provides access to the Rebecca Adlington swimming pool). There are currently no local bus services that operate in the area and any buses entering the area should be accessing the swimming pool.

Nuthall bus gate is not considered an appropriate comparison in this case as at Nuthall cameras are used to enforce contravention of the bus gate by non-authorized vehicles (anything other than buses). This is done under powers for enforcement under the Transport Management Act. The County Council do not have such powers for bus prohibition gates and this contravention is a moving traffic offence that can only be enforced by the police. The section of bus prohibition is also covered by an Environmental Weight Limit and contravention of this element of the order is enforceable by the County Council's Trading Standards team who enforce our other weight limits under other legislation.

In order to minimise the risk of contravention and alleviate concerns raised by Nottinghamshire Police it is also proposed to introduce advisory signing to aid compliance. These signs would be located on both the A6075 Debdale Lane and A60 Woodhouse Road in the vicinity of their junctions with Sherwood Rise and Birding Street stating that there is "no access for buses to the A60 or A6075" respectively.

Other Options Considered

10. Other options regarding alternative extents to the bus prohibition and retaining the existing 7.5 tonne environmental weight limit have been considered.

Comments from Local Members

11. County Councillor Joyce Bosnjak requested and supports the proposals.

Reasons for Recommendations

12. The proposals are to be introduced to remove unnecessary trips from buses and heavy goods vehicles using the Sherwood Rise area as a short cut.

Statutory and Policy Implications

13. 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 only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

14. The scheme is being funded from the 2014/15 Traffic Management – Mansfield revenue budget and will cost in the region of £2,000.

Crime and Disorder Implications

15. Nottinghamshire Police have raised no objection to the extension of the 7.5 tonne environmental weight limit but have formally objected to the bus prohibition as discussed in paragraph 9.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Sherwood Rise Area, Mansfield) (Bus Prohibition and Environmental Weight Limit) Traffic Regulation Order 2014 (2166)

is made as advertised and the objector advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author - Mike Barnett

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

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SLB 14/01/2015)

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

Financial Comments (TMR 13/01/2015)

17. The financial implications are set out in paragraph 14 of the report.

Background Papers

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

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

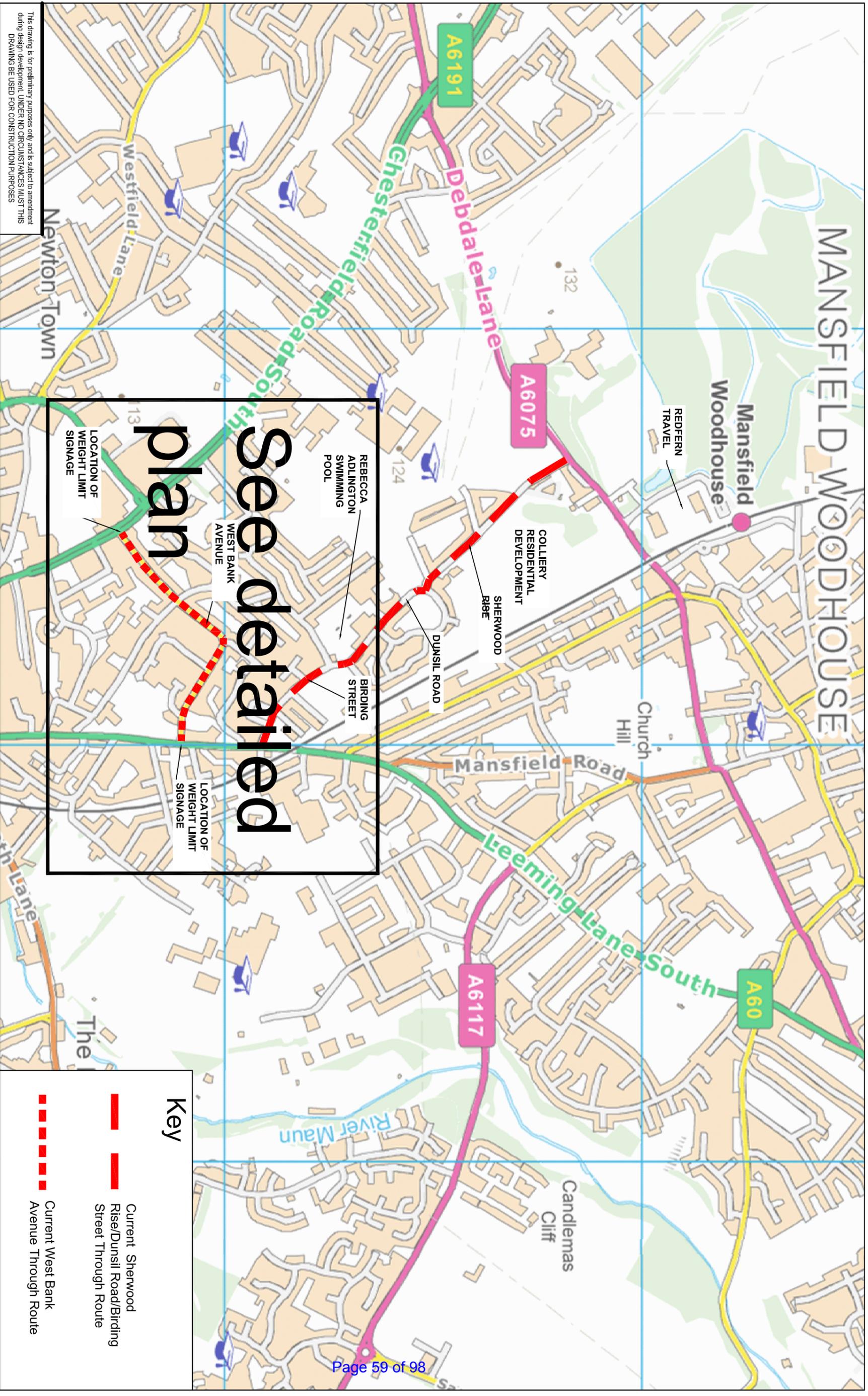
Electoral Division(s) and Member(s) Affected

Mansfield North ED

Cllr Joyce Bosnjak

Mansfield North ED

Cllr Parry Tsimbiridis



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Revision Details	By	Check	Date	Suffix

Project Title
 SHERWOOD RISE AREA
 2166 PROPOSED AREA WIDE BUS
 AND HGV PROHIBITION

Client
 Nottinghamshire County Council

Drawing Title
 OVERVIEW PLAN

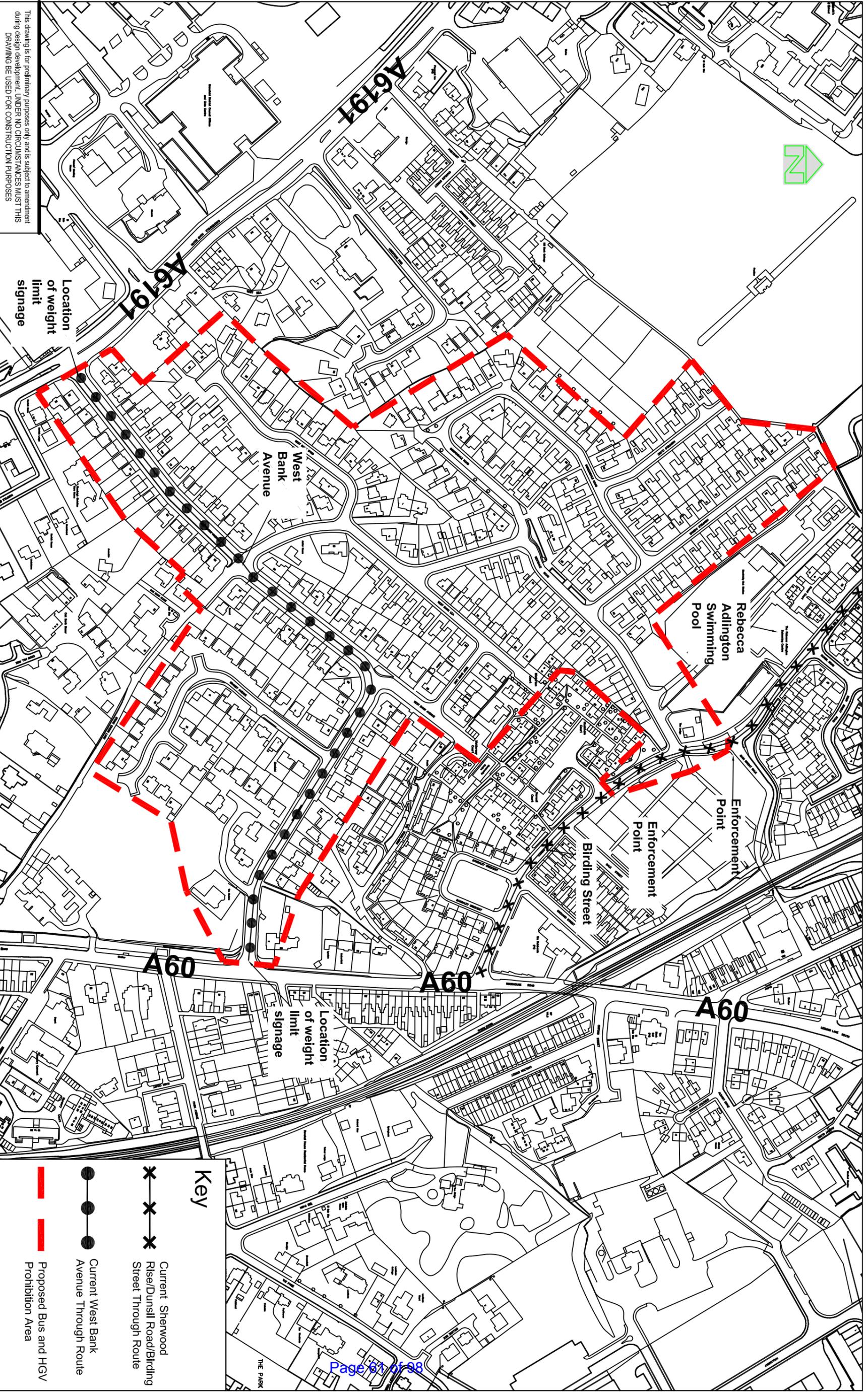
Purpose of Issue

OBJECTION REPORT			
Designed	Drawn	Checked	Approved
TF	TF	SW	SW
URS Internal Project No.			Date
47062298			14/01/15
Scale @ A3			Zone / Mileage
NTS			

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Revision Details	By	Check	Date	Suffix

Project Title
 SHERWOOD RISE AREA
 2166 PROPOSED AREA WIDE BUS
 AND HGV PROHIBITION

Client
 Nottinghamshire
 County Council

Drawing Title
 DETAILED PLAN

Purpose of Issue
 CONSULTATION/ADVERTISEMENT

Designed	Drawn	Checked	Approved	Date
TF	TF	SW	SW	14/01/15

URS Internal Project No. _____
 Scale @ A3 1:2500
 Zone / Mileage _____

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Drawing Number 47062298, 2166, 501
 Rev _____

Key

- Current Sherwood Rise/Dunsil Road/Birding Street Through Route
- Current West Bank Avenue Through Route
- Proposed Bus and HGV Prohibition Area

URS Infrastructure & Environment UK Limited
 12 Regan Way
 Chelwynd Business Park
 Chilwell
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12th February 2015**Agenda Item: 11****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CHARGES FOR HIGHWAYS SERVICES 2015/16****Purpose of the Report**

1. To outline the outcomes of the review of the charges for services which Highways provide and seek approval from Committee to the proposed charges for 2015/16.

Information and Advice**Reason/s for Recommendation/s**

2. The County Council has powers to recover its reasonable costs in the preparation and publication of documentation and data through the Local Government Act 1972 and the Local Government (Miscellaneous Provisions) Act 1976. Similarly, Local Authorities have been able to charge for various services associated with their duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers have been supplemented by the New Roads and Street Works Act 1991, the Local Authorities (England) (Charges for Land Searches) Regulations 2008 and the Local Authority (Transport Charges) Regulations 1998. Additionally there are general powers for charging for discretionary services through the Local Government Act 2003.
3. The annual review of charges for Highways Services has now been undertaken and the proposals are as set out in the attached Appendix A. Where service descriptions have changes the new description is highlighted using italics. Charges have increased by inflation (1.25% rounded up to whole pounds) except where charges are set by statute.

Changes to Charging Mechanisms

4. Charges for Accident Data to commercial organisations require amending to better reflect the amount of information being provided. The descriptions of the bandings have also been amended to improve clarity for the requester.
5. A new service is now being offered by Highway Management, whereby customers can now request statutory undertakers plans, and this has been included in the charging table.

6. Services offered by the Searches Team have been rationalised to reflect the service provision and customer demand.
7. Countryside access have also added further details to the services they provide.

Statutory and Policy Implications

8. 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 only), 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.

Implications for Service Users

9. Charges for some of Highways Services have had to be increased. Where these are necessary they have been kept to a minimum and reflect the current financial climate and actual costs to the Authority for these services.

Financial Implications

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

RECOMMENDATION/S

- 1) Approval be given for the proposed charges for highways services, documents and data for the financial year commencing 1 April 2015.
- 2) All charges for highways services continue to be reviewed annually and also as may be required consequent on any change in circumstances.

For any enquiries about this report please contact:

Don Fitch – Team Manager, Highway Assets and Development

Constitutional Comments

11. There are no site specific issues to address in this Report in terms of setting the recommended general charging levels

Financial Comments [TMR 21/01/2015]

12. Financial implications are set out in paragraph 10.

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

APPENDIX A
CHARGES FOR HIGHWAYS SERVICES - APPLICABLE FROM 1st April 2015

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15	2015/16		
DOCUMENTS	Street Lighting Guide / Code of Practice	£14.00+£1.65p&p*	£14.00+£1.65p&p*		
	Local Transport Plan	£50.00+£1.50p&p	£50.00+£1.50p&p		
DATA	Paper Copies of plans	Cost	Cost		Charge covers copying, admin. and postage costs.
	Traffic Counts	£72*	£73*	Yes	Commercial organisations only, £73 charge for first information + £13 for each additional figure. Provided at cost to litigants.
	Traffic Counts - copy of raw data	£72/arm*	£73/arm	Yes	Commercial organisations only, provided at cost to litigants.
	Information to Map producers	Cost	Cost	Yes	Charge covers copying, admin. and postage costs.
	Traffic Control & UTC information	£100*	£102*		Standard charge, for complex enquiries actual costs charged. Provided at cost to litigants.
	Road Structure Condition Data	Cost	Cost		Charge covers copying, admin. and postage costs.
	Accident Data – No Collisions	£42*	£43*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Concise crash report (up to and including 60 collisions)	£79*	£80*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data- Major concise crash report (more than 60 collisions)	<i>New description of service</i>	Cost*		
	Accident Data – Full crash report ((up to and including 60 collisions)	£143*	£145*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Full major crash report (more than 60 collisions)	£2.39 per collision plus £7 Admin fee	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Concise Major crash report (more than 60 collisions)	Cost*	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Severity Plot showing location and severity only ((up to and including 60 collisions). Charge includes full details.	£214*	£217*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Major Severity Plot showing location and severity only (more than 60 collisions). Charge includes full details.	<i>New description of service</i>	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Balloon plot showing attendant circumstances (upto and including 60 collisions)	£238*	£241*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
Accident Data – Major Balloon plot showing attendant circumstances (more than 60 collisions). Charge includes full details	Estimate provided on request Minimum charge of £238.	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action	
SERVICES	Highways Searches – Highway schemes <i>Previously titled 'District Searches - highway schemes'</i>	£8*	£9*		Plus additional £35 for provision of Highway Extent plan. Note: No charge to utility company, DVLA, Police, Land Registry and Town/Parish Council
	Highway Searches – Adoption questions <i>(Full search without plan – see note) Previously titled 'District Searches - adoption questions'</i>	£15*	£16*		Plus additional £35 for provision of Highway Extent plan. Note: No charge to Utility company, DVLA, Police, Land Registry and Town/Parish Councils.
	District Searches - adoption questions & highway schemes	£8*/15*	N/A Covered by options above		
	Property Searches – Search for Right of Way	£15	£16		
	Property Searches – Search of the Greens and Common Registers	£15	£16		

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		2014/15	2015/16		
	NRSWA - Sample Inspection	£50	£50		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Defect Inspection	£47.50	£47.50		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Inspection (3 rd Party)	£68	£68		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Works	Cost	Cost		Works cost + staffing and admin. costs if defect found
	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin. costs if defect found.
SERVICES (continued)	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin. costs if defect found.
	NRSWA - Improvement Plan Inspections	Cost	Cost		Associated costs determined by Codes of Practice made under NRSWA 1991
	NRSWA – Section 50 Streetworks Licence	£480	£486		Licence to place apparatus in the Highway. Includes £154 for Admin. to grant licence, £169 commuted sum to maintain and operate records and £150 for inspections.
	NRSWA – Section 50 Consent	£310	£314		To work on existing apparatus in the highway - £154 for Admin. and £150 for inspections.
	Signal Switch Offs	Cost	Cost		
	Construction of Domestic Vehicle Crossings by NCC	Cost	Cost		Charge covers full works cost design and admin cost. Charges vary depending on type of construction and size of access and will include charges for moving street furniture, e.g. street lighting columns if necessary. Other Utility providers apparatus must be moved by provider themselves and at the cost of the homeowner. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost
	Construction of Domestic Vehicle Crossings – Approval when applicants appoints their own contractor	£50	£51		Charge covers cost of initial inspection by NCC and any other subsequent inspections as well as the administration of the approval. Applicant is responsible for all construction costs as well as those incurred as a result of any necessary diversionary/protection works for utility apparatus or Authority owned street furniture associated with installing the crossing to NCC specifications. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost.
	Supply set of Statutory Undertakers Plans	N/A	£15		New service
	Tourism Signing (Brown)	See comments	See comments		Initial works and sighting cost and future maintenance/repair costs as set out in T&HC Report 22/11/12.
	Section 38, 278 Agreements	Varies - see comments	Varies - see comments		On S38's charge is generally 7% of the agreement highways infrastructure cost. On S278 charges will be in accordance with the Highways, Transportation and Development guide – 10% of first £100K plus 6% of the cost over £100K with a minimum of £1,000 for each agreement. Legal fees will be charged separately.
	106 Agreements	Varies - see comments	Varies - see comments		The fees will be equal to the cost of each planning obligation contained within the Agreement usually indexed linked. Legal fees will be charged separately.
	Charging Developers for Advice (min 4 Hrs.)	£59/hour £236(min charge)	£60/hour/ £240 (min charge)	Note **	Where applicable the rate per hour for commercial work including "non-statutory" advice, design and inspection should be actual salary x 2.5/1600 with a minimum charge of 4 hours.
	Making up private streets	Cost	Cost		Cost = Works cost + any associated staffing and admin. costs
	Traffic Calming Schemes	Cost	Cost		Cost = Works Cost + any associated staffing and admin.costs + commuted sum as set out in EC Report 24/6/98
	Rechargeable Works Orders	Cost	Cost	Note **	Cost = Works cost There is no charge for works associated with events involving the armed forces.
	H' Bar Markings	£175	£178		Approval for such provisions will at all times be at the Highway Authority's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin and works costs.
	Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets)	See comments	See comments		In applications incurring costs to NCC greater than £500 (in staff and other charges), the amount in excess of £500 will be charged at the time of the application. No charge will be made for applications incurring charges to NCC less than £500.
	CCTV installations (temporary)	£159 min. See comments	£161 min. See comments		For each installation, NCC will contribute a maximum of £250 towards costs in excess of £165. No application fee is charged, however a streetworks licence, at the rate shown in this schedule, may be required for permanent installations.
	Residents Parking Permit	£25	£25		Charge is per chargeable permit issued in association with residents parking schemes. (Concessions scheme also applies). Information regarding parking schemes is available on the NCC website.
	Blue Badges	£10 See Comments	£10		Information regarding parking concessions for people with severe mobility problems is available on the NCC website. Price set nationally.

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CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15	2015/16		
SERVICES (continued)	Dedication of Highways and Village Greens HA80 Section 31(6) and CA 15A(1) statements and declarations	£150 for first two notices / parcels. £25 per extra notice / parcel of land. £40 for future amends. Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	£152 for a Statement (for first two notices / parcels.) £152 for a Declaration (for first two notices / parcels.) £26 per extra notice / parcel of land. £41 for future amends.		Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC to provide a quote. The fee for each separate application is £152 (Please note that a Highways Act declaration which is made subsequent to the deposit of a map and statement will constitute a separate application) New charges introduced in Oct 2013 re: applications for deposit under section 31(6) of the Highways Act 1980 and section 15A (1) of the Commons Act 2006.
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Skip License	£30	£31		The licence fee for skips covers staffing and admin. costs. An unlicensed skip attracts an inspection fee of £72 per inspection plus the licence fee per skip.
	Access Scaffold less than 5 metres in length - initial license for 2 weeks period	£90	£92		See note †
	Access Scaffold less than 5 metres in length - additional 1 week period	£70	£71		See note †
	Access Scaffold over 5 but less than 10 metres in length - initial license for 2 weeks period	£150	£152		See note †
	Access Scaffold over 5 but less than 10 metres in length – additional 1 week period	£70	£71		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£200	£203		See note †
	Access Scaffold over 10, up to 20 metres in length - additional 1 week period	£70	£71		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£200	£203		See note †
	Additional lengths of access Scaffold up to 20 metres in length - initial license for 2 weeks period	£75	£76		See note †
	Additional lengths of access Scaffold up to 20 metres in length - additional 1 week period	£40	£41		See note †
	Remedial works final inspection for scaffolds up to 20 metres in length (where necessary)	£60	£61		
	Remedial works final inspection for each additional length of scaffold up to 20 metres in length (where necessary)	£35	£36		
	Mobile Tower Scaffold – initial license for 1 day period	£75	£76		See note †
	Mobile Tower Scaffold – additional 1 day period	£70	£71		See note †
	Remedial works final inspection for Mobile Tower Scaffold (where necessary)	£60	£61		
	Mobile Access Platform – initial license for 1 day period	£150	£152		See note †
	Mobile Access Platform – additional 1 day period	£70	£71		See note †
Remedial works final inspection for Mobile Access Platform (where necessary)	£60	£61			
NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.					
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CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15			
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Crane – initial license for 1 day period	£200	£203		See note †
	Crane – additional 1 day period	£70	£71		See note †
	Remedial works final inspection for a crane (where necessary)	£60	£61		
	Hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£200	£203		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present. Maximum length of storage without hoarding is 5m.
	Hoarding/fencing up to 20 metres in length – additional 1 week period	£70	£71		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£110	£112		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – additional 1 week period	£40	£41		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Remedial works final inspection for Hoarding/fencing up to 20 metres in length (where necessary)	£60	£61		
	Remedial works final inspection for each additional length of Hoarding/fencing up to 20 metres in length (where necessary)	£35	£36		
	Temp. Excavations in the Highway - initial licence for two weeks.	£350	£355		Charge covers staffing and admin. Costs including inspections. Comparable to NRSWA Consent. S171 Licence required.
	Temp. Excavations in the Highway - each extra week, based on one inspection per week	£70	£71		See note †
	Remedial works final inspection of temp. excavations in the Highway (where necessary)	£60	£61		
	Materials stored on the highway – initial licence for 2 week period	£150	£152		See note †
	Materials stored on the highway – 1 week period	£70	£71		See note †
	Remedial works final inspection following storage of materials on the highway (where necessary)	£60	£61		
	Licence to Construct Cellar under Highway	£150	£152		Charge covers staffing and admin. costs including inspection.
	Licence to Construct Cellar Opening in Highway	£150	£152		Charge covers staffing and admin. costs including inspection.
	Licence to Construct Cellar Light in Highway	£150	£152		Charge to cover staffing and admin. costs including inspection.
	Response to Emergency on the Highway	Cost	Cost		Works cost including remedial works where applicable + 7.5% on costs to all elements of work.
	T.R.O.'s Various in Accordance with Regulations	Cost	Cost		Charge - covers all activities associated with providing the service but charge set in line with NRSWA guidance as follows:
	Temporary Order	£425 + advertising	£430 + advertising		Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances
	Temporary Notice	£325	£330		Charge may be waived for appropriate armed forces or charity event closures if advertising is not required
	New Signs - licence to allow additional signs on the Highway e.g. providing direction to private land or premises	Cost	Cost		Charge covers staffing and admin costs.
as above - placing of signs by NCC	Cost	Cost		Charge covers cost of works, including design, manufacture and placing of signs, plus a commuted maintenance sum.	
Pavement Café Licenses	£250	£254		The license grants permission to place tables, chairs and barriers on the highway for a period of 5 years subject to the conditions imposed by the County Council (or it's Agent).	
Sponsorship of planting in the highway	See comments			There will be no charge for processing application forms. All planting proposals will be subject to a preliminary assessment by the County Council's Accident Investigation Unit. There is no charge for this assessment however, if any problems are identified it may be necessary for a safety audit to be carried out. A charge will be made for this safety audit and the applicant will be contacted beforehand to ensure they consent to pay.	
Flood and Water Management Act 2010	Water Course Consents	£50	£51		All work involved in the administration of a consent and any necessary inspections.
	Sustainable Drainage Scheme approval	£350 to £7,500	£350 to £7,500		Charges made from 1 st October 2012 as per national statute. Cost will vary in line with size of development being approved

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	Information to Map producers	Cost	Cost	Yes	Charge covers copying, admin. and postage costs.
	Traffic Control & UTC information	£100*	£102*		Standard charge, for complex enquiries actual costs charged. Provided at cost to litigants.
	Road Structure Condition Data	Cost	Cost		Charge covers copying, admin. and postage costs.
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	NRSWA - Investigatory Works	Cost	Cost		Works cost + staffing and admin. costs if defect found
	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin. costs if defect found.
SERVICES (continued)	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin. costs if defect found.
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	Signal Switch Offs	Cost	Cost		
	Construction of Domestic Vehicle Crossings by NCC	Cost	Cost		Charge covers full works cost design and admin cost. Charges vary depending on type of construction and size of access and will include charges for moving street furniture, e.g. street lighting columns if necessary. Other Utility providers apparatus must be moved by provider themselves and at the cost of the homeowner. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost
	Construction of Domestic Vehicle Crossings – Approval when applicants appoints their own contractor	£50	£51		Charge covers cost of initial inspection by NCC and any other subsequent inspections as well as the administration of the approval. Applicant is responsible for all construction costs as well as those incurred as a result of any necessary diversionary/protection works for utility apparatus or Authority owned street furniture associated with installing the crossing to NCC specifications. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost.
	Supply set of Statutory Undertakers Plans	N/A	£15		New service
	Tourism Signing (Brown)	See comments	See comments		Initial works and sighting cost and future maintenance/repair costs as set out in T&HC Report 22/11/12.
	Section 38, 278 Agreements	Varies - see comments	Varies - see comments		On S38's charge is generally 7% of the agreement highways infrastructure cost. On S278 charges will be in accordance with the Highways, Transportation and Development guide – 10% of first £100K plus 6% of the cost over £100K with a minimum of £1,000 for each agreement. Legal fees will be charged separately.
	106 Agreements	Varies - see comments	Varies - see comments		The fees will be equal to the cost of each planning obligation contained within the Agreement usually indexed linked. Legal fees will be charged separately.
	Charging Developers for Advice (min 4 Hrs.)	£59/hour £236(min charge)	£60/hour/ £240 (min charge)	Note **	Where applicable the rate per hour for commercial work including "non-statutory" advice, design and inspection should be actual salary x 2.5/1600 with a minimum charge of 4 hours.
	Making up private streets	Cost	Cost		Cost = Works cost + any associated staffing and admin. costs
	Traffic Calming Schemes	Cost	Cost		Cost = Works Cost + any associated staffing and admin.costs + commuted sum as set out in EC Report 24/6/98
	Rechargeable Works Orders	Cost	Cost	Note **	Cost = Works cost There is no charge for works associated with events involving the armed forces.
	H' Bar Markings	£175	£178		Approval for such provisions will at all times be at the Highway Authority's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin and works costs.
	Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets)	See comments	See comments		In applications incurring costs to NCC greater than £500 (in staff and other charges), the amount in excess of £500 will be charged at the time of the application. No charge will be made for applications incurring charges to NCC less than £500.
	CCTV installations (temporary)	£159 min. See comments	£161 min. See comments		For each installation, NCC will contribute a maximum of £250 towards costs in excess of £165. No application fee is charged, however a streetworks licence, at the rate shown in this schedule, may be required for permanent installations.
	Residents Parking Permit	£25	£25		Charge is per chargeable permit issued in association with residents parking schemes. (Concessions scheme also applies). Information regarding parking schemes is available on the NCC website.
	Blue Badges	£10 See Comments	£10		Information regarding parking concessions for people with severe mobility problems is available on the NCC website. Price set nationally.

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† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15	2015/16		
SERVICES (continued)	Dedication of Highways and Village Greens HA80 Section 31(6) and CA 15A(1) statements and declarations	£150 for first two notices / parcels. £25 per extra notice / parcel of land. £40 for future amends. Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	£152 for a Statement (for first two notices / parcels.) £152 for a Declaration (for first two notices / parcels.) £26 per extra notice / parcel of land. £41 for future amends.		Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC to provide a quote. The fee for each separate application is £152 (Please note that a Highways Act declaration which is made subsequent to the deposit of a map and statement will constitute a separate application) New charges introduced in Oct 2013 re: applications for deposit under section 31(6) of the Highways Act 1980 and section 15A (1) of the Commons Act 2006.
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Skip License	£30	£31		The licence fee for skips covers staffing and admin. costs. An unlicensed skip attracts an inspection fee of £72 per inspection plus the licence fee per skip.
	Access Scaffold less than 5 metres in length - initial license for 2 weeks period	£90	£92		See note †
	Access Scaffold less than 5 metres in length - additional 1 week period	£70	£71		See note †
	Access Scaffold over 5 but less than 10 metres in length - initial license for 2 weeks period	£150	£152		See note †
	Access Scaffold over 5 but less than 10 metres in length – additional 1 week period	£70	£71		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£200	£203		See note †
	Access Scaffold over 10, up to 20 metres in length - additional 1 week period	£70	£71		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£200	£203		See note †
	Additional lengths of access Scaffold up to 20 metres in length - initial license for 2 weeks period	£75	£76		See note †
	Additional lengths of access Scaffold up to 20 metres in length - additional 1 week period	£40	£41		See note †
	Remedial works final inspection for scaffolds up to 20 metres in length (where necessary)	£60	£61		
	Remedial works final inspection for each additional length of scaffold up to 20 metres in length (where necessary)	£35	£36		
	Mobile Tower Scaffold – initial license for 1 day period	£75	£76		See note †
	Mobile Tower Scaffold – additional 1 day period	£70	£71		See note †
	Remedial works final inspection for Mobile Tower Scaffold (where necessary)	£60	£61		
	Mobile Access Platform – initial license for 1 day period	£150	£152		See note †
	Mobile Access Platform – additional 1 day period	£70	£71		See note †
Remedial works final inspection for Mobile Access Platform (where necessary)	£60	£61			
NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.					
**VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)					
† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.					

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15			
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Crane – initial license for 1 day period	£200	£203		See note †
	Crane – additional 1 day period	£70	£71		See note †
	Remedial works final inspection for a crane (where necessary)	£60	£61		
	Hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£200	£203		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present. Maximum length of storage without hoarding is 5m.
	Hoarding/fencing up to 20 metres in length – additional 1 week period	£70	£71		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£110	£112		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – additional 1 week period	£40	£41		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Remedial works final inspection for Hoarding/fencing up to 20 metres in length (where necessary)	£60	£61		
	Remedial works final inspection for each additional length of Hoarding/fencing up to 20 metres in length (where necessary)	£35	£36		
	Temp. Excavations in the Highway - initial licence for two weeks.	£350	£355		Charge covers staffing and admin. Costs including inspections. Comparable to NRSWA Consent. S171 Licence required.
	Temp. Excavations in the Highway - each extra week, based on one inspection per week	£70	£71		See note †
	Remedial works final inspection of temp. excavations in the Highway (where necessary)	£60	£61		
	Materials stored on the highway – initial licence for 2 week period	£150	£152		See note †
	Materials stored on the highway – 1 week period	£70	£71		See note †
	Remedial works final inspection following storage of materials on the highway (where necessary)	£60	£61		
	Licence to Construct Cellar under Highway	£150	£152		Charge covers staffing and admin. costs including inspection.
	Licence to Construct Cellar Opening in Highway	£150	£152		Charge covers staffing and admin. costs including inspection.
	Licence to Construct Cellar Light in Highway	£150	£152		Charge to cover staffing and admin. costs including inspection.
	Response to Emergency on the Highway	Cost	Cost		Works cost including remedial works where applicable + 7.5% on costs to all elements of work.
	T.R.O.'s Various in Accordance with Regulations	Cost	Cost		Charge - covers all activities associated with providing the service but charge set in line with NRSWA guidance as follows:
	Temporary Order	£425 + advertising	£430 + advertising		Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances
	Temporary Notice	£325	£330		Charge may be waived for appropriate armed forces or charity event closures if advertising is not required
	New Signs - licence to allow additional signs on the Highway e.g. providing direction to private land or premises	Cost	Cost		Charge covers staffing and admin costs.
as above - placing of signs by NCC	Cost	Cost		Charge covers cost of works, including design, manufacture and placing of signs, plus a commuted maintenance sum.	
Pavement Café Licenses	£250	£254		The license grants permission to place tables, chairs and barriers on the highway for a period of 5 years subject to the conditions imposed by the County Council (or it's Agent).	
Sponsorship of planting in the highway	See comments			There will be no charge for processing application forms. All planting proposals will be subject to a preliminary assessment by the County Council's Accident Investigation Unit. There is no charge for this assessment however, if any problems are identified it may be necessary for a safety audit to be carried out. A charge will be made for this safety audit and the applicant will be contacted beforehand to ensure they consent to pay.	
Flood and Water Management Act 2010	Water Course Consents	£50	£51		All work involved in the administration of a consent and any necessary inspections.
	Sustainable Drainage Scheme approval	£350 to £7,500	£350 to £7,500		Charges made from 1 st October 2012 as per national statute. Cost will vary in line with size of development being approved

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REPORT OF SERVICE DIRECTOR, HIGHWAYS

FLOOD RISK MANAGEMENT UPDATE FEBRUARY 2015

Purpose of the Report

1. To provide an update on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010.
2. To provide an update on current major flood investigations and progress on major flood protection schemes.

Information and Advice

3. Following the severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010).
4. The Council is now a Lead Local Flood Authority (LLFA) and has new powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. Partnership work is overseen by a joint Strategic Flood Risk Management Board with Nottingham City Council that meets every six months.
5. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

General update

6. Most parts of the Flood and Water Management Act 2010 have now been implemented. The major exception to this is the establishment of a Sustainable Drainage Approval Body (SAB) responsible for approving SUDS (Sustainable Drainage Systems) and it appears that this Approving Body will never be implemented. On December 19th 2014 the

government published the results of the latest consultation on SUDS and it is now suggested that the approval of drainage systems would form part of the planning process and approval would rest with the local planning authorities. For SUDS this would mean that the present system where no public body has to adopt and maintain SUDS would remain, and the current adhoc arrangements where many SUDS are maintained by private maintenance companies would remain.

7. In December 2014 a new consultation was issued by government on proposals. If implemented they will make the County Council in its role as a Lead Local Flood Authority a statutory consultee in the planning process initially for major developments. This consultation closed on the 29 January 2015 and I have responded to this consultation (in consultation with the Chair of Transport and Highways Committee) supporting the principle of the County Council becoming a statutory consultee in the planning process. The statutory consultee role is vital to allow the County Council to perform its role as a Lead Local Flood Authority managing local flood risk.
8. It is expected that the new consultee role will be implemented in April 2015, and we are currently awaiting information from Government on how they will fund this new role. The County Council as a Lead Local Flood Authority is also actively engaging with all local planning authorities to develop procedures to support the planning process. It is also expected that local planning authorities who all lack expertise in flooding and drainage will seek advice from the County Council on drainage, SUDS and flooding implications of drainage proposals.
9. The County Council has developed a draft Local Flood Risk Management Strategy which it is required to under the Flood and Water Management Act 2010. The Strategy will pick up flood risk locations across the County, prioritise these and put forward appropriate actions, which will include Surface Water Management Plans (SWMPs) for high risk locations with complex flood risk issues. Longer-term schemes will be developed as a result of SWMPs. For areas where the risk is lower, working with communities to improve resilience will be critical.

National flood risk management update and Grant in Aid

10. On 24 April 2014 Transport and Highways Committee approved bids for Flood and Coastal; Risk Management Grant in Aid (GIA) from central government. Nottinghamshire County submitted 3 bids to form part of the 6 year national programme. Potential financial contributions to bids led by other risk management authorities were also agreed on this date
11. Flood Risk Management Authorities (RMAs), including Nottinghamshire County Council, can submit bids for GIA. Traditionally, the Environment Agency has invited bids on an annual basis each June/ July. Last year, a six year programme of bids was required. This change was in response to the flooding of recent years and Defra's desire to develop a more robust Medium Term Plan (MTP) of investment.
12. The government's approach to Partnership Funding means that the more external funds that can be found, the better a scheme 'scores' and the more likely it is to be delivered and prioritised against other schemes nationally. Officers liaised intensively with relevant District Councils, Severn Trent Water, the Environment Agency, local communities and Trent Valley Internal Drainage Board to pull together a programme of schemes for the County and obtain an initial 'in principle' contribution where suitable. The potential

Nottinghamshire County Council financial contributions to any of the schemes that were bid for will come from the flood risk management capital programme (£600k per annum). This includes contributions toward schemes led by other RMAs.

13. The River Trent Regional Flood and Coastal Committee (RFCC) of which the Vice Chair Cllr Calvert is a member, agreed in 2014 to allocate regional Local Levy funding to schemes submitted by Nottinghamshire County Council. The allocation of the Local Levy increased the Partnership Funding 'score' of a scheme and national priority. Local Levy is funded by an annual levy on upper tier local authorities. In 2014/15 the County Council contributed £273,000.
14. I am pleased to report that in Dec 2014 the 3 bids for Funding (Southwell and 2 Hucknall schemes) were successful in attracting GIA from government and now form part of the agreed national scheme programme.
15. The Hucknall and Southwell schemes are only a small part of a wider range of flood risk management actions and schemes being taken forward across the County. It is the intention that the Local Flood Risk Management Strategy (referred to in paragraph 8) due for consultation later in 2015 (subject to committee approval) will bring all the actions and schemes together in one place, including those that may be funded through means other than GIA.
16. On 27 November 2014 the government announced the extension of the Repair and Renewal grant to properties suffering flood damage to cover the complete financial year from April 2013 to March 2014. The previous scheme had only run from Dec 2013 and this extension will be of benefit to those residents of Nottinghamshire whose properties were flooded in the major floods of July 2013. The Vice Chair had previously written to the government minister at Defra requesting the extension of this scheme. The scheme is administered by District Councils and the County Council has been working with the district councils to promote the availability of grants for Nottinghamshire residents affected by flooding. Residents can access details of this scheme via the County Council or District Council websites.

Update on Flood Investigations and Schemes

17. Walkeringham

A scheme to protect the village from flooding is expected to start on site in spring 2015.

18. Egmanton

The proposals to protect the village are still under development by the Trent Valley Internal Drainage Board and the County Council is supporting this work.

19. Southwell

The County Council is working closely with key partners including the Southwell Flood Forum to develop details of schemes to protect both the Potwell Dyke and Halam Hill Brook catchments of the town and it is intended to consult on possible options in summer 2015.

20. Hucknall - Town Centre Scheme and Titchfield Park Brook Scheme

Hydraulic modelling has been carried out on both catchment areas and the development of the flood reduction schemes is under way. It is proposed that the Town Centre

(Thoresby Dale) scheme is carried out in conjunction with the proposed Hucknall Town Centre Improvement scheme which is currently programmed to start work in summer 2015. Whilst the Titchfield Park Brook scheme is currently programmed to start in 2017 consideration is being given to see if this flood reduction scheme can be carried out at the same time as the Town Centre Scheme.

21. Lowdham

The Environment Agency (EA) are completing technical flood study work to reassess the risk of flooding from the Cocker Beck in order to develop a future scheme. Joint work to explore surface water flooding issues alongside the Cocker Beck will also be undertaken to define the scheme to be taken forward in the village. The County Council has been working with the EA in developing proposals to reduce flood risk in the village and is pleased to report that the EA have now bid to bring Lowdham forward in the national 6 year programme with a possible start of works in 2016/17.

22. Boundary Brook, Stapleford

The Environment Agency is now proposing that this scheme is brought forward in the national programme with a start of works in 2016.

23. Thurgarton

To inform the flood investigation the Trent Valley Internal Drainage Board (TVIDB) commissioned an initial data collection and analysis study. Further technical study work is being carried out which will revisit and revise previous technical flood modelling work and put forward a preferred option for the village that will be used to refine the bid for funding.

24. Gunthorpe

Again the County Council is working with the EA (who have the lead role) to develop proposals to protect the village from flooding.

25. Calverton

The County Council is working with the parish council, Gedling Borough Council and Severn Trent Water to develop a series of small scale proposals to reduce flooding in the village.

26. Arnold

An Arnold Town Centre group has been set up with Gedling Borough Council, Severn Trent Water and traders to look at potential flood mitigation measures to reduce the flooding of the town centre commercial properties.

27. Cropwell Butler

Consultants working for the County Council are well advanced in the development of a hydraulic model for the village, and this will allow a better understanding of the flooding mechanisms as well as allowing the development of a future bid for flood mitigation measures.

28. Newthorpe

The County Council is working with Severn Trent water to identify if there are any schemes that can protect a number of low lying properties from the risk of surface water flooding.

29. Girton

The County Council is working with the local parish council to examine the possibility of developing a scheme to protect this village which suffers from main river flooding.

Conclusions

30. Flood investigations following floods in 2012 and 2013 are ongoing in a number of locations although there are no significant investigations from 2014. The purpose of the investigations is to identify those Risk Management Authorities who are best placed to resolve flooding issues at a particular location and to develop schemes in partnership to reduce flood risk to affected communities where these can be proved to be a feasible solution. This will often involve a partnership funding approach. These investigations and the development of flood prevention schemes together with getting funding is a complex process, and may take several years. The County Council is taking a very proactive role across all partner organisations in pushing forward flood investigations, and developing flood reduction schemes and has been successful in getting financial support from government to protect a number of communities.
31. It is suggested that a further progress report is brought to this committee in 6 months to provide information on the latest position on flood investigations listed together with scheme development.

Statutory and Policy Implications

32. The County Council has a number of new statutory duties and powers under the Flood and Water Management Act (2010) and Flood Risk Regulations (2009). Flooding investigations are legally required under the Flood and Water Management Act.
33. 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 only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

34. The costs of these studies and contributions to flood risk management schemes will be contained within existing budgets.

RECOMMENDATION/S

It is RECOMMENDED that the Committee note the update on flood risk management.

Andrew Warrington
Service Director Highways

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

Constitutional Comments

Because the report is for noting no Constitutional Comments are required.

Financial Comments TMR 22/01/2015

The financial implications are set out in paragraph 34 of the report.

Background Papers

Appendix 1: Tables of flood alleviation schemes

Electoral Division(s) and Member(s) Affected

All

APPENDIX 1 Table 1 Ongoing schemes

Lead RMA	District	Location	About	Properties protected	Bid costs	Agreed NCC contribution	Other funders
BDC	Bassetlaw	Walkeringham	Flood relief channel to alleviate watercourse flooding	45	£598k	£50k	Grant in Aid BDC Local Levy A1 Homes
TVIDB	Newark and Sherwood	Egmanton	Channel improvements	20	£135k	£40k	TVIDB Parish meeting Local Levy

Table 2 Schemes in Years 1 to 6 (2015-2021) National Programme

Lead RMA	District	Location	About	Properties protected	Bid costs	Potential NCC contribution	Other potential funders
NCC	Newark and Sherwood	Southwell	Scheme to manage flooding from the Potwell Dyke, Halam Hill watercourse and surface water	236	£1,875k	£600k	Grant in Aid Local community via Flood Forum NSDC Town Council Local Levy
NCC	Ashfield	Hucknall (Town Centre)	Scheme to manage flooding from the Baker Lane Brook, Ordinary Watercourses, sewers and surface water linked to opportunities provided through the Hucknall Town Centre Improvement Scheme	36	£760k	£310k	Grant in Aid ADC Severn Trent Water Local Levy
NCC	Ashfield	Hucknall (Titchfield Park Brook)	Scheme to manage flooding from Titchfield Park Brook and surface water	90	£500k	£100k	Grant in Aid ADC
EA	Gedling	Day Brook catchment	Scheme to manage flooding from the Day	233	£2,350k	£100k	Grant in Aid D2N2 Local Enterprise

Lead RMA	District	Location	About	Properties protected	Bid costs	Potential NCC contribution	Other potential funders
		(extending into Nottingham City)	Brook and surface water (most properties at risk are in the City but a catchment wide approach is needed)				Partnership £1,166,609 (bid)
EA	Newark and Sherwood	Lowdham	Scheme to manage flooding from the Cocker Beck and surface water	286	£2,100k	£500k	Grant in Aid Local Levy NSDC
EA	Broxtowe	Boundary Brook	Scheme to manage flooding from the Boundary Brook and a tributary	340	£1,489k	£275k	Grant in Aid Parish Local Levy
EA	Bassetlaw	Isle of Axholme Catchment Strategy (Idle)	Strategy to identify opportunities to reduce flood risk by taking a catchment based approach	28,000 ^s	£150k	£10k	Local Levy
EA	Ashfield, Gedling and Newark and Sherwood	East Nottinghamshire Tributaries Catchment Strategy	Strategy to identify opportunities to reduce flood risk by taking a catchment based approach	3,000 ^s	£100k	£10k	Local Levy
BDC	Bassetlaw	Retford	Scheme to reduce flood risk from the Retford Beck at Grove Lane and Blackstope Lane	111	£1,000k	£150k	Grant in Aid Local Levy (confirmed) BDC A1 Homes STW
BDC	Bassetlaw	Clarbrough	Scheme to manage flooding from the Clarbrough Beck	23	£336k	£100k	Grant in Aid BDC A1 homes

Table 3 Longer term schemes or where no contribution is sought from NCC at this time

Lead RMA	District	Location	About	Properties protected	Bid costs	Potential NCC contribution	Other potential funders
TVIDB	Newark and Sherwood	Thurgarton	Ordinary Watercourse, surface water	20-30	£330k	£65k Includes £15k in 2014/15 for study work	Grant in Aid TVIDB District Council
EA	Newark and Sherwood	Carlton-on-Trent (Property Level Protection)	Property level protection scheme	43	£137.5k	£27.4k	Grant in Aid Local Levy
EA	Newark and Sherwood	Gunthorpe	Scheme to reduce flood risk from the River Trent/tributaries	82	£1,200k	£240k	Grant in Aid Local Levy

Acronyms used: ADC (Ashfield District Council), BDC (Bassetlaw District Council), EA (Environment Agency), NCC (Nottinghamshire County Council), NSDC (Newark and Sherwood District Council), STW (Severn Trent Water), TVIDB (Trent Valley Internal Drainage Board)

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Table 3 Longer term schemes or where no contribution is sought from NCC at this time

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EA	Newark and Sherwood	Carlton-on-Trent (Property Level Protection)	Property level protection scheme	43	£137.5k	£27.4k	Grant in Aid Local Levy
EA	Newark and Sherwood	Gunthorpe	Scheme to reduce flood risk from the River Trent/tributaries	82	£1,200k	£240k	Grant in Aid Local Levy

Acronyms used: ADC (Ashfield District Council), BDC (Bassetlaw District Council), EA (Environment Agency), NCC (Nottinghamshire County Council), NSDC (Newark and Sherwood District Council), STW (Severn Trent Water), TVIDB (Trent Valley Internal Drainage Board)



12th February 2015

Agenda Item: 13

REPORT OF THE SERVICE DIRECTOR HIGHWAYS

PERFORMANCE REPORT – HIGHWAYS

Purpose of the Report

1. This report provides information to the Committee on the performance of the Highways Division – updated at the end of quarter 3 2014/15 (December 2014).

Information and Advice

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting, development control as set out in the Appendix Scorecard to this report.

Performance Analysis

4. The following analysis highlights key performance indicators.
 - a. *Highway Safety* - Within quarter on quarter variation, the overall trend in the numbers of people and children killed or seriously injured in road accidents is still on target and long term the Council is well on course to achieve the 2020 target.

The 2020 target is to reduce the number of people killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). Third quarter data is unlikely to be available until February 2015.

The 2020 target is to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). Third quarter data is unlikely to be available until February 2015.

- b. *Street Lighting* - Following the reintroduction of the planned maintenance “Bulk Clean and Change” programme, the time taken to repair a street light has reduced compared with performance at the beginning of the year. As the programme continues to be rolled out, it is expected that response time will fall further.
- c. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q3 the figures for both indicators is 96.5% and 96% respectively, for 783 formal applications and 164 informal applications during the period Oct-Dec 2014, showing a satisfactory performance level.
- d. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The latest annual results for 2014 are shown on the Appendix Scorecard as updated in the Q2 report.
- e. *Road congestion* – Road congestion performance is monitored through journey times which are determined using Traffic Master Journey time data (Provided by the DfT) for each of the market towns and for the Greater Nottingham area (excluding the City). Performance against the targets is monitored on an academic year basis (September to July), with the results for this year being 3.24mins compared with a target of 3.29mins as updated in the Q2 report.
- f. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources including annual surveys and will be updated later this year.

Other Options Considered

- 5. None – this is an information report.

Reasons for Recommendations

- 6. None – this is an information report.

Statutory and Policy Implications

- 7. 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 only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

- 8. The monitoring of service performance will ensure that the Highways Budgets will be used efficiently and effectively.

Implications for Service Users

9. The continued monitoring and management of performance will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

10. That Committee note the contents of the report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Andrew Warrington Service Director Highways

Constitutional Comments

None – report for information.

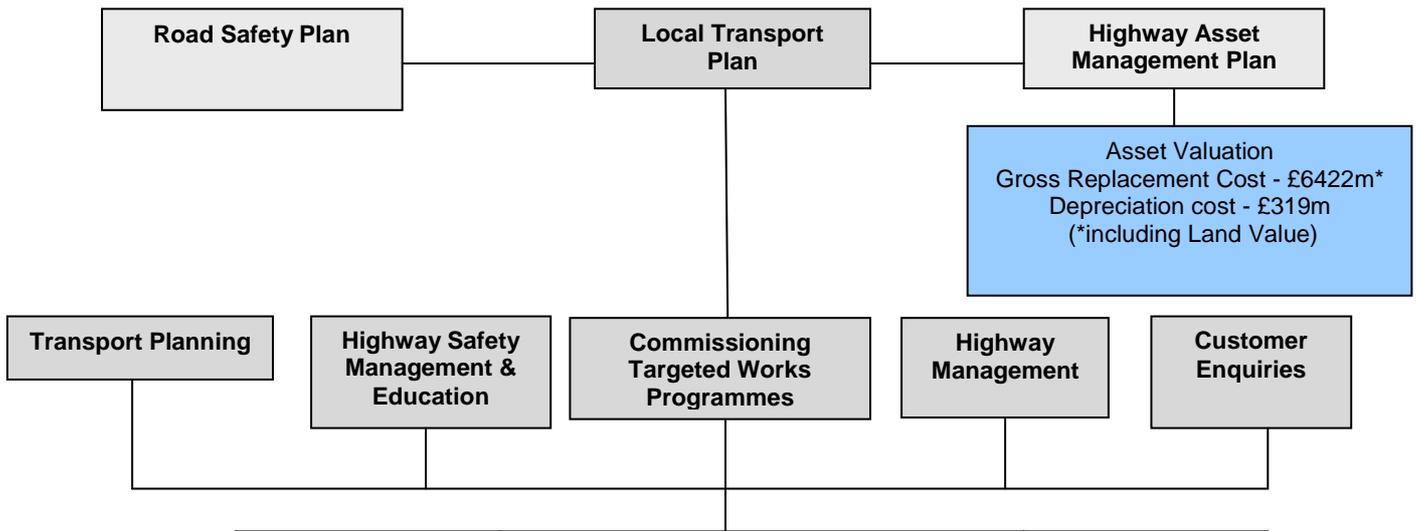
Background Papers

None

Electoral Divisions

All

Highways Division



FINANCE

Revenue

2013/14	2014/15
£29.1m	£24.1m

Capital 2014/15

Major Schemes	£14.1m
Road Maintenance	£14.1m
Street Lighting (Columns Replacement)	£1.5m
Street Lighting (Energy Saving)	£1.1m
Flood Alleviation	£600k
Road Safety	£350k
Integrated Transport Measures	£7.0m

Ref 27.2.14 Council approval

PERFORMANCE MEASURES

Road Condition
(% needing repair)
Principal (A roads) – 1.7% [4%]
Non- Principal (B & C roads) – 8.1% [9%]
Unclassified – 20.8% [19%]

Congestion
Journey time per mile during morning peak (average mins) 3.24 [3.29 mins]

Highway Safety
People killed or seriously injured
Due to a backlog in crash reports from the police, third quarter data is unlikely to be available until February 2015. The overall ongoing trend has been on line to achieve 2020 targets
Children killed or seriously injured – Same as above

Street Lighting
Street Lighting Repairs 11.60 days [7 days]

Development Control
(% response in target time)
Development Control Applications – 96.5% [95%]
Development Control enquiries – 96% [90%]

CUSTOMER SATISFACTION from National Highways and Transport survey

Overall Highways & Transport 56% (Highest 56.4%)
(2013 - 55.4%) (2012 - 58.8%)

Highways maintenance 45.5% (Highest 49.7%)
(2013 - 46.5%) (2012 - 47.5%)

Walking & cycling facilities 52.9% (Highest 57.0%)
(2013 - 53.1%) (2012 - 55.24%)

Tackling congestion 54.9% (Highest 58.4%)
(2013 - 56%) (2012 - 56.1%)

Road safety 52.2% (Highest 55.4%)
(2013 - 52%) (2012 - 55.3%)

MAJOR SCHEME DELIVERY

A453 (T) Road Improvement
Main contract started January 2013
Completion May 2015

A1 Elkesley (Trunk Road)
Work has commenced with expected completion June 2015

Hucknall Town Centre
Planning Consent Granted December 2013
Detailed design being worked up with contractor appointed through MSF 2. Subject to Dft final approval, work starts 2015

Worksop Bus Station
Wates appointed as main contractor through EMPA.
Works have commenced on site with construction scheduled to end during August 2015.

NET Phase 2 Extension
Work ongoing with expected completion Mid 2015.

RISK MANAGEMENT

Safety Inspections
Number of defects identified**
Average Number of days to repair a Category 1 (urgent) defect**
Average Number of days to repair a Category 2 (high) defect**
Average Number of days to repair a Category 2 (low) defect**

Highways Insurance Claims

	2009-10	2010-11	2011-12	2012-13	2013-14
Number of claims	754	761	520	680	683
Of above number settled	749	741	489	631	322
Claims Repudiated	577	567	370	487	198
% of Claims Settled	77%	77%	76%	77%	61%

Q4 2013/14 240 Highways claims received
Q3 2013/14 141 Highways claims received
Q2 2013/14 163 Highways claims received
Q1 2013/14 208 Highways claims received

Q3 2014/15 109 Highways claims received
Q2 2014/15 135 Highways claims received
Q1 2014/15 176 Highways claims received

Note as more claims are settled, the repudiation rates will change. Also, further claims may occur related to previous years; claims can be made up to 3 years from the date of the accident.

Complaints data
2013/14 Q4 65 recorded complaints
2013/14 Q3 61 recorded complaints
2013/14 Q2 100 recorded complaints
2013/14 Q1 33 recorded complaints

2014/15 Q3 94 recorded complaints
2014/15 Q2 81 recorded complaints
2014/15 Q1 72 recorded complaints

**indicates developed , data integrity issues encountered. Measures introduced to resolve



12 February 2015

Agenda Item: 14

**REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES**

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2015.

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

8. 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 only), 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.

RECOMMENDATION/S

That the committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

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

For any enquiries about this report please contact: Pete Barker x 74416

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
19 Mar 2015				
Transport & Services Performance Report Q3	Update on performance monitoring across transport and travel services	Info	Lisa McLennaghan	Mark Hudson
Integrated Ticketing Plan	Outcome Of Consultation And Next Steps	Decision	Pete Mathieson	Mark Hudson
Implementation Plan	Update on Local Transport Plan progress	Info	Info	Info
Noise Action Plans	Approve implementation of schemes	Decision	Sean Parks	Andy Warrington
East Coast Mainline	Proposed Options	Decision	Karen Nurse	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Cycle Strategy	Strategy for Nottinghamshire	Decision	Sean Parks	Andy Warrington
Highways Capital Programme	Proposed Capital Programme for 2015/16	Decision	Andy Warrington	
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
23 Apr 2015				
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	Andy Warrington
Highways Infrastructure Asset Management Plan (HIAMP)	Update Report	Info	Don Fitch	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
21 May 2015				
Bus Service Operators Grant (BSOG)	Funding proposals	Decision	Pete Mathieson	Mark Hudson
Local Bus Service Update	Update report	Info	Chris Ward	Mark Hudson
DfT Community Transport Minibus Fund	Results of the awards	Info.	Pete Mathieson	Mark Hudson
Rights of Way Improvement Plan	Update Report	Info.	Neil Lewis	Andy Warrington
Highway Performance Report Q4	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various