

Transport and Highways Committee

Thursday, 08 October 2015 at 10:30

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

AGENDA

- | | | |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1 | Minutes of the last meeting held on 10 Sept | 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 | Horizons Pavement Management System - Presentation | 7 - 8 |
| 5 | DfT Low Emission Bus Scheme Fund | 9 - 14 |
| 6 | Nott'm Go Ultra Low Bid to the Office of Low Emission Vehicles (OLEV) | 15 - 18 |
| 7 | Provisional Integrated Transport & Highway Maintenance Capital Programmes 2016-17 | 19 - 34 |
| 8 | Performance Report - Highways | 35 - 52 |
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| 11 | Possible Robin Hood Line Extension to Ollerton | 69 - 74 |

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 10 September 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
Glynn Gilfoyle
Stephen Garner

Colleen Harwood
Stan Heptinstall
Richard Jackson
A Michael Payne
John Peck

OFFICERS IN ATTENDANCE

Pete Barker	- Resources
Neil Hodgson	- Service Director, Highways
Jas Hundal	- Service Director, Transport, Property & Environment
Sean Parks	- Highways
Dave Tebbett	- Highways
Chris Ward	- Transport & Travel Services

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 16 July were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

The clerk to the Committee reported orally that Councillor Gilfoyle replaced Councillor Payne for this meeting only.

DECLARATIONS OF INTEREST

None.

INTEGRATED TRANSPORT & HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2015/16

RESOLVED 2015/070

- 1) That the proposed revised integrated transport programme as detailed in the report and appendix 1 to the report be approved.
- 2) That the proposed revised capital maintenance programme as detailed in the report and appendix 2 to the report be approved.

HIGHWAYS WINTER SERVICE

Dave Tebbett from the Highways division gave a presentation on the subject of highways winter maintenance.

RESOLVED 2015/071

That the contents of the report be noted.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CASTLEWOOD GROVE AND REDBARN WAY, SUTTON IN ASHFIELD) ENVIRONMENTAL TRAFFIC CALMING.

RESOLVED 2015/072

That the Nottinghamshire County Council (Castlewood Grove and Redbarn Way) Environmental Traffic Calming scheme as detailed in the report be implemented.

OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS – UPDATE ON SERVICE DIRECTOR APPROVALS (2015/16 QUARTER 1)

RESOLVED 2015/073

That Committee note all TROs where objections have been considered by officers.

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 9TH JULY 2015.**

RESOLVED 2015/074

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

Councillor Richard Jackson requested that a future meeting of the Committee take place at Worksop Bus Station.

Councillor Stan Hepstinstall requested that representatives from NET be invited to a future meeting of the Committee so problems with the tram system could be discussed.

RESOLVED 2015/075

That the Work Programme be noted.

The meeting closed at 11.50am

Chairman



8th October 2015

Agenda Item: 4

REPORT OF THE SERVICE DIRECTOR, HIGHWAYS

Horizons Pavement Management System - Presentation

Purpose of the Report

1. For Committee to receive a presentation on the new method for the identification and creation of a rolling programme of Highway Maintenance schemes utilising pavement management software.

Background

2. 'Horizons' is a visualised Pavement Management software product created and licensed by Yotta. It utilises data collected annually as part of the scheduled road condition surveys. Horizons is designed to take the complicated and vast amounts of road and footway condition data and display it in a visualised format using maps, graphs, pie-charts and video. This enables the information to be presented to a wider audience, which may or may not have technical experience.
3. The software factors in a multitude of parameters including existing road condition, anticipated rate of deterioration, cost of repair and appropriate timing of repair, to produce a 5 year rolling works programme. This programme seeks to maximise value from the investment and so will not necessarily produce a worst first list.
4. It should also be noted that the programmes are 'live' and as such road lengths subject to their rate of deterioration can 'accelerate' up the list.
5. This will produce scenarios whereby road lengths which are deemed to be in relatively poor condition, and thus, more expensive to repair, may remain untreated for a period of time, provided they remain in a safe and serviceable condition. The equivalent costs can then be spent on alternative treatments at numerous other locations to prevent those sites from falling into the same poor condition themselves. Eventually, the poor condition roads have to be treated but by adopting Asset Management Principles, the continuing cycle of 'worst-first' maintenance will ultimately reduce the number of poor roads.

6. This will replace the previously used methodology which whilst being a technical assessment did not provide the rolling programme of works and could not predict future funding requirements and modelling.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Don Fitch, Team Manager, Highway Assets & Development



8 October 2015

Agenda Item: 5

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

DFT LOW EMISSION BUS SCHEME FUND

Purpose of the Report

1. To advise Committee on the Government's Low Emission Bus Scheme Fund.
2. To seek approval to submit a bid for electric buses and associated charging infrastructure.
3. To seek approval for £ 410k match funding to support the bid.

Information and Advice

4. The Government's vision is that by 2050 almost every car and van in the UK will be an ultra-low emission vehicle (ULEV) and a high proportion of larger vehicles, with the UK at the forefront of their design, development and manufacture.
5. This is an Office for Low Emission Vehicles (OLEV) funded scheme being administered by The Department for Transport.
6. OLEV has allocated a £500m funding package between 2015-20 to help to deliver this change for local areas. In Spring 2015 the Government announced the Low Emission Bus Scheme which builds on the success of the Green Bus Fund, which ran from 2009-2013 and delivered around 1,250 low emission buses. The new scheme will be run as a competition, with £30m made available for local authorities and bus operators in England and Wales through a competitive bidding process. The Low Emission Bus Scheme has the following three primary objectives
 - increase the uptake of low and ultra-low emission buses, speeding up the full transition to an ultra-low emission bus fleet in England and Wales, and reducing the need for subsidy support;
 - support the improvement of local air quality. Buses are a significant contributor to the UK's air quality problems on some of its most polluted roads; and
 - support OLEV's commitment of attracting investment to the UK.
7. Bids will need to be submitted by the 30th October, with the awards announced in January 2016.

8. A report elsewhere on the agenda focuses on other OLEV funding opportunities related to the funding available for this promotion of ultra low emission cars and small vans.
9. Nottinghamshire County Council is monitoring the evolving technology in the field of electronic vehicles and has liaised with other local authorities who are involved with this area of work including Nottingham City Council who established an Electric Bus Partnership in 2012 with the introduction of 4 fully electric midi-buses for the free city centre bus service. The City Council currently has a fleet of 42 (55 buses by Summer 2016) electric buses in operation, comprising the largest fleet of electric buses in the UK. County Officers have liaised with City Council colleagues regarding the potential benefits of investing in alternative fuel vehicles as part of the County Council vehicle replacement programme; this has formed part of the shared services project reported to Committee on 16th July 2015.
10. The benefits of investment in alternatively fuelled vehicle are;
 - Help address air quality issues and the detrimental impact on health. The burning of Diesel fuel produces particulate matter which has been linked to cancer. Also the production of NOX/NO2 has been linked to 23,500 premature deaths in the UK and a cost of £56bn to the economy*.
 - This will help Nottingham City and Nottinghamshire County meet Air Quality targets set by the EU as outlined in the Transport and Highways committee report; Nitrous Oxide: Air Quality in Nottinghamshire on the 21st May 2015.
 - The use of electric vehicles, using green energy, reduces CO2 emissions and helps address climate change.
 - Purchasing of vehicles and their provision as part of the tendering process leads to a reduction in ongoing revenue costs.
 - The use of electricity in contrast to Diesel will also help reduce running costs due to a lower cost per mile.

* - Source: World Health Organisation report - Review of evidence on health aspects of air pollution – REVIHAAP PROJECT 2013.

11. Whilst alternative fuel technologies are in development, the current opportunity to bid for funding will enable the Council to enter this important area of change at a time when the technology has developed to a point where it is potentially economically viable based on current projections. A number of vehicle suppliers now offer vehicles which provide the required reliability in operation and vehicle range to meet the needs of the Council vehicle fleet including vehicle mileage range with minimal alterations to operational requirements.

Scope of the bid

12. The bid documentation favours a progressive approach over a 3 year funding period and any bid is likely to be considered more favourable if it is presented as part of a wider strategic investment in low emission buses across the Nottingham conurbations. The proposed bid has been formulated in conjunction with the City Council, whose Linkbus network will be fully electric in the near future.
13. A requirement of the bid is that the vehicles are primarily used to operate local bus services. The current tendered local bus network has been reviewed and it is considered that service 510 (Stapleford to Beeston) has the appropriate operating conditions to meet the bid requirements.

14. The vehicles currently used on this service are County Council owned and the total electric vehicle requirement and associated charging infrastructure for these routes is estimated to be between 2 and 3 vehicles. This will depend upon the manufacturer with reference to operational requirements, vehicle range and including the potential requirement for these vehicles to undertake other work including school services.
15. The County Council fleet vehicle requirements to be included in the bid are being evaluated. It is not possible to determine the actual vehicle costs outside of a procurement process, therefore the bid is requesting summary details of the vehicle type and specification, with supporting estimated costs. More than one vehicle type can be included within the bid, reflecting the fact the Council will undertake a procurement process of which the outcome is difficult to predict; especially with the technological improvements and changes likely to occur during the funding period.
16. The Infrastructure costs are also difficult to estimate due to the vehicle type determining the type of charging infrastructure required, so costs are based on comparable installation that have either been installed in the City or indicative costing from energy suppliers. These costs will be shared with the City Council, reducing costs to both Authorities.
17. The proposed locations of the charging infrastructure include the current bus depot and an on street facility at Beeston Interchange.
18. Bids will be assessed with reference to the following factors and weightings: Ambition (30%), Deliverability (10%), Air Quality (25%) categories and Value for Money 35%.
19. The total estimated cost of the project is £910k, of which the County Council will be required to contribute £410k of match funding. Approximately 90% of the price differential between a diesel and an electric bus and 75% of the infrastructure costs is met by OLEV.
20. The vehicle costs and infrastructure will be contained within existing budgets for vehicle replacement and operational budgets.

Other Options Considered

21. The County Council are actively working with local bus operators to encourage the take up and introduction of buses with alternative and low emission fuel technologies. The Government's aim is that a high proportion of larger vehicles will be an ultra-low emission vehicle (ULEV) by 2050. By making a bid to the Low Emission Bus Scheme Fund the Council hopes to secure funding to introduce low emission buses as part of an aspiration that all County Council passenger vehicles meet the Government vision, with the added benefit of reducing on-going revenue costs. If the Council does not submit a bid to the fund then the additional capital cost to introduce low emission vehicles will have to be met from Council budgets going forward, and without the availability of the funding the Council will become a slower adopter of this important new technology.

Statutory and Policy Implications

22. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service

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

Sustainability and Environment

23. The introduction of alternative fuel technologies within the Council fleet of vehicles will contribute zero fuel emissions as part of a quality bus network funded by the Council, offering lower running costs and a sustainable strategy for the future provision of public transport.

Financial Implications

24. The estimated match funding cost to the Council, should the bid be successful, is £410K.

Implications for Service Users

25. Alternative fuel technology passenger vehicles will help to promote public transport, increase patronage and improve local air quality.

RECOMMENDATION

- 1) Committee give approval for Nottinghamshire County Council to submit a bid to the Low Emission Bus Scheme Fund.
- 2) Committee give approval for £410k match funding to support the bid.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:
Pete Mathieson, Team Manager, Commissioning & Policy

Constitutional Comments (LM 30/09/2015)

26. The recommendations in the report fall within the Terms of Reference of the Transport and Highways Committee.

Financial Comments (TMR 30/09/2015)

27. The financial implications are contained in 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.

- Transport and Highways Committee report ; Nitrous Oxide: Air Quality in Nottinghamshire - 21st May 2015

- Transport and Highways committee report; Shared Public Transport Services Provision With The City Council update -16th July 2015

Electoral Divisions and Members Affected

All

8 October 2015**Agenda Item: 6****REPORT OF SERVICE DIRECTOR, HIGHWAYS****NOTTINGHAM GO ULTRA LOW BID TO THE OFFICE OF LOW EMISSION
VEHICLES (OLEV)****Purpose of the Report**

1. The purpose of this report is to update Committee on the proposed bid for funding from the Office of Low Emission Vehicles (OLEV); and to seek approval from Committee to work with Nottingham City Council on the delivery of elements of the Bid in the county should the Bid be successful.

Information and Advice

2. In December 2014, OLEV, a cross-Government policy team hosted by the Department for Transport (DfT), announced funding of £500m for the period 2015-2020 to help deliver a step-change in the number of ultra-low emission vehicles (ULEV) – buses, taxis, cars and vans – in the UK. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ULEV-related growth opportunities for car manufacturing and businesses both locally and beyond. To date £35m of funding has been made available to support the uptake of private low emission vehicles; £30m for low emission bus fleets (a separate report on the County Council's bid for this funding is on this meeting's agenda); and £20m to help fund the electrification of taxi fleets.
3. Up to four local authorities will benefit from a share of the £35m capital funding to introduce measures that will achieve OLEV's primary aims of supporting the uptake of ULEVs in the local area and achieve exemplary status to showcase innovation and best practice on an international scale. Following the submission of an outline bid earlier in March 2015 Nottingham was shortlisted, along with 11 other authorities, and invited to submit a full bid to OLEV by 2nd October 2015.
4. Nottingham City's proposed Bid focuses on three main areas:
 - Business and commuting – a comprehensive business support package to encourage the take up of low emission vehicles as part of commercial and private ownership including grants, loans and advice to businesses for vehicles and supporting infrastructure

- Community and shared mobility – a comprehensive resident support package to make the most of Nottingham's integrated transport offer including expansion of the City Car Club into residential areas; improved integration between the tram, bus and Citycard cycle hire scheme; as well as promotional events
 - Smart and self sufficient energy city – focussing on developing technological solutions, particularly the use of the Citycard for a range of transport services; promoting D2N2 as a leader in research to support growth in the low carbon sector and associated job opportunities; making use of Nottingham's position as the UK's most energy efficient city to power the local transport system including buses, trams, and electric vehicle charging; as well as exploring options to regenerate areas.
5. Officers from Nottinghamshire County Council have worked with colleagues at Nottingham City Council and other partners/Bid supporters including attendance at a workshop event to help develop the content of the Bid. The measures included in the Bid will help deliver air quality improvements across Nottinghamshire and Nottingham (N2) and therefore help deliver a number of corporate objectives relating to the environment, health and transport. A £6m-£9m scalable bid has been submitted to OLEV which includes a broad range of measures which could be delivered across the N2 area, and potentially expanded across the D2N2 LEP area.
6. The Bid therefore offers the opportunity for a number of its elements to be extended into the county, should the bid be successful and the County Council support such initiatives. These initiatives would be funded from any successful OLEV bid but should a local contribution be required it would need to be proportionate to the OLEV funding allocated to the county area. Any County Council funding contribution would be funded from future integrated transport allocations and subject to Transport & Highways Committee approval. The measures included in the Bid that could be extended into the county include:
- Grants, loans and advice to support businesses to introduce low-emission vehicles and charging at workplaces
 - Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging at County Council sites)
 - Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
 - Expansion of the existing car club into the county
 - A programme of targeted promotional events in areas where data highlights the residents are more likely to transfer to ULEVs.
7. Decisions on the outcome of the Bid are expected by the end of November and if successful the programme will run from January 2016 to the end of March 2021.

Other Options Considered

8. The other option to consider is to not support the Bid and not work in partnership with Nottingham City Council on the delivery of a successful OLEV Bid. The County Council has a proven record of delivering successful transport programmes jointly with Nottingham City Council for the benefit of Nottinghamshire residents. Working jointly on the delivery of the OLEV Bid (if successful) will continue this successful partnership working. This option has, however, been rejected for the reasons set out in this report and particularly paragraph 9 below.

Reason/s for Recommendation/s

9. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. The proposed Bid will help accelerate delivery of these objectives and lever in external funding to do so. Supporting the Bid and delivering elements of the Bid within the county will therefore help deliver County Council objectives and benefit Nottinghamshire residents.

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.

RECOMMENDATION/S

It is recommended that Committee:

- a) note the submission of the Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles
- b) approve the joint working on the delivery of the Bid in the county should the Bid be successful.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (LM 28/09/15)

11. The recommendations in the report fall within the Terms of Reference of the Highways and Transport Committee.

Financial Comments (GB 29/09/15)

12. The financial implications are set out within the body of the report.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles

Electoral Division(s) and Member(s) Affected

- All

8 October 2015**Agenda Item: 7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE
CAPITAL PROGRAMMES 2016/17****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional integrated transport and highway maintenance capital programmes to be delivered during 2016/17. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes will be reviewed and updated following the Council's 2016/17 budget decisions.
2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, interested groups, local communities, residents and road users which will be considered and reported to Committee as necessary when approval of the final 2016/17 highways capital programmes is sought. Approval at this time also supports starting advance design work to enable delivery of the programmes to start in April 2016.

Information and Advice**Local Growth Fund schemes**

3. From 2015/16 all funding for major transport schemes is allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs) – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. In addition to this approximately 44% of the nationally available integrated transport funding is also allocated through the LGF. The LEP bids to government for LGF have to be based on programmes to stimulate the local economy and create jobs. The bids will not necessarily prioritise major transport projects, or transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.
4. The D2N2 LGF Deals announced in July 2014 and January 2015 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding. A number of schemes nationally already had funding approval prior to the devolvement of major scheme funding and subsequent LGF announcements but were still awaiting the start of construction (e.g. Hucknall town centre improvement scheme).

5. The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:
- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – funding amount and funding start date are still to be confirmed
 - A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – £1.83m LGF contribution towards £3.24m scheme starting in 2015/16
 - Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
 - Harworth access links – £2.05m LGF contribution starting in 2015/16
 - Hucknall Town Centre Improvement scheme – £8.489m DfT contribution towards £12.375m scheme starting in 2015/16
 - Midland Mainline Market Harborough rail speed improvements – funding amount and funding start date are still to be confirmed
 - Newark Southern Link Road – £7m LGF contribution towards £20m-£30m scheme (delivered by the developer) starting in 2015/16
 - Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme starting in 2016/17.
6. The LGF Deal also prioritised a provisional allocation in 2016/17 to a £5.8m in a Sustainable Transport Programme in the D2N2 area. The Sustainable Transport Programme in the D2N2 area will provide walking, cycling and passenger transport improvements and travel planning to enable proposed development in the county to occur. Such measures will also help deliver the County Council's Strategic Plan priorities 2 (protecting the environment) and 4 (promoting health) by delivering a road and transport infrastructure that seeks to meet the needs of our residents and businesses (one of the ways this will be measured is the proportion of people walking or cycling); and encouraging people to change their behaviour and positively affect their health and well-being. More specific details on this scheme will be determined in the coming months.

2016/17 major transport schemes update

7. The 2016/17 County Council major transport programme includes the Hucknall Town Centre improvement scheme funded directly by DfT; as well as the A57/A60/B6024/St Anne's Drive, Worksop roundabout scheme and Harworth access links funded by LGF with contributions from the County Council and Bassetlaw District Council. Progress is as follows:

- a. Hucknall Town Centre Improvement Scheme: Work on the scheme is planned to start in October 2015 with demolition works taking place up to the end of the year. The main contractor takes ownership of the site and will start construction of the new road in January 2016 following completion of the works to divert utilities. The scheme is scheduled to complete in Spring 2017.
- b. A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements: Scheme design is underway and it is currently anticipated that works will start in late 2015/16. The scheme is due to complete in Winter 2016
- c. Harworth access links: The scheme includes improvements to the A614/ Bawtry Rd/Blyth Rd; Blyth Rd/Tickhill/Main St; A1/A614 junction; and A614/Scrooby Road junctions. Works on these junction improvements are planned to start in late 2015/16 and continue into 2016/17.

	2016/17	Total
• Hucknall Town Centre Improvement	£4.61m	£12.93m
• A57/A60/B6024/St Anne's Drive, Worksop roundabout	£2.82m	£ 3.24m
• Harworth access links	£0.63m	£ 2.05m

Integrated transport block

8. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.
9. The integrated transport block and highway capital maintenance block allocations will be determined at the 25th February 2016 County Council meeting but the provisional 2016/17 allocation for integrated transport, based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block (DfT allocation)	£4.416m
• Additional road safety (County capital allocation)	<u>£0.350m</u>
Total	£4.766m
10. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
11. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in Appendix 1 of this report. All County Council members were asked for integrated transport scheme suggestions by the end of September 2015; and helpfully

almost 50 scheme suggestions have been received from 18 members. Whilst the programme may not be able to accommodate all of the requests, to allow further consideration and feasibility work to be undertaken on these scheme suggestions the programme, and particularly the access to local facilities sub-block from which most of the requests would be funded, is therefore still to be finalised. Any schemes subsequently added to the attached programmes will be subject to approval at a future Transport & Highways Committee.

Capital Maintenance Block

12. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire utilising Horizons Pavement Management software. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement. The proposed detailed highways capital maintenance programme is set out in Appendix 2 of this report and a further report covering a future five year indicative highway maintenance programme will be presented separately at the November committee.

13. The 2016/17 capital maintenance allocations based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)	£13.679m
• Highway capital maintenance (DfT Incentive Fund Allocation)*	£ 0.828m
• Street lighting renewal/Energy saving (Salix)	£ 0.900m
• Flood alleviation and drainage (County capital allocation)	£ 0.600m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£17.007m

*This figure is based on the Authority achieving Band 2 in the assessment process.

14. The Hucknall town centre flood alleviation scheme (£450k) will also be delivered during 2016/17 as part of the Hucknall town centre major transport improvement scheme.

Detailed allocations

15. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the provisional 2016/17 allocations, are set out in the table below, along with details of the 2015/16 allocations for comparative purposes.

2014/15 actual allocations and 2015/16 provisional allocations

Major transport schemes	2015/16 (£m)	2016/17 (£m)
Hucknall Town Centre Improvement	5.610	4.610
A57/A60/B6024/St Anne's Drive, Worksop roundabout	0.372	2.820
Harworth access links	1.430	0.630
Integrated transport programme		
Access to local facilities (e.g. footway improvements and new crossings)	1.006	1.100
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.400	0.500
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.100	0.100
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.450	0.600
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.065	0.075
Traffic monitoring and advanced development and design of future schemes	0.420	0.450
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.050	0.050
Safety improvements (e.g. local safety schemes and safer routes to school)	0.725	0.750
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.000	0.591
Total integrated transport measures	4.416	4.416
Additional road safety	0.350	0.350

Highway maintenance programme		
Bridges (including condition assessments)	1.265	1.267
Carriageway maintenance (A, B & C, Unclassified roads)	6.645	6.700
Surface dressing (including pre-patching)	3.300	3.200
Footway maintenance	1.030	1.000
Structural drainage	0.500	0.500
Flood alleviation	1.076	0.600
Street lighting renewal and improvement	1.300	1.000
Street lighting energy saving (including Salix Grant Funding)	1.364	0.900
Traffic signal renewal	0.350	0.330
Safety fencing	0.350	0.330
Network structural patching	1.180	1.180
Total capital maintenance allocation	18.360	17.007

16. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2016/17 are attached as Appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and 25th February 2016 County Council meeting. Each of the schemes is also subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

17. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.

Other Options Considered

18. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2015/16 financial year's programme. Reserve schemes could potentially be delivered during the 2015/16 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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.

RECOMMENDATION/S

It is recommended that Committee:

- a) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 16
- b) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 16.

Neil Hodgson
Interim Service Director, Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (LM 28/09/15)

21. The recommendations in the report fall within the Terms of Reference of the Highways and Transport Committee.

Financial Comments (GB 29/09/15)

22. The financial implications are set out in the report. Any proposed variations to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2016/17.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 - 2016/17 Integrated transport capital programme

Sub-block/scheme	Area	Scheme budget (£000)
Access to local facilities		
Edgewood Drive, Hucknall - dropped kerbs	Ashfield	≤£10k
Seagrave Avenue, Annesley Woodhouse - dropped kerbs	Ashfield	≤£10k
A634 High Street, south of Retford Road, Blyth - pedestrian crossing (refuge upgrade)	Bassetlaw	£25k-£50k
Cunningham Close and Keyes Rise, Mattersey Thorpe - dropped kerbs	Bassetlaw	≤£10k
Aldene Court, Chilwell - dropped kerbs	Broxtowe	≤£10k
Awsworth Lane, Cossall - dropped kerbs	Broxtowe	≤£10k
Plumtre Way, Eastwood - dropped kerbs	Broxtowe	≤£10k
A60 Mansfield Road, Woodthorpe - zebra upgrade	Gedling	£10k-£25k
Ramsey Drive, Arnold - dropped kerbs	Gedling	≤£10k
Adamsway, Mansfield - pedestrian crossing [subject to PV2 and feasibility]	Mansfield	£25k-£50k
Far Back Lane and Main Street, Farnsfield - dropped kerbs and build out	Newark & Sherwood	£10k-£25k
Tuxford Road, Boughton - pedestrian crossing [subject to feasibility] included in 2015-16 programme	Newark & Sherwood	£25k-£50k
St Mary's Crescent, East Leake - dropped kerbs	Rushcliffe	≤£10k
Reserves		
Fishpool Road, Ravenshead - footway extension		£50k-£100k
Fees to deliver the above schemes		£200k-£225k
Sub-block allocation		£1,100.0
External funding		£0.0
Sub-block total		£1,100.0

Sub-block/scheme	Area	Scheme budget (£000)
Bus improvements		
Sutton in Ashfield to Hucknall - AVL TLP	Ashfield	£10k-£25k
Retford Bus Station - display upgrade	Bassetlaw	£50k-£100k
Clearway & TRO programme	Countywide	£10k-£25k
Countywide reactive programme	Countywide	£50k-£100k
Newark & Sherwood - Real time expansion	Newark & Sherwood	£50k-£100k
Bus shelter improvements	Newark & Sherwood	£10k-£25k
Bus stop improvements	Newark & Sherwood	≤£10k
Raised kerb programme	Newark & Sherwood	£10k-£25k
Whinney Lane, Ollerton - bus stop improvements	Newark & Sherwood	£10k-£25k
Reserves		
Wooden shelter upgrades	Countywide	≤£10k
Solar lighting programme	Countywide	≤£10k
Fees to deliver the above schemes		£25k-£50k
Passenger transport fees to deliver the above schemes		£50k-£100k
Sub-block allocation		£500.0
External funding		£21.3
Sub-block total		£521.3

Sub-block/scheme	Area	Scheme budget (£000)
Capacity improvements		
A57 Worksop - noise barriers	Bassetlaw	£25k-£50k
Nottingham Road/Smithurst Road, Giltbrook - MOVA	Broxtowe	£50k-£100k
Fees to deliver the above schemes		£10k-£25k
Sub-block allocation		£100.0
External funding		£0.0
Sub-block total		£100.0

Sub-block/scheme	Area	Scheme budget (£000)
Cycling and health		
Cycle signing/parking	Countywide	≤£10k
Rights of Way signing improvements	Countywide	≤£10k
Rights of Way upgrades	Countywide	£10k-£25k
A60 Loughborough Road, West Bridgford - toucan crossing (scheme dependent on securing external funding)	Rushcliffe	£50k-£100k
West Bridgford - strategic cycle route improvements	Rushcliffe	£200k-£250k
Reserves		
HS2 national cycle route - match funding (scheme dependent on route going ahead and securing external funding)	Ashfield/Broxtowe	£25k-£50k
Mansfield - strategic cycle route improvements (scheme dependent on local funding contribution)	Mansfield	£200k-£250k
Fees to deliver the above schemes		£50k-£100k
Sub-block allocation		£600.0
External funding		£95.0
Sub-block total		£695.0

Sub-block/scheme	Area	Scheme budget (£000)
Environmental weight limits		
Introduction of new EVL (locations to be determined - pending feasibility studies)	Countywide	£25k-£50k
Advance EVL warning signs	Countywide	£10k-£25k
Fees to deliver the above schemes		£10k-£25k
	Sub-block allocation	£75.0
	External funding	£0.0
	Sub-block total	£75.0

Sub-block/scheme	Area	Scheme budget (£000)
Monitoring, development and design		
Development of future year's ITM programmes	Countywide	£100k-£150k
Advanced design of future schemes	Countywide	£25k-£50k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£100k-£150k
	Sub-block allocation	£450.0
	External funding	£0.0
	Sub-block total	£450.0

Sub-block/scheme	Area	Scheme budget (£000)
Parking		
Grosvenor Road, Eastwood - alterations to existing scheme	Broxtowe	≤£10k
Lower, Middle & Upper Orchard Streets, Stapleford - residents' parking scheme	Broxtowe	≤£10k
NET - waiting restrictions	Broxtowe/Rushcliffe	£10k-£25k
Barnby Gate, Newark - residents' parking scheme	Newark & Sherwood	≤£10k
<u>Reserves</u>		
Broadgate Avenue, Beeston - waiting restrictions	Broxtowe	≤£10k
Epperstone Road area, West Bridgford - residents' parking scheme	Rushcliffe	≤£10k
Fees to deliver the above schemes		£10k-£25k
	Sub-block allocation	£50.0
	External funding	£0.0
	Sub-block total	£50.0

Sub-block/scheme	Area	Scheme budget (£000)
Rail improvements		
Dukeries line feasibility study	Newark & Sherwood	£25k-£50k
<u>Reserves</u>		
Retford railway station - access improvements (contribution)	Bassetlaw	£10k-£25k
Fees to deliver the above schemes		≤£10k
	Sub-block allocation	£50.0
	External funding	£0.0
	Sub-block total	£50.0

Sub-block/scheme	Area	Scheme budget (£000)
Safety improvements		
B6009 Watnall Road 200m W of Eel Hole Farm, Hucknall - Surface upgrade contribution to maintenance scheme	Ashfield	≤£10k
B6018 Church Hill bend at Pennine Way, Kirkby - Surface upgrade contribution to maintenance scheme	Ashfield	≤£10k
B6019 Kirkby Lane bend at Cliff Lane, Pinxton - Surface upgrade contribution to maintenance scheme	Ashfield	≤£10k
A611 / Watnall Road Roundabout, Hucknall - Signing improvements	Ashfield	≤£10k
Mansfield Road, Sutton - Street lighting upgrade	Ashfield	£10k-£25k
Willowbridge Lane/Brook St, Sutton in Ashfield - Signs	Ashfield	≤£10k
A60 Carlton Road north of Owday Lane, Wigthorpe - Signs	Bassetlaw	≤£10k
B6046 Mattersey Road, Ranskill west of Clearwater Lakes - Surface upgrade and signs	Bassetlaw	£10k-£25k
A638 London Road/ South Street, Retford - Bollard and lining	Bassetlaw	≤£10k
Shireoaks Common; vicinity of Woodside Road - Street lighting upgrade	Bassetlaw	≤£10k
A57 Eastbound approach to A1/A614 Apley Head - Signs	Bassetlaw	≤£10k
A6005 Queens Road/ Dovecote Lane, Beeston - Pedestrian improvements	Broxtowe	≤£10k
Nottingham Rd/Maws Lane, Kimberley - Junction improvement	Broxtowe	£10k-£25k
Rivergreen Crescent at Thoresby Road, Bramcote - Street lighting upgrade	Broxtowe	≤£10k
Bramcote Lane / Inham Road, Chilwell - Street lighting upgrade	Broxtowe	≤£10k
Valley Road, Chilwell - Street lighting upgrade	Broxtowe	≤£10k
Oxton Road / Whinbush Lane, Calverton - Signs and lining	Gedling	≤£10k
Rolleston Drive - Signs	Gedling	≤£10k
Mapperley Plains / Spring Lane, Arnold - Signs and lining	Gedling	≤£10k
A60 Mansfield Road, Arnold -Speed management	Gedling	> £250k
Victoria Road, Netherfield - Improvements to zebra crossing	Gedling	≤£10k
A60 Mansfield Road zebra near Marlborough Road, Woodthorpe - Improvements to zebra crossing	Gedling	≤£10k
Chaworth Road / Road No1, Colwick - Street lighting & lining	Gedling	≤£10k
A60 Bend at Woodland Grange, Papplewick -Signs	Gedling	≤£10k
Woodthorpe Drive (top), Mapperley - Street lighting upgrade	Gedling	≤£10k
B684 Woodborough Road/ Breck Hill Road - Signs and lining	Gedling	≤£10k
A60 Church St, Warsop - Improvements to zebra crossing	Mansfield	≤£10k
Sherwood St /High St, Warsop - Improvements to zebra crossing	Mansfield	£10k-£25k
A60 Leeming Lane /New Mill Lane, Mansfield Woodhouse - Traffic signal improvements	Mansfield	≤£10k
A617 Kirklington Rd 175m SE of Kirklington Rd, Bilsthorpe - Surface upgrade contribution to maintenance scheme	Newark & Sherwood	≤£10k
B6386 Oxton Rd near Halloughton - Surface upgrade contribution to maintenance scheme	Newark & Sherwood	≤£10k
A612 Easthorpe/Fiskerton Rd, Southwell - Signs	Newark & Sherwood	≤£10k
Beacon Hill Rd/Sherwood Ave, Newark - Signs	Newark & Sherwood	≤£10k
A616 Newark Rd Ompton Bends at Grimston Hill	Newark & Sherwood	£10k-£25k
A617 Northbound approach at Rainworth Roundabout - Signs	Newark & Sherwood	≤£10k
A612 Battle Bridge, Upton - Safety barrier improvements	Newark & Sherwood	≤£10k
Cleveland Sq /Beech Ave, Newark - Signs	Newark & Sherwood	≤£10k
Bowbridge Lane, Newark bends at scrapyard - Signs	Newark & Sherwood	≤£10k
A616 / Ossington Road, Kneesall - Signs	Newark & Sherwood	≤£10k
A617 Bend East of Averham - Signs	Newark & Sherwood	≤£10k
A17 Winthorpe Roundabout - Signs and lining	Newark & Sherwood	≤£10k
Queens Rd/ Kings Rd, Newark - Signs	Newark & Sherwood	≤£10k
Hollygate Lane 280m SW Nottingham Rd, Cotgrave - Surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
Pendock Lane 300m NW of A60, Bradmore - Surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
A60 /Pendock Lane, Bradmore - Signs	Rushcliffe	≤£10k
Longmoor Lane / Cliff Hill Smit Lane, Orston - Signs and lining	Rushcliffe	≤£10k
A6011 Radcliffe Rd / Davies Rd, West Bridgford - Surface upgrade	Rushcliffe	≤£10k
Grantham Road, Bingham - vicinity of Long Acre - Street lighting upgrade	Rushcliffe	≤£10k
Alford Road/Melton Gdns, Edwalton - Street lighting upgrade	Rushcliffe	≤£10k
A60 Rempstone Crossroads - Lining	Rushcliffe	≤£10k
Fees to deliver the above schemes		£100k-£150k
Sub-block allocation		£750.0
External funding		£0.0
Sub-block total		£350.0
		£1,100.0

Sub-block/scheme	Area	Scheme budget (£000)
Smarter choices		
Infrastructure improvements recommended as part of 2015/16 travel planning (locations to be determined)	Countywide	£50k-£100k
Personalised travel planning at locations with journey time delay (locations to be determined)	Countywide	£50k-£100k
Workplace travel planning - Bingham	Rushcliffe	£10k-£25k
Fees to deliver the above schemes		£10k-£25k
	Sub-block allocation	£150.0
	External funding	£0.0
	Sub-block total	£150.0

Sub-block/scheme	Area	Scheme budget (£000)
Speed management		
A57, Darlton - speed limit reduction to 30mph through village	Bassetlaw	≤£10k
B600 Church Road, Greasley - speed limit reduction [subject to further assessment]	Broxtowe	≤£10k
20mph advisory speed limits outside schools - remainder of schools in county	Countywide	> £250k
Burnstump Hill, Papplewick - speed limit reduction [subject to further assessment]	Gedling	≤£10k
A60 between Mansfield Woodhouse and Market Warsop - speed limit reduction [subject to further assessment]	Mansfield	≤£10k
A616 Debdale Hill to South Muskham island - speed limit reduction (exact details to be confirmed) [subject to further assessment]	Newark & Sherwood	≤£10k
A606 Melton Road, Edwalton (Edwalton Lodge Drive to Burleigh Road) - speed limit reduction [subject to further assessment]	Rushcliffe	≤£10k
<u>Interactive speed signs</u> (each sign costs approximately £7,500)		
B6016 Pye Hill Road, Jacksdale (SE of Providence Road)	Ashfield	≤£10k
A161 Beckingham Road, Walkeringham (LC 30)	Bassetlaw	≤£10k
A161 Station Street, Misterton (NW of Station Road)	Bassetlaw	≤£10k
A616 Budby Road, Cuckney (west of Old Mill Lane)	Bassetlaw	≤£10k
Shireoaks Common, Shireoaks (ne of Woodside Road - LC 28)	Bassetlaw	≤£10k
B6031 Bishops Walk, Church Warsop (east of Grove Road)	Mansfield	≤£10k
Netherfield Lane, Meden Vale (outside Three Lions Pub)	Mansfield	≤£10k
A616 Newark Road, Kneesall (SE end of village)	Newark & Sherwood	≤£10k
B1164 Great North Road, Carlton on Trent (o/s Carlton Hse)	Newark & Sherwood	
Lambley Lane, Lowdham (west of Church Lane to LC No 18)	Newark & Sherwood	
Fees to deliver the above schemes		£50k-£100k
	Sub-block allocation	£591.0
	External funding	£0.0
	Sub-block total	£591.0

ITM budget settlement (2014/15 budget book)	£4,416.0
External funding	£116.3
PROGRAMME TOTAL (available integrated transport budget plus external funding)	£4,532.3

Appendix 2 - 2016/17 Capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Bridges		
Fulwood Bridge, Maintenance Painting	Ashfield	£50k-250k
Watson Road Bridge, Waterproof concrete extensions	Bassetlaw	≤ £50k
Clarlborough Gantires, Provide Height Gantry	Bassetlaw	≤ £50k
Station Road Bridge, Joint Repairs	Broxtowe	£50k-250k
Padge Bridge, Maintenance Painting	Broxtowe	£50k-250k
Stockwell Gate, Replace Joints	Mansfield	≤ £50k
Footbridge Over Ford, Rufford, Footbridge Replacement	Newark & Sherwood	≤ £50k
Lady Bay Bridge, Investigate/Repair North Joint	Rushcliffe	≤ £50k
RoW Bridge Repairs/ Emergency Repairs	Countywide	£50k-250k
Minor Bridge Painting	Countywide	£50k-250k
General Repairs Work	Countywide	£50k-250k
Minor Concrete Repairs	Countywide	≤ £50k
Bridges & Culverts Miscellaneous work	Countywide	≤ £50k
Principal Inspections	Countywide	£50k-250k
Sub-block total		£1,267

Sub-block/scheme	Area	Scheme budget (£000)
Carriageway Maintenance - Principal classified road network (A roads)		
A608 Mansfield Road, Underwood - Resurfacing	Ashfield	£50k-250k
A620 Babworth Road, Retford - Resurfacing	Bassetlaw	£50k-250k
A57 Broad Gate, Darlton - Resurfacing	Bassetlaw	£50k-250k
A6002 Coventry Lane Phase 1 - Resurfacing	Broxtowe	£50k-250k
A614 Ollerton Road - Structural patching	Gedling	£50k-250k
A60 Nottingham Road - Resurfacing	Mansfield	£50k-250k
A612 Main Street, Upton - Resurfacing	Newark & Sherwood	£50k-250k
A6097 Lowdham Roundabout, Lowdham - Resurfacing	Newark & Sherwood	£50k-250k
A60 Loughborough Road, West Bridgford - Antiskid surfacing	Rushcliffe	≤ £50k
<u>Reserve List</u>		
A611 Wood Lane Island - Resurfacing	Ashfield	£50k-250k
A620 Moorgate, Retford - Resurfacing	Bassetlaw	£50k-250k
A612 Burton Road / Nottingham Road, Burton Joyce - Structural patching	Gedling	>£250k
A60 Loughborough Road, Bunny - Resurfacing	Rushcliffe	£50k-250k
Sub-block total		£1,200

Sub-block/scheme	Area	Scheme budget (£000)
Carriageway Maintenance - Non-principal classified road network (B & C roads)		
B6020 Station Street, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-250k
B6026 Huthwaite Road, Sutton in Ashfield - Structural patching	Ashfield	£50k-250k
B6027 Common Road, Huthwaite (Phase 2) - Resurfacing	Ashfield	£50k-250k
B1403 Church Street, Misterton - Resurfacing	Bassetlaw	£50k-250k
B6040 Potter Street, Worksop - Resurfacing	Bassetlaw	£50k-250k
B6040 Cheapside, Worksop - Resurfacing	Bassetlaw	£50k-250k
C205 Market Place, Worksop - Resurfacing	Bassetlaw	£50k-250k
B6464 Bypass Road, Chilwell - Resurfacing	Broxtowe	≤ £50k
B6010 Dovecote Road, Newthorpe - Resurfacing	Broxtowe	£50k-250k
C127 Nottingham Road, Eastwood - Resurfacing	Broxtowe	£50k-250k
Papplewick Lane, Papplewick - Resurfacing	Gedling	£50k-250k
B6030 Clipstone Road East - Resurfacing	Mansfield	£50k-250k
B6031 Carter Lane, Warsop Vale - Resurfacing	Mansfield	£50k-250k
C6 Netherfield Lane, Budby - Haunch and overlay	Newark & Sherwood	£50k-250k
B6034 High Street, Edwinstowe - Resurfacing	Newark & Sherwood	£50k-250k
B6030 Kings Clipstone - Resurfacing	Newark & Sherwood	£50k-250k
C47 Stanford Road / Normanton Lane - Resurfacing / Structural patching	Rushcliffe	£50k-250k
C47 Main Street, Normanton-on-Soar - Resurfacing	Rushcliffe	£50k-250k
C115 Bingham Road, Radcliffe-on-Trent - Resurfacing	Rushcliffe	£50k-250k
C74 Plumtree Road, Cotgrave - Resurfacing	Rushcliffe	£50k-250k
<u>Reserve List</u>		
C108 Wood Lane, Tresswell - Structural patching	Bassetlaw	£50k-250k
B6003 B6003 Pasture Road - Resurfacing	Broxtowe	≤ £50k
C169 C169 Westdale Lane, Carlton - Resurfacing	Gedling	£50k-250k
C97 C97 Gonalston Lane - Resurfacing	Newark & Sherwood	£50k-250k
Sub-block total		£2,500

Appendix 2 - 2016/17 Capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Carriageway Maintenance - Unclassified road network		
West Street, Hucknall - Resurfacing	Ashfield	£50k-250k
Lawn Road, Sutton in Ashfield - Resurfacing	Ashfield	≤ £50k
Annesley Cutting, Annesley Woodhouse - Resurfacing	Ashfield	£50k-250k
Pepper Street, Sutton in Ashfield - Resurfacing	Ashfield	£50k-250k
Westfield Drive, Worksop - Resurfacing	Bassetlaw	≤ £50k
Beardsalls Row, Retford - Resurfacing	Bassetlaw	£50k-250k
Bader Rise, Mattersey Thorpe - Resurfacing	Bassetlaw	£50k-250k
Winston Green, Mattersey Thorpe - Resurfacing	Bassetlaw	≤ £50k
West Street, Misson - Resurfacing	Bassetlaw	≤ £50k
North Carr Road, West Stockwith - Resurfacing	Bassetlaw	£50k-250k
Little Gringley Lane, Little Gringley - Resurfacing	Bassetlaw	£50k-250k
Bembridge, Worksop - Resurfacing	Bassetlaw	≤ £50k
Forest Hill Road, Worksop - Resurfacing	Bassetlaw	≤ £50k
Inglemere Close, Worksop - Resurfacing	Bassetlaw	≤ £50k
Whitaker Close, Retford - Resurfacing	Bassetlaw	≤ £50k
Broughton Avenue / Park Street / Bramcote Avenue, Beeston - Resurfacing	Broxtowe	£50k-250k
South Street, Eastwood - Resurfacing	Broxtowe	≤ £50k
Jubilee Street, Kimberley - Resurfacing	Broxtowe	≤ £50k
Church Hill, Kimberley - Resurfacing	Broxtowe	£50k-250k
Babbington Court, Chilwell - Resurfacing	Broxtowe	≤ £50k
Meadow Lane, Chilwell - Resurfacing	Broxtowe	≤ £50k
Collyer Road, Calverton - Resurfacing	Gedling	£50k-250k
Priory Road / First Avenue, Carlton - Resurfacing	Gedling	£50k-250k
Lawrence Avenue, Mansfield Woodhouse - Resurfacing	Mansfield	£50k-250k
Hallam Way, Mansfield Woodhouse - Resurfacing	Mansfield	≤ £50k
Gladstone Street, Mansfield Woodhouse - Resurfacing	Mansfield	≤ £50k
Woodland Drive, Mansfield - Resurfacing	Mansfield	≤ £50k
Park Road, Mansfield Woodhouse - Resurfacing	Mansfield	£50k-250k
Stella Street, Mansfield - Resurfacing	Mansfield	£50k-250k
Park Avenue, Mansfield - Resurfacing	Mansfield	≤ £50k
Highland Close, Mansfield Woodhouse - Resurfacing	Mansfield	≤ £50k
Forest Road, Clipstone - Resurfacing	Newark & Sherwood	£50k-250k
Wigsley Road Bridge near Thorney - Reconstruction	Newark & Sherwood	≤ £50k
New Hill, Farnsfield - Resurfacing	Newark & Sherwood	£50k-250k
Hill Crest, Southwell - Resurfacing	Newark & Sherwood	≤ £50k
Woodland View, Southwell - Resurfacing	Newark & Sherwood	≤ £50k
Brickyard Lane, West Leake - Resurfacing	Rushcliffe	£50k-250k
Orchard Close, Barnstone - Retread	Rushcliffe	≤ £50k
Fisher Lane, Bingham - Resurfacing	Rushcliffe	≤ £50k
Manor Barn Farm, Upper Broughton - Retread	Rushcliffe	≤ £50k
<u>Reserve List</u>		
Beech Road, Harworth - Resurfacing	Bassetlaw	£50k-250k
Broughton Avenue / Park Street / Bramcote Avenue, Beeston (Phase 2) - Resurfacing	Broxtowe	£50k-250k
Padleys Lane, Burton Joyce - Resurfacing	Gedling	£50k-250k
Valley Road - MicroAsphalt	Gedling	£50k-250k
Shelford Road, Gedling - Resurfacing	Gedling	£50k-250k
Bassingfield Lane, Bassingfield - Structural patching	Rushcliffe	£50k-250k
Station Road, Sutton Bonington - Resurfacing	Rushcliffe	£50k-250k
Lombard Street, Orston - Resurfacing	Rushcliffe	£50k-250k
Bateman Road, East Leake - Resurfacing	Rushcliffe	£50k-250k
Tudor Road, West Bridgford - Resurfacing	Rushcliffe	£50k-250k
Ring Leas, Cotgrave - Resurfacing	Rushcliffe	£50k-250k
Hickling Lane, Upper Broughton - Reconstruction	Rushcliffe	£50k-250k
Sub-block total		£2,500

Appendix 2 - 2016/17 Capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Footway Maintenance		
Desborough Road, Selston - Resurfacing	Ashfield	£50k-250k
Windsor Avenue, Sutton in Ashfield - Resurfacing	Ashfield	≤ £50k
Carnarvon Street, Stanton Hill - Resurfacing	Ashfield	≤ £50k
Station Road, Misterton - Resurfacing	Bassetlaw	≤ £50k
Portland Place, Sutton cum Lound - Resurfacing	Bassetlaw	£50k-250k
Low Street, East Drayton - Resurfacing	Bassetlaw	≤ £50k
Bramcote Drive, Retford - Resurfacing	Bassetlaw	≤ £50k
New Eaton Road, Stapleford (Phase 2) - Reconstruct footway and kerbing	Broxtowe	£50k-250k
The Elms, Watnall - Resurfacing	Broxtowe	≤ £50k
Lee Road, Carlton - Reconstruct footway and kerbing	Gedling	£50k-250k
Moor Road, Bestwood Village - Reconstruct footway and kerbing	Gedling	≤ £50k
Bonner Hill, Calverton - Resurfacing	Gedling	≤ £50k
Parkland Close, Mansfield - Resurfacing	Mansfield	£50k-250k
Masefield Crescent, Balderton - Resurfacing	Newark & Sherwood	£50k-250k
Kirk Ley Road, East Leake - Resurfacing	Rushcliffe	£50k-250k
Cedar Drive, Keyworth - Resurfacing	Rushcliffe	£50k-250k
<u>Reserve List</u>		
Vicarage Lane, Beckingham - Resurfacing	Bassetlaw	≤ £50k
Doncaster Road, Carlton in Lindrick - Resurfacing	Bassetlaw	£50k-250k
Meadow Way, Harworth - Resurfacing	Bassetlaw	≤ £50k
Sutton Lane, Sutton cum Lound - Resurfacing	Bassetlaw	≤ £50k
Northumbria Drive, Retford - Resurfacing	Bassetlaw	≤ £50k
Hirst Road, Retford - Resurfacing	Bassetlaw	≤ £50k
Stockwith Road, West Stockwith - Footway Reconstruction	Bassetlaw	£50k-250k
Dickens Road, Worksop - Resurfacing	Bassetlaw	£50k-250k
Mattersey Road, Mattersey - Resurfacing	Bassetlaw	£50k-250k
Cavendish Road, Worksop - Resurfacing	Bassetlaw	£50k-250k
Old Gainsborough Road, Drakeholes - Resurfacing and kerbing	Bassetlaw	£50k-250k
Barrett Crescent, Attenborough - Reconstruct footway and kerbing	Broxtowe	£50k-250k
Main Street, Burton Joyce - Reconstruct footway and kerbing	Gedling	£50k-250k
Southcliffe Road, Carlton - Reconstruct footway and kerbing	Gedling	≤ £50k
Burton Joyce - Slurry seal	Gedling	≤ £50k
High Street, Mansfield Woodhouse - Resurfacing	Mansfield	≤ £50k
Fourth Avenue, Edwinstowe - Resurfacing	Newark & Sherwood	≤ £50k
Bentinck Close, Boughton - Resurfacing	Newark & Sherwood	£50k-250k
St Peters Close, Farndon - Resurfacing	Newark & Sherwood	≤ £50k
Station Road, Govertton - Resurfacing	Newark & Sherwood	≤ £50k
Little John Drive, Rainworth - Resurfacing	Newark & Sherwood	≤ £50k
Crompton Road, Bilsthorpe - Resurfacing	Newark & Sherwood	£50k-250k
Sub-block total		£1,000
Sub-block/scheme	Area	Scheme budget (£000)
Drainage		
Works programme under development		£50k-250k
Sub-block total		£500
Sub-block/scheme	Area	Scheme budget (£000)
Flood Risk Management		
Works programme under development		£50k-250k
Block Allocation		£600
Sub-block/scheme	Area	Scheme budget (£000)
Surface Dressing		
Church Street, Sutton in Ashfield	Ashfield	≤ £50k
Welbeck Square, Stanton Hill	Ashfield	≤ £50k
Clumber Crescent, Stanton Hill	Ashfield	≤ £50k
Meden Bank, Stanton Hill	Ashfield	≤ £50k
Carnarvon Street, Stanton Hill	Ashfield	≤ £50k
Coppywood Close, Stanton Hill	Ashfield	≤ £50k
Crompton Street, Stanton Hill	Ashfield	≤ £50k
Albert Street, Stanton Hill	Ashfield	≤ £50k
Victoria Street, Stanton Hill	Ashfield	≤ £50k
Roger Close, Sutton in Ashfield	Ashfield	≤ £50k
A611 Hucknall Bypass	Ashfield	£50k-250k
Beckingham Duals, Beckingham	Bassetlaw	£50k-250k

Appendix 2 - 2016/17 Capital maintenance programme

Hundred Acre Lane, Carlton in Lindrick	Bassetlaw	≤ £50k
Springs Road, Misson	Bassetlaw	≤ £50k
Sandersons Bank / Bank End Road, Misson	Bassetlaw	≤ £50k
Cockshutt Lane, Nether Langwith	Bassetlaw	≤ £50k
Bawtry Road, Newington	Bassetlaw	≤ £50k
Lamb Lane, Oldcotes	Bassetlaw	≤ £50k
Shireoaks Road, Worksop	Bassetlaw	≤ £50k
Leverton Road / Retford Road, South Leverton	Bassetlaw	≤ £50k
Ollerton Road, Tuxford	Bassetlaw	≤ £50k
Darlington Road, Tuxford	Bassetlaw	≤ £50k
Mattersey Road, Ranskill	Bassetlaw	£50k-250k
Magnolia Court, Beeston	Bassetlaw	≤ £50k
Shilo Way, Awsworth	Broxtowe	≤ £50k
Gin Close Way, Awsworth	Broxtowe	£50k-250k
Field Lane, Beeston	Broxtowe	≤ £50k
B6009 Long Lane, Watnall	Broxtowe	≤ £50k
A60 Mansfield Road, Papplewick	Gedling	£50k-250k
Water Lane, Pleasley	Mansfield	≤ £50k
Crown Farm Way, Mansfield	Mansfield	£50k-250k
New Mill Lane, Forest Town	Mansfield	≤ £50k
Rannoch Drive, Mansfield	Mansfield	≤ £50k
Sandlands Way, Forest Town	Mansfield	≤ £50k
Arlington Avenue, Mansfield Woodhouse	Mansfield	≤ £50k
A614 Old Rufford Road, Bilsthorpe	Newark & Sherwood	£50k-250k
A1133 Gainsborough Road, North Clifton	Newark & Sherwood	£50k-250k
B6386 Oxtan Road, Southwell	Newark & Sherwood	£50k-250k
Tuxford Road, Boughton	Newark & Sherwood	£50k-250k
Budby Road, Budby	Newark & Sherwood	£50k-250k
A6006 Main Street, Zouch	Rushcliffe	£50k-250k
Sub-block total		£3,200

Sub-block/scheme	Area	Scheme budget (£000)
Street lighting replacement/upgrades		
Works programme under development		
Sub-block total		£1,000

Sub-block/scheme	Area	Scheme budget (£000)
Salix Grant		
Works programme under development		
Sub-block total		£900

Sub-block/scheme	Area	Scheme budget (£000)
Traffic signal renewal		
Works programme under development		
Sub-block total		£330

Sub-block/scheme	Area	Scheme budget (£000)
Safety fencing		
Works programme under development		
Sub-block total		£330

Sub-block/scheme	Area	Scheme budget (£000)
Structural Patching		
Reactive programme		
Sub-block total		£1,180

8th October 2015**Agenda Item: 8****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 1 2015/16 (June 2015).

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 and development control.
4. The attached appendices focus on the following key service areas and should be read in combination with this report:
 - Highway Repairs & Enquiry Indicators (Appendix 1)
 - National Road Condition Indicators (Appendix 2)
 - Road Safety Performance Indicators (Appendix 3 – (1) & (2))
 - Highway Claims Data (Appendix 4)
 - NHT Customer Satisfaction Data (Appendix 5)
 - Highway Development Control Indicators (Appendix 6)

Performance Analysis

5. The following analysis highlights key performance indicators.

Highway Repairs & Enquiry Indicators (Appendix 1)

- a. *Street Lighting* - Following the reintroduction of the Bulk Clean and Change programme, the time taken to repair a street light has reduced compared with performance at the beginning of

last year. At Q1 the figure for the average Street Lighting repair rate was 4.76 days compared against a target of 7 days.

- b. *Potholes and Repairs* – These are new indicators and as such we need more data before we can comment fully on the overall trend. We are investigating the detail behind the time taken to resolve a ‘Category 1’ defect as the “find and fix” teams undertake repairs immediately, therefore, we need to understand why the response time is being skewed. For Q1 there were 4507 defects repaired compared with 5624 in Q4 of the previous year. The repair of ‘Category 2’ repairs is well within the target timescale and seems to be at a similar level for both quarters.
- c. *Highways Recorded Complaints* – There has been a steady increase in complaints regarding the highway service over the last 12 months. Q1 shows a marked increase compared with the same quarter last year. A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of our control. A breakdown and further analysis will be undertaken for future reports to determine the nature and service areas associated with these figures.

National Road Condition Indicators (Appendix 2)

- d. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources. The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. The results show that 1.5% of the A Road Network needs repair compared with 1.7% previously and a target of 4%. The condition of the B & C road network results show that 4.1% of the B & C Road Network needs repair compared with 8.1% previously and a target of 9%. This marked improvement is partly due to the way these roads are surveyed (50% per year) and year on year steady investment. The condition of the Unclassified road network results show that 19.2% of the Unclassified Road Network needs repair compared with 20.8% previously and a target of 19%.

Road Safety Performance Indicators (Appendix 3 – (1) & (2))

- e. Part 1 of this Appendix illustrates the annual change over the 10 year review period, whilst Part 2 details the quarterly change compared with the previous 4 quarters.

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). At Q1 2015-16 the figures indicate an in year 56% reduction has been achieved i.e. a reduction from 123 to 54 against the baseline figure.

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). At Q1 2015-16 the figures indicate a 84% reduction has been achieved, i.e. a reduction from 12 to 2 against the baseline figure.

Highway Claims Data (Appendix 4)

- f. *Highways Claims Data* – This data illustrates the variation in the number of claims over the last 5 years and the current repudiation rates. As a claim can be received up to 3 years after

the date of the accident, the data will change as further claims may occur relating to previous years. The data for 2015/16 purely indicates the claims to date and therefore will change as we progress through the year. Please note as more claims are settled the repudiation rates per year will change, however, the percentage rate is a good measure of the overall defence process.

NHT Customer Satisfaction Data (Appendix 5)

- g. *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 the figures indicate the County Council maintained its position compared to 2013 with some minor movement. The Overall Service satisfaction has improved slightly along with Road Safety. Improvement of the customer focus of the Division continues, with improving provision of information on the website. There are now current highway works progress updates on the website including resurfacing works, improvement schemes and street lighting column replacement projects. Development and investment in technology is progressing for future provision of feedback to customer reports of minor defects.

Highway Development Control Indicators (Appendix 6)

- h. *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 Q1 the figures for both indicators are 95.2% and 97.1% respectively, showing good performance.

Other Options Considered

- 6. None – this is an information report.

Reasons for Recommendations

- 7. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

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

Implications for Service Users

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

Recommendation

That Committee note the contents of the report.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Don Fitch Team Manager Highway Assets & Developments

Constitutional Comments

None – report for information.

Background Papers

None

Electoral Divisions


All


Highway Repairs and Enquiry Indicators


Appendix 1


Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Q1 Actual	Target	Status	Trend	
	14/15	14/15	14/15	14/15	15/16				
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	20.0 Days	12.60 Days	11.60 Days	4.42 Days	4.76 Days	7 Days	✔	⬆	New indicators with data being reported from Q4. For Q2 report previous quarters data will be calculated and added to allow comparison.
Number of defects identified/reported	-	-	-	-	4507	NA	🕒	▬	
Average number of days to repair a category 1 (urgent) defect	-	-	-	2 Days	2 Days	1 Day	🔴	⬇	
Average number of days to repair a category 2 (high) defect	-	-	-	12 Days	13 Days	28 Days	✔	⬇	
Average number of days to repair a category 2 (low) defect	-	-	-	18 Days	16 Days	90 Days	✔	⬆	
Highways Recorded Complaints	72	81	94	105	134	NA	🕒	⬆	

Key

Below target by more than 10% - 


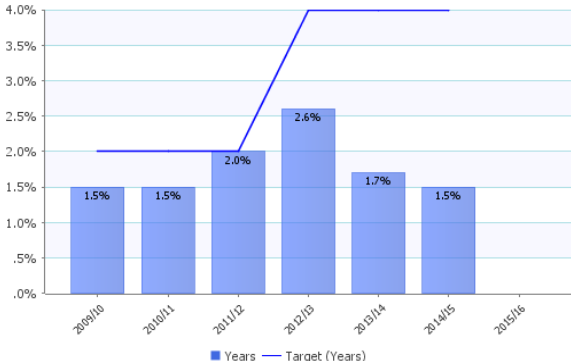

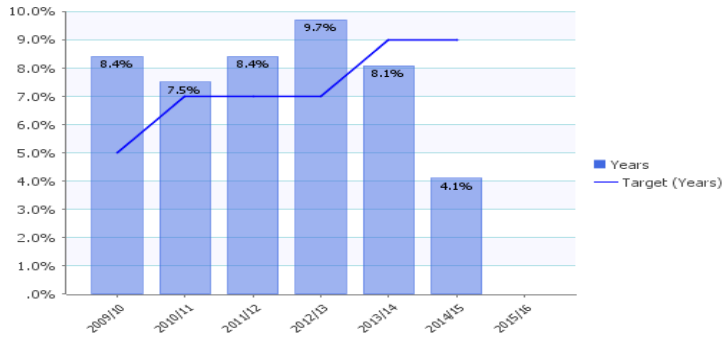

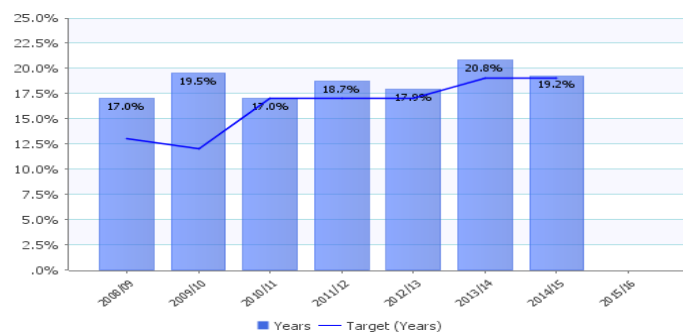
Below target by up to 10% - 

On or above target - 

No reported data or no target - 

National Road Condition Indicators (Annual Measures)


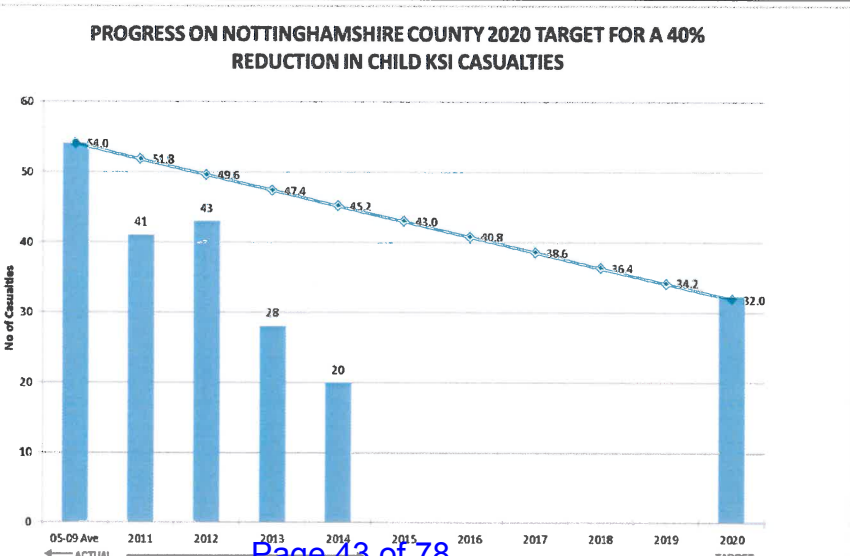
Appendix 2

PI Description	Maximise or Minimise	Actual Value	Target	Status	Performance Data Trend Chart	Comments
Roads where maintenance should be considered - principal (KPI)	Aim to Minimise	1.50%	4.00%			The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outturn figure.
Roads where maintenance should be considered - non-principal	Aim to Minimise	4.10%	9.00%			The condition of the B & C road network, whilst appearing to be greatly improved over a single year has actually occurred over the last 2-3 years. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outturn figure.
Roads where maintenance should be considered - unclassified (KPI)	Aim to Minimise	19.20%	19.00%			The condition of the Unclassified road network showed a spike in the percentage of roads requiring maintenance in 2013. Prior to this, the condition had remained steady over 3 years, the result for this year have dropped down to a level consistent with those previous years. The overall trend is that there is a steady deterioration year on year. The current survey cycle for U/C roads has each road surveyed once every 3 years on a district by district basis so there will always be a lag in the overall RCI data for the whole county.

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Road Safety Performance Indicators





Appendix 3 (1)

PI Description	Maximise or Minimise	Actual Value	Target	Status	Performance Data Trend Chart	2015 Latest Information																								
People killed or seriously injured in road traffic collisions	Maximise	56.0%	40.0%		<p>PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN KSI CASUALTIES</p>  <table><caption>Actual KSI Casualties (2011-2020)</caption><thead><tr><th>Year</th><th>No of Casualties</th></tr></thead><tbody><tr><td>05-09 Ave</td><td>517</td></tr><tr><td>2011</td><td>454</td></tr><tr><td>2012</td><td>445</td></tr><tr><td>2013</td><td>345</td></tr><tr><td>2014</td><td>343</td></tr><tr><td>2015</td><td>414</td></tr><tr><td>2016</td><td>393</td></tr><tr><td>2017</td><td>372</td></tr><tr><td>2018</td><td>351</td></tr><tr><td>2019</td><td>331</td></tr><tr><td>2020</td><td>310</td></tr></tbody></table>	Year	No of Casualties	05-09 Ave	517	2011	454	2012	445	2013	345	2014	343	2015	414	2016	393	2017	372	2018	351	2019	331	2020	310	The number of people killed or seriously injured has reduced by 56% in Q1, from 123 to 54 (against the 2005 – 2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
Year	No of Casualties																													
05-09 Ave	517																													
2011	454																													
2012	445																													
2013	345																													
2014	343																													
2015	414																													
2016	393																													
2017	372																													
2018	351																													
2019	331																													
2020	310																													
Number of children killed or seriously injured in road traffic accidents	Maximise	84.0%	40.0%		<p>PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN CHILD KSI CASUALTIES</p>  <table><caption>Actual Child KSI Casualties (2011-2020)</caption><thead><tr><th>Year</th><th>No of Casualties</th></tr></thead><tbody><tr><td>05-09 Ave</td><td>54.0</td></tr><tr><td>2011</td><td>41</td></tr><tr><td>2012</td><td>43</td></tr><tr><td>2013</td><td>28</td></tr><tr><td>2014</td><td>20</td></tr><tr><td>2015</td><td>43.0</td></tr><tr><td>2016</td><td>40.8</td></tr><tr><td>2017</td><td>38.6</td></tr><tr><td>2018</td><td>36.4</td></tr><tr><td>2019</td><td>34.2</td></tr><tr><td>2020</td><td>32.0</td></tr></tbody></table>	Year	No of Casualties	05-09 Ave	54.0	2011	41	2012	43	2013	28	2014	20	2015	43.0	2016	40.8	2017	38.6	2018	36.4	2019	34.2	2020	32.0	The number of children killed or seriously injured has reduced by 84% in Q1, from 12 to 2 (against the 2005 – 2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
Year	No of Casualties																													
05-09 Ave	54.0																													
2011	41																													
2012	43																													
2013	28																													
2014	20																													
2015	43.0																													
2016	40.8																													
2017	38.6																													
2018	36.4																													
2019	34.2																													
2020	32.0																													

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Road Safety Performance Indicators

Appendix 3 (2)

Road Safety Indicators		Performance Measures								Comments
		Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Q1 Actual	Target	Status	Trend	
		14/15	14/15	14/15	14/15	15/16				
People killed or seriously injured in road traffic collisions	% Change	46.3%	42.0%	Not Reported	33.6%	56.0%	40%			The number of people killed or seriously injured has reduced by 56% in Q1, from 123 to 54 (against the 2005 – 2009 average baseline)
	Baseline Value	123	249		517	123				
	Trend	↓	↓		↓	↓				
	Quarterly Value	66	144		343	54				
Number of children killed or seriously injured in road traffic accidents	% Change	67.2%	65.0%	Not Reported	62.7%	84.0%	40%			The number of children killed or seriously injured has reduced by 84% in Q1, from 12 to 2 (against the 2005 – 2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
	Baseline Value	12	26		55	12				
	Trend	↓	↓		↓	↓				
	Quarterly Value	4	9		20	2				

Highway Claims Data

Appendix 4

Highway Third Party Claims Data	Highway Claims				
	2010-11	2011-12	2012-13	2013-14	2014-15
Number of Claims arising	761	522	688	709	545
Number of above settled	752	509	661	647	270
Number of above Claims Defended	574	379	506	485	190
% of Claims Defended	76%	74%	77%	75%	70%

Highways Claims Received	Q1 - 2014/15	Q2 - 2014/15	Q3 - 2014/15	Q4 - 2014/15	Q1 - 2015/16
	176	135	109	202	70

Note as more claims are settled, the defendable 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.

NHT Customer Satisfaction Data (% of population satisfied)





Appendix 5

NHT Customer Satisfaction Indicators	Performance Measures						Comments
	2012	2013	2014	National Highest*	National Mean*	2015	
NHT - Overall Highways & Transport	58.8%	55.4%	56.0%	56.4%	53.6%	-	2015 Data will be available for Q2 Report
NHT - Highways Maintenance	47.5%	46.5%	45.5%	49.7%	46.0%	-	2015 Data will be available for Q2 Report
NHT - Walking & Cycling Facilities	55.2%	53.1%	52.9%	57.0%	52.6%	-	2015 Data will be available for Q2 Report
NHT - Tackling congestion	56.1%	56.0%	54.9%	58.4%	54.5%	-	2015 Data will be available for Q2 Report
NHT - Road Safety	55.3%	52.0%	52.2%	55.4%	53.0%	-	2015 Data will be available for Q2 Report

* National Data for Shire Counties

Highways Development Control Indicators

Appendix 6

Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Q1 Actual	Target	Status	Trend	
	14/15	14/15	14/15	14/15	15/16				
Development Control Applications	93.0%	94.0%	96.5%	92.5%	95.2%	95%			
Development Control Pre-applications	97.0%	98.0%	96.0%	95.0%	97.1%	90%			

8 October 2015**Agenda Item: 9****REPORT OF THE INTERIM SERVICE DIRECTOR, HIGHWAYS****WEIGHT RESTRICTION ORDER PINXTON LANE, PINXTON,
NOTTINGHAMSHIRE****Purpose of the Report**

1. To consider a proposal from Derbyshire County Council that a 7.5 tonne Environmental Weight Restriction for operational reasons extend into Nottinghamshire County Council Highway.

Background

2. Derbyshire County Council is proposing to introduce and wholly fund a 7.5 tonnes Environmental Weight Restriction on Pinxton Lane and Brookhill Lane in Pinxton which will span the county boundary into Nottinghamshire. The restriction cannot terminate at the county boundary as HGVs would not be able to turn around at that point. The preferred terminating point in Nottinghamshire is the Castlewood Business Park roundabout (Farmwell Ln/Pinxton Ln junction) where HGVs will easily be able to turn back to the A38.
3. The restriction is being proposed in response to surveys showing a gradual rise in HGV use along the route which includes a section of Brookhill Lane which has sharp bends and a steep gradient. The surveys taken in 2010 and again in 2014 show a rise in general traffic from 2,399 vehicles to 3,320 vehicles, with HGVs rising from 130 to 216 over the 7 day period monitored.
4. During an initial consultation in August 2014, both Derbyshire and Nottinghamshire Police expressed concerns that the weight limit would not have a large degree of self-enforcement.
5. The proposals were advertised on site (in Nottinghamshire and Derbyshire) and in the local press (Chad) from 11 December 2014 to 9 January 2015. Additional details are contained in the report of the Derbyshire County Council Strategic Director to Cabinet Member for Highways, Transport and Infrastructure (attached). An objection was received from Nottinghamshire County Councillor, Rachel Madden, concerned about possible displacement of HGVs along B6018 (Church Hill/Church Street/ Sutton Rd) It was also claimed that the B6018 already suffers from a high volume of HGVs causing damage to carriageways and footways, noise and air pollution and congestion problems through to the A38. Councillor Madden has requested details of possible safeguards that could be put in

place to mitigate these concerns. However the most likely route that will be used by HGVs is the A38, which is more suitable for carrying HGVs than Brookhill Lane or Pinxton Lane.

6. The weight limit, as shown on the plan, keeps signing to a minimum on both Derbyshire and Nottinghamshire's road networks, but additional signing of the weight limit can be provided in advance of the Castlewood Business Park roundabout (on two arms not affected by the weight limit) to improve compliance. All costs, design and construction works will be borne and organised by Derbyshire County Council.

RECOMMENDATION/S

7. To approve the proposed Environmental Weight Restriction.

Dave Walker

District Highways Manager – Broxtowe/Ashfield

For any enquiries about this report please contact:

Dave Walker – 0115 977 4663

Constitutional Comments (SLB 01/09/2015)

8. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (IC 01/09/2015)

9. There are no direct financial implications arising from the contents of this report.

Background Papers and Published Documents

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

None.

Electoral Division(s) and Member(s) Affected

- Nottinghamshire County Councillor Madden supports this scheme

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

5 May 2015

Report of the Strategic Director – Economy, Transport and Environment

**BROOKHILL LANE, PINXTON - PROPOSED 7.5 TONNES WEIGHT
RESTRICTION ORDER – OBJECTION FROM NOTTINGHAMSHIRE
COUNTY COUNCIL**

(1) **Purpose of Report** To seek the Cabinet Member's approval of a proposed 7.5 tonne Weight Restriction Order at Brookhill Lane, Pinxton.

(2) **Information and Analysis**

Background

Following requests concerning an increase in the amount of Heavy Goods Vehicles (HGVs) using Brookhill Lane, Pinxton, to see if the introduction of a 7.5 tonnes Weight Restriction Order would be appropriate.

Brookhill Lane is particularly narrow, with a twisty section to the south-west of Brookhill Farm, and a steep gradient.

Prior to the construction of the Co-operative Distribution Centre, a survey was undertaken back in August 2010, to assess the volume of HGVs using Brookhill Lane. Following the opening of the Centre and the settling down of the traffic to established patterns of behaviour and route choices, a further survey was undertaken on Brookhill Lane in May 2014. A summary of the data is detailed below:

August 2010 Survey (Survey over a 7 day period)

2,399 Total average daily flow

130 Total average daily flow Class TB2 and above (class TB2 includes medium goods vehicles, small buses and rigid 2 axle HGVs).

Percentage Class TB2 and above using Brookhill Lane = 5.4%

May 2014 Survey (Survey over a 7 day period)

3,320 Total average daily flow

216 Total average daily flow Class TB2 and above

Percentage Class TB2 and above using Brookhill Lane = 6.5%

A number of complaints have been received from residents of Pinxton regarding HGVs using Brookhill Lane and Councillor Coyle has also expressed his concerns and is keen to see a weight limit introduced as soon as possible.

The surveys clearly identified a rise in the volume of HGV's using Brookhill Lane and so it is the intention to pursue the introduction of an Environmental Weight Limit to help address this issue.

The length of Brookhill Lane concerned crosses the County Boundary into Nottinghamshire. Officers initially consulted upon the proposals, as shown on the attached plan, on 29 August 2014. Responses received from both Nottinghamshire Constabulary and Derbyshire Constabulary expressed concern regarding the amount of enforcement they could provide.

The proposals were then advertised on site and in the local press from 11 December 2014 to 9 January 2015 (See Appendix 1).

Objections

Both Derbyshire and Nottinghamshire Constabulary expressed concerns that the weight limit would not have a large degree of self-enforcement. The objection from a local Nottinghamshire County Council Member concerned possible displacement of HGV's along Kirkby Lane/Pinxton Lane and into Kirkby Cross. It was also claimed that Church Hill, Church Street and Sutton Road already suffer from a high volume of HGVs causing damage to carriageways and footways, noise and air pollution and congestion problems through to the A38. The Nottinghamshire County Council Member has requested details of possible safeguards that could be put in place to mitigate their concerns.

Local Member Comment

Councillor Coyle made the following comment *"I fully and strongly support the introduction of the weight limit as described in the report. This is a highly dangerous road and there have been many near misses thus far. I would hope that this can be implemented without delay."*

Officer Comments

It is not possible to terminate a weight limit at the County Boundary, as HGVs on the Nottinghamshire side would be left with no alternative but to turn round or, more likely, carry on through the weight limit. The weight limit, as shown on the plan, keeps signing to a minimum on both Derbyshire and Nottinghamshire's road networks but additional signing of the weight limit can be provided in advance of the Castlewood Business Park roundabout (on two arms not affected by the weight limit) to improve compliance.

Comments are noted regarding the displacement of HGVs along Kirby Lane/Pinxton Lane and into Kirby Cross, and that Church Hill, Church Street and Sutton Road already suffer from a high volume of HGVs causing damage

to carriageways and footways, noise and air pollution and congestion problems through to A38. However, the most likely routes that will be used by HGVs are the A38 and 'B' class roads, which are more suited to carrying HGVs than Brookhill Lane/Pinxton Lane.

The necessary signing in Nottinghamshire can be undertaken and paid for by the County Council as part of the scheme, should it be introduced.

Nottinghamshire County Council will also need to approve the weight limit contained in Nottinghamshire. It is therefore proposed that a copy of this report is made available to assist in that decision making. Should Nottinghamshire County Council reject the proposal, it would be recommended that the Derbyshire proposal be withdrawn as the potential solution is unworkable.

As the proposal affects a section of Pinxton Lane in the County of Nottinghamshire, a further report would be required, once a decision has been taken by Nottinghamshire County Council, on the proposal as advertised.

(3) **Financial Considerations** The approximate cost of introducing the Weight Restriction Order is £1,500 and will come from the Capital Budget for Traffic Regulation Orders 2014-15 Local Transport Plan.

(4) **Legal Considerations** Section 1 of the Road Traffic Regulation Act 1984 enables a traffic authority to make a Traffic Regulation Order (TRO) if it considers it to be expedient for a number of purposes.

However, there is also a general duty in Section 122 of the Act which requires the authorities in exercising their functions under the Act to a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters also to be considered are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- 3) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- 5) any other matters appearing to the Council to be relevant.

Having considered any objections made, the Council may determine to introduce the new restrictions. Regulation 19 of the Local Authorities' Traffic

Orders (Procedure) (England and Wales) Regulations 1996 enables the Council to make an Order in part giving effect to some of the proposals to, which the order relates while deferring a decision on the remainder.

The Order will need to be formally made, advertised and the requisite signs erected and road markings placed on site in accordance with the new Order. No Order can be made until after the last date for objections. No Order can be made more than two years after the date of the publication of the notice of proposals. No part of a TRO can come into force before that date when it is intended to publish a notice of making. Within 14 days of the making of the Order, the Council must give notice in writing to anyone who objected to the Order and whose objection has not been withdrawn. Where the objection has not been wholly acceded to, the notification must include the reasons for the decision.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file in within the Economy, Transport and Environment Department. Officer contact details – Lee Wright, extension 38674.

(8) **OFFICER'S RECOMMENDATIONS** That:

- 8.1 Derbyshire County Council provides Nottinghamshire County Council with a copy of this report to be considered by its Highways and Transport Committee.
- 8.2 Derbyshire County Council produces a further report, once a decision has been taken by Nottinghamshire County Council, on the proposal as advertised.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

**DERBYSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
(BROOKHILL LANE AND PINXTON LANE, PINXTON)**

**(7.5 TONNE MAXIMUM GROSS VEHICLE WEIGHT
RESTRICTION (EXCEPT FOR ACCESS)) ORDER 2015**

Derbyshire County Council, with the consent of Nottinghamshire County Council, proposes making an Order under the Road Traffic Regulation Act 1984 prohibiting any Heavy Commercial Vehicle from proceeding in the lengths of road described below:

**PROPOSED 7.5 TONNE MAXIMUM GROSS VEHICLE WEIGHT RESTRICTION
(EXCEPT FOR ACCESS)**

Brookhill Lane and Pinxton Lane, Pinxton

From its junction with Town Street (in the County of Derbyshire) to a point (in the County of Nottinghamshire) 180 metres south of its junction with A38.

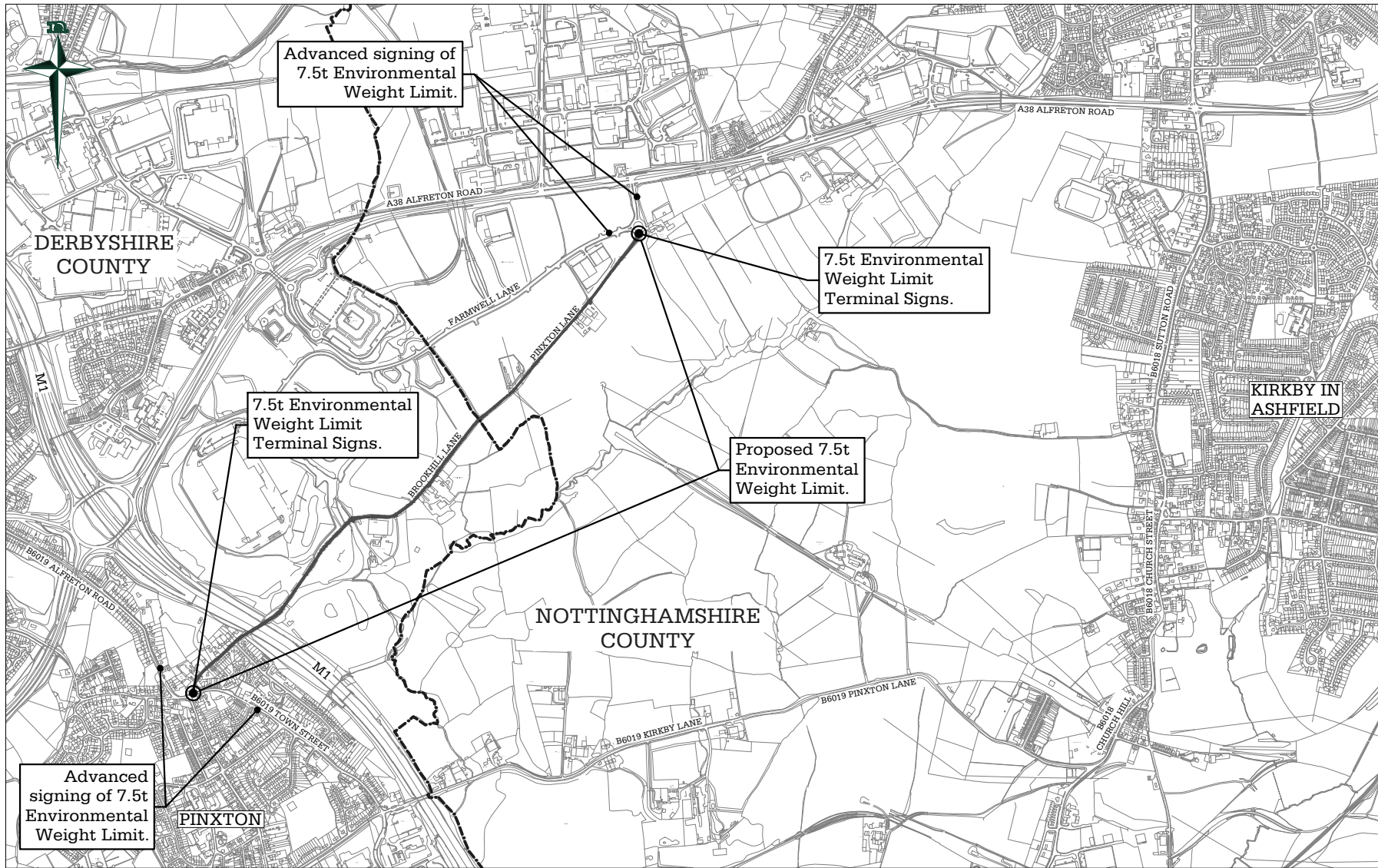
Exemptions will be made for the conveyance of merchandise to or from any premises situated on or adjacent to the roads, agriculture in connection with adjoining land; in connection with any building operation or demolition and the carrying out of work by statutory undertakers; emergency vehicles; the passage of winter maintenance vehicles and public service vehicles.

A copy of the Order and documents giving more detailed particulars of the Order are available for inspection at the offices of the Derbyshire County Council, Main Reception, County Hall, Matlock between 9am and 5pm, Monday to Friday until 6 weeks after the Order is made, and at Pinxton Library, Kirkstead Road, Pinxton NG16 6NA, Tuesday 2pm to 5pm, Thursday 9.15am to 1pm and 2pm to 5pm, and Friday 9.15am to 1pm until 09 January 2015.

All objections and other representations to the proposal must be made in writing and all objections must state the grounds on which they are made and be sent to the Strategic Director – Economy, Transport and Environment, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of Traffic and Safety Team) or email netmanadmin@derbyshire.gov.uk by 09 January 2015.

Dated: 11 December 2014.

Mike Ashworth, Strategic Director - Economy, Transport and Environment,
Derbyshire County Council, County Hall, Matlock DE4 3AG.



KEY

- Proposed 7.5t environmental weight limit
- County Council Electoral Boundary

NOTES

- Do not scale from this drawing.
- Drawing not to be used for construction purposes.
- Sign Locations are indicative only, and subject to change following detailed design.

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Ordnance Survey 100019713.



Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 0300 500 80 80

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Project	PROPOSED SIGNS FOR 7.5t ENVIRONMENTAL WEIGHT LIMIT		Drawn	JWB	Date	09/15
Property No.	Project No.	PC-E-14-0001-02-02-07-01	Ch'kd		Date	
Title	Brookhill Lane, Pinxton Lane & Woodfield Road, Pinxton, Derbyshire		Auth	KB	Traced	
Drawing No.	HMT/JB/447/15		Rev		Scale	1:20000 @A4

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8th October 2015**Agenda Item: 10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****MIDLAND MAIN LINE****Purpose of the Report**

To report recent developments regarding enhancements to the Midland Main Line

Information and Advice**Midland Main Line**Background

1. As has been reported previously, the first phase of works to increase line speeds on the Midland Main Line has been completed, and as from the December 2013 timetable journey times from Nottingham to London were cut
 - from 1 hour 38 minutes to 1 hour 31 minutes for the morning peak express train (departing Nottingham 07.55); and
 - from 1 hour 45 minutes to 1 hour 42 minutes for the fast train every hour for the rest of the day.
2. The scheme was significant because these were the first journey time reductions on the Midland Main Line for 30 years, and the lack of improvement prior to December 2013 had meant that Nottingham had the slowest InterCity speeds to London of any core city.
3. These journey time reductions were achieved mainly by upgrading and improving the track over large sections of the Midland Main Line and included raising the speed limit to 125mph (from a mixture of 100mph and 110mph) over approximately 50 miles. These works were undertaken between 2010 and 2013 at a cost of around £70 million.
4. The new quicker journey times also took advantage of the improved, faster layout that was installed at Nottingham station in summer 2013, the funding for which (£11.6 million) was secured by Nottinghamshire County Council.
5. The Council has an objective of reducing the Nottingham to London express journey time to 90 minutes every hour throughout the day i.e. 12 minutes quicker than the current standard time (and 15 minutes quicker than it was until the phase 1 works were

completed in 2013). As members will recall from previous reports, the Council has done a lot of work over the past three years with Network Rail, East Midlands Trains and East Midlands Councils to secure funding for a second phase of line-speed works to achieve that objective. That work has been successful in securing £200 million for works 2014-2019 between Wigston and Syston; and at Derby (which will also substantially benefit trains between Nottingham, Beeston and Birmingham), which, following campaigning led by Nottinghamshire and East Midlands Councils, the Government had allocated in 2012 through its 'High Level Output Specification'.

6. In addition Network Rail had allocated around a further £200 million to the Midland Main Line from its general 2014-2019 funds, in particular for track improvements between Bedford and Kettering and north of Derby.
7. One element of the phase 2 works, through Market Harborough, is only partly funded. £24 million has been allocated by Network Rail and a further £13 million through the Local Growth Fund (via the 3 MML LEPs – D2N2, Leicester & Leicestershire, and Sheffield City Region), but the total cost of these works at Market Harborough is £46 million, leaving a gap of £9 million which is currently unfunded. It is hoped that the LEPs will shortly submit a bid for this outstanding £9 million, and the very strong indications are that the government would respond positively to such a bid.
8. No consideration has yet been given by the rail industry to the works required to raise speeds between Trent junction and Nottingham, which are currently 80 mph. The Council is pressing for the speed limit to be raised to at least 110 mph, and preferably 125 mph, and for this to be included in the phase 2 works.
9. All these schemes (as described in paragraphs 5-7) would increase capacity and raise speeds so as to allow
 - more trains to be run and
 - a reduction of journey times
 which would both encourage and cater for steady growth in the number of passengers travelling. Specifically for Nottingham, the works in paragraphs 5-8 would allow (subject to DFT approving the appropriate service pattern) a reduction in the standard Nottingham - London journey time to 90 minutes (i.e. for a 'fast' train in each direction every hour throughout the day).
10. In addition in its 2012 'High Level Output Specification' the Government approved electrification of the Midland Main Line, which, although it will not speed services up, will bring a number of other benefits in particular
 - making the line cheaper to operate,
 - lower carbon emissions (depending on how much of the electricity is generated by renewable and low carbon sources),
 - lower emissions of pollutants (particularly NOx, particulates and PAHs),
 - being much quieter, and
 - making it easier to obtain new rolling stock.
11. This first phase of the Midland Main Line line-speed scheme was exceptional in all key respects, and for a scheme of its scale and nature the Midland Main Line scheme was incredibly low-cost, at just £70 million. The previous inter-city route upgrade was on the West Coast Main Line, where the cost was around £10,000 million (i.e. £10 billion), albeit

for a scheme about three times the scale of the Midland Main Line scheme. Both throughout the works and since, the Midland Main Line has been far more reliable than any other InterCity route in Britain, with over 93% of trains arriving on time.

12. In recognition of the excellent implementation of this first phase of the Midland Main Line scheme, it was agreed by the Transport and Highways Committee in December 2014 that the Council should put it forward for the 2015 National Rail Awards as the 'Rail Project of the Year'. Unfortunately the submission was not successful - something which seems very surprising in view of the general problems which have subsequently arisen with Network Rail's enhancement programme as a whole (see paragraphs 13-15 below).

Government announcement

13. On 25th June the government announced some very big changes to Network Rail's programme of enhancements. A total of £11.4 billion had been allocated for all enhancements to the rail network in England and Wales between 2014 and 2019, including the Midland Main Line track and infrastructure schemes (referred to in paragraphs 5-7 above) and the MML electrification. However, the costs had escalated significantly on many of these enhancement schemes, which meant that they could not now all be done for the sum (£11.4 billion) that had been allocated. The government therefore announced that
- the chairman of Network Rail was being sacked and replaced by Peter Hendy (who was previously Commissioner for Transport in London);
 - 2 electrification schemes were 'paused' - these being on the Midland Main Line and the Trans-Pennine North line (Manchester to Leeds), but the Great Western Main Line electrification was allowed to continue; and
 - Peter Hendy was asked to review all other enhancement projects and report back to the Secretary of State in the autumn with an updated programme based on updated costings.
14. The cost escalation has been most severe on the electrification schemes, being hundreds of millions of pounds in each case:-
- £700 million on the Great Western Main Line (from £1bn to £1.7bn), and
 - £450 million the Midland Main Line (from £850m to £1.3bn)
- (a precise sum has not been made public regarding the Trans-Pennine electrification). This is no doubt why electrification works have been paused, although it is surprising that the scheme with the greatest cost escalation (i.e. the Great Western Main Line) is the scheme that has been authorised to continue unaltered. This is compounded by the fact that the Midland Main Line has the best business case for electrification (i.e. superior to the business case for electrification of the Great Western Main Line).
15. There has also been cost escalation, albeit on a lesser scale, on some but not all of the many other enhancement schemes had been planned across the rail network in the 2014-2019 period. The Hendy review is expected to try to identify ways to bring the costs down so as to make as many enhancement schemes as possible affordable. However it is expected that there will still be an increase in the total anticipated cost of the schemes as a whole, and it is therefore expected that Hendy will identify some schemes to be deferred and/or curtailed.

16. This means that, in addition to the pausing of the electrification, there is now uncertainty as to which, if any, enhancement schemes will be undertaken to the track and infrastructure of the Midland Main Line. This uncertainty applies to all enhancement schemes which had been being planned for the Midland Main Line, including even those which had previously been designated as fully approved & mandated to proceed.
17. It should be noted that it is these track and infrastructure works (i.e. not electrification) which produce the significant passenger benefits, and it is therefore absolutely crucial that they all proceed in full, and are not subject to any cuts by the Hendy review. Indeed given that the electrification pause has stopped (until an unknown date) 70% of the planned investment on the Midland Main Line it would be completely unacceptable if the remaining 30% of planned investment (on the track and related infrastructure) was also to be cut.

Response to the government announcement

18. At the July Council meeting it was agreed that the leaders of all four political groups on the Council would write jointly to the Secretary of State for Transport.
19. On Wednesday 16th of September a Westminster Hall debate was held in Parliament about the Midland Main Line. There was a general consensus amongst both Conservative and Labour MPs who spoke in that debate with three particular points occurring in many speeches
- that it seemed unfair that it was the Midland Main Line electrification which had been paused when the greatest cost overrun had been on the Great Western Main Line electrification;
 - that there was support for electrification of the Midland Main Line at the earliest possible date, and that a date should be announced on which electrification works would resume; and
 - that in the meantime (i.e. whilst the electrification works were paused) all other required enhancements to the track and infrastructure should proceed without any cuts, deferment or delay.

This debate was attended by the Rail Minister, Clare Perry MP, who made the concluding speech on behalf of the government in which she made a number of encouraging general statements about government support for the track and infrastructure works to continue, albeit that she did not confirm whether or not funding for them continues to be in place.

The Hansard transcript of the debate is available on request.

20. Also on Wednesday 16th September, East Midlands Councils organised a separate event in the House of Commons to press the case for both the electrification of the Midland Main Line and the track and related infrastructure works. This meeting was well attended by Councils (including Nottinghamshire, by Cllr Calvert) and business bodies from right across the East Midlands. It was hosted by Lillian Greenwood MP (Nottingham South), the shadow Secretary of State for Transport; with one of the key speakers Amanda Solloway MP (Derby North); and was attended by a number of other MPs.
21. On behalf of all of the Midland Main Line stakeholders, a small delegation comprising 3 Council leaders (Derby City, Leicestershire and Sheffield City), a LEP (D2N2), and a

Chamber of Commerce (possibly Northamptonshire) are meeting on 4 November with the Secretary of State for Transport, Patrick McLoughlin MP, and Peter Hendy to press the case for the Midland Main Line.

Statutory and Policy Implications

22. 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

It is recommended that:

- 1) Committee notes the report.
- 2) The Council continues to press both Government and Network Rail for a date to be announced when Midland mainline electrification works will start ; and that in the meantime (i.e. whilst the electrification works are paused) all of the required enhancements to the track and infrastructure on the Midland Main Line should proceed without any cuts, deferment or delay.
- 3) The Council encourages the County's MPs, district councils, and business bodies to similarly press the Government about these issues.

Neil Hodgson
Service Director, Highways

For any enquiries about this report please contact:
Jim Bamford – Rail Officer. (tel: 0115 977 3172)

Constitutional Comments

23. The recommendations in the report fall within the terms of reference of the Transport and Highways Committee

Financial Comments (GB 03/12/14)

24. There are no direct financial implications arising from this report.

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

8th October 2015**Agenda Item: 11****REPORT OF SERVICE DIRECTOR, HIGHWAYS****POSSIBLE ROBIN HOOD LINE EXTENSION TO OLLERTON****Purpose of the Report**

To report recent developments regarding enhancements to the Dukeries Line (to Ollerton).

Information and AdviceBackground

1. The Council has a longstanding aspiration to extend the Robin Hood Line from Shirebrook to Ollerton, with intermediate stations at Warsop and Edwinstowe.
2. Ollerton, Edwinstowe and Warsop have all been hard-hit by the closure of the many collieries that used to be served by this railway line, with a very large reduction in employment opportunities. The Council believes that a re-opened line would be a great benefit to these communities, especially in improving access to employment in Ollerton, Mansfield and Nottingham. The Council has therefore been working hard since 2009 to try to secure funding for re-opening.
3. For that to happen funding would need to be found for:-
 - Development of the scheme, including assessing precisely what works are required, and detailed designs of all the various elements (track works, renovated stations, signalling etc);
 - The renovation of the old stations in Warsop and Edwinstowe (which were closed in 1961), and the construction of a new station at Ollerton;
 - Bringing the tracks, signalling and related infrastructure on the existing freight line between Shirebrook and Thoresby junction up to the standard required for passenger trains;
 - Alterations to Network Rail's test track (Thoresby junction - Ollerton - Tuxford); and
 - An annual revenue subsidy

Development and design

4. All development and design work on rail schemes has to be done in accordance with Network Rail's Guide to Rail Investment Procedures (known as 'GRIP'). In 2009 the Council took the initiative by starting the development work. So far the Council
 - has commissioned from Network Rail an initial assessment and a feasibility study (GRIP stages 1&2), at a cost of £60,000. This reported in 2012 that it would be possible to re-open the line, albeit at considerable capital cost;
 - has commissioned the start of an 'option selection' study (GRIP stage 3), at a cost of £75,000, to consider the various possible options and to establish which would be the most cost-efficient to take forward. This study is due to report by the end of October;
 - has undertaken work to establish a timetable for the line that would allow a service of approximately hourly frequency to operate economically;
 - is now using the timetable work to estimate the likely operating cost of a re-opened service; and
 - has commissioned an assessment of the likely patronage and revenue.
5. Nottinghamshire County Council, and the Council alone, has paid for all the work that has so far been undertaken in trying to develop this scheme, amounting so far to nearly £200,000. No financial contribution of any sort whatsoever has been received from any other body towards any aspect of taking this scheme forward.
6. Following press statements in support of the scheme by the Rail Minister, Claire Perry MP, the Council wrote to her on 17th December 2014 to ask if the Government would share with the Council on a 50-50 basis the cost of the next stage of the development work for this scheme. Initially there was no reply, but eventually the Minister replied on 4th March saying that the Government would not make any financial contribution.
7. On 13th May 2015 the Secretary of State for Transport Patrick McLoughlin MP, was reported in the Mansfield CHAD as giving his backing to the project. The Council therefore wrote to him on 2nd June to ask again if the Government would share with the Council the cost of the development work for this scheme. At the time of writing this report (September 28th) the Council has received no response, and no Government money has yet been made available for the development work for this scheme.
8. Network Rail has recently informed the Council that the cost of the remaining development work is likely to be around £1million. So far no source of that funding has been identified.

Station construction

9. The feasibility study estimated that the works at the 3 stations would be around 25% of the likely total capital cost of re-opening.
10. On July 8 the Chancellor of the Exchequer, George Osborne MP, presented to Parliament a summer budget which stated:
"New Stations Fund: The government will run a further round of the New Stations Fund with up to £20 million in total available for projects, and consider proposals including any put forward for a new station between Castle Cary and Taunton. The extended round of the New Stations Fund will also be used to support a local bid for stations on the Robin Hood Line to Edwinstowe and Ollerton, subject to a business case." (HM Treasury summer budget 2015, para 2.31, page 79).

11. Unfortunately the New Stations Fund does not cover the cost of design work on the stations, even though a significant part of the £1million development cost (see para 6 above) is for the detailed design of the stations.
12. The new stations fund is therefore likely to make a useful contribution towards the overall cost of the scheme, but will only cover a small part of the total costs.

Track and signalling works

13. The line from Shirebrook to Thoresby junction has until recently been used for freight traffic from Thoresby colliery, although that has just closed. Works will be required to bring the line up to the standards required for passenger trains. The cost of those works is currently unknown, but, as part of the 'option selection' work that the Council has commissioned (see para 3 above) the Council has paid Network Rail to supply an estimate of the cost of the works that will be required to the track, signalling, structures and other infrastructure. It is expected that these costs estimates will be received from Network Rail shortly, and they will be reported to the December Transport & Highways Committee meeting.
14. No source of funding has yet been confirmed for these works to the track signalling, structures and other infrastructure. It would be possible to make a bid to the Local Growth Fund (LGF) - Growth Deal 3, which is administered by the D2N2 Local Enterprise Partnership, and the Council is keenly exploring that possibility. However it should be noted that there will be other schemes competing for those Growth Deal funds. It is also likely that there would need to be a significant 'matched-funding' contribution from the Council towards any LGF monies.

Test Track

15. The track east of Thoresby junction to Ollerton and on to Tuxford is currently used by Network Rail as a national test track for plant and equipment. Part of this test track – the 1¾ miles from Thoresby junction to Ollerton - would be needed for any passenger service to Ollerton, so alterations would have to be made to the test track, including probably providing 1¾ miles of new track at its eastern (Tuxford) end to replace the track lost at the western (Thoresby – Ollerton) end. The cost of those works is currently unknown, but is being established as part of the 'option selection' work that the Council has commissioned (see para 3 above) from Network Rail, and will be reported to the December Transport & Highways Committee meeting.
16. No source of funding has yet been confirmed for these works to the test track.

Revenue subsidy

17. The biggest difficulty facing the aspiration to re-open the line is the need for revenue subsidy. The subsidy requirement was originally (in the 1990s) calculated at around £1million per annum, which is around £1½ million at current prices, but there was no apparent source for such a subsidy. At that time the service was expected to require 2 additional train sets and train crew, which was the basis of the costings. The Council has been actively exploring ways in which it might be possible to reduce the cost of a re-opened service, so as to reduce the revenue subsidy that would be required.
18. The Council has been working very closely with East Midlands Trains and developing timetable options for possible services on the line. The Council would like to put on record its thanks to East Midlands Trains who have been most helpful with this. This work has focused

on how to optimise the best service possible using only 1 additional train set, so as to reduce the operating cost.

19. The Council is now making an assessment of the likely gross operating cost of the service, which will be reported to the December Transport and Highways Committee meeting.
20. The Council has also commissioned an assessment of the likely patronage and revenue. This has to be done by specialist consultants using the approved rail industry methodology, and is likely to cost £30-40,000. The results are expected to be available in November and will be reported to the following (December) Transport and Highways Committee meeting.

Enterprise Zone

21. In the June 2015 Budget Statement, the Chancellor announced a new wave of Enterprise Zones (EZ) in England, being a competitive process nationally but on this occasion, focussed on a site or a number of sites within rural or small town areas. Local Enterprise Partnerships (LEP) were asked to co-ordinate the process at a local level with the Department of Communities and Local Government (DCLG) and initial submissions were invited to the D2N2 LEP by the 14th August.
22. A submission comprising 4 sites, namely Summit Park, Berry Hill, Thoresby Colliery and Sherwood Energy Village, was made by the Council on behalf of District Council and private sector partners under the title of the Robin Hood Enterprise Zone. At its recent Board meeting, the D2N2 LEP prioritised the submission alongside two others for further development and for inclusion within its submission to the DCLG by the 18th September. This submission has now been made and it reflects on the importance of the Dukeries Line, integrated into a wider economic approach for the area. A decision on the EZ submission is currently anticipated around the time of the Autumn Statement on the 25th November.
23. The EZ, its relationship with the Dukeries Line (i.e. the Robin Hood Line extension to Ollerton) and the wider strategic economic context will be the subject of a report to a forthcoming Economic Development Committee. The report to the Economic Development Committee will reflect on how best to support the wider case-making process and in particular, how the potential to secure external funding towards the capital costs (at least) of the Dukeries Line could be strengthened by the undertaking of further economic impact assessment work. However, in summary here, as referenced in the EZ submission, the following merit reference:
 - The potential EZ and Dukeries Line extension together offer a significant economic catalyst to an area making progress following the strong legacy of coal mining and related traditional industrial decline;
 - Specifically, the above referenced EZ sites plus others along the corridor offer an opportunity to bring forward mixed use residential and employment opportunities;
 - Demand for employment space based on intelligence and from key sector growth patterns looks positive in this area and the case for the EZ status reflects this;
 - The Dukeries Line offers an opportunity for inward commuting to support access to employment opportunities and increase sustainable travel options to the wider tourism and visitor economy offer – including to the new Sherwood Forest Visitor Centre;
 - The Line will also offer an opportunity of residents along the route to access employment opportunities within the conurbations in Mansfield, Nottingham and Sheffield;
 - The capital investment offered by both the EZ sites and the Dukeries Line directly could usefully be exploited to offer related skills training and employment packages to directly

benefit the local communities, many of whom continue to experience unemployment rates and skills deficits above Nottinghamshire averages;

Conclusion

24. The Council recognises the great benefit that would be produced by re-opening this line to passengers. The Council has put, and continues to put, significant time and money into developing the case for re-opening this railway line. However it is disappointing that, so far, the Government has not agreed to contribute to the development costs of the scheme. The Council welcomes the announcement about the new stations fund being potentially available, but notes that this will only cover a minority of the total costs of the scheme.

25. The scheme can only happen if funding is provided for all aspects, both capital and revenue.

Statutory and Policy Implications

26. 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

It is recommended that Committee:

- 1) Notes the report
- 2) Notes that the Council is funding the option selection works, the patronage and revenue forecasting work, and the business case development, and
- 3) Receives a report on the results of these development works at its December meeting.

Neil Hodgson
Service Director Highways

For any enquiries about this report please contact:
Jim Bamford – Rail Officer. (tel: 0115 977 3172)

Constitutional Comments

27. The recommendations in the report fall with the terms of reference of the transport and Highways Committee

Financial Comments (GB 03/12/14)

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

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

8 October 2015**Agenda Item: 12**

REPORT OF CORPORATE DIRECTOR, RESOURCES 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.
6. The following changes have been made since the work programme was published in the agenda for the last meeting:
 - a) 2 new items have been scheduled for the meetings of the Committee November:
 - i) 20mph Limit TRO – Radcliffe Rd/Davies Rd, W. Bridgford
 - ii) Rail Update
 - b) Flood Risk Management (FRM) – Section 19 Reports – deferred from October to January to allow reports on all affected areas to be completed.

Other Options Considered

7. None.

Reason/s for Recommendation/s

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

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.

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, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

11. 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>
12 November 2015				
Concessionary Travel Scheme	Proposals for the 2016/17 scheme	Decision	Mark Hudson	Dave Bennett
Transport & Travel Services Transformation Programme	Update report	Info.	Mark Hudson	James Lewis
TTS – Structure	Structure Proposal	Decision	Mark Hudson	Mark Hudson
20 mph Limit TRO – Radcliffe Rd/Davies Rd, W.Bridgford	Report of Objections	Decision	Neil Hodgson	Helen North
Rail Update	Update report	Information	Neil Hodgson	Jim Bamford
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
10 December 2015				
Local Bus Service – Update	Recent Changes	Info.	Chris Ward	Chris Ward
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
7 January 2016				
Local Bus Service	Performance and Change Proposals for 2016/17	Decision	Mark Hudson	Chris Ward
Flood Risk Management (FRM) Update – Section 19 Reports	Update report.	Info.	Neil Hodgson	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson

<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>
11 February 2016				
Concessionary Travel Scheme 2016/17	Final Scheme Proposals	Decision	Mark Hudson	Dave Bennett
Total Transport Fund Project	Update	Info.	Mark Hudson	James Lewis
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
17 March 2016				
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
21 April 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
19 May 2016				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
23 June 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various