

Transport and Highways Committee

Thursday, 11 February 2016 at 10:30

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

AGENDA

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|----|--|---------|
| 1 | Minutes of the last meeting held on 7 Jan | 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) | |
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Notes

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

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Peter Barker (Tel. 0115 977 4416) 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 7 January 2016 (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
A - Steve Carr
Stephen Garner

Glyn Gilfoyle
Colleen Harwood
Richard Jackson
A - Michael Payne
John Peck

OFFICERS IN ATTENDANCE

Pete Barker - Democratic Services
Sue Bearman - Legal Services
Neil Hodgson - Service Director, Highways
Mark Hudson - Group Manager, Transport and Travel Services
Gary Wood - Group Manager, Highways

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 10 December were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Carr (other County Council business)

MEMBERSHIP

It was reported orally by the clerk to the Committee that Councillor Glynn Gilfoyle replaced Councillor Michael Payne for this meeting only.

DECLARATIONS OF INTEREST

None.

CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK

RESOLVED 2016/001

That the changes to the supported and local and bus service networks be noted.

FLOOD RISK MANAGEMENT STRATEGY

RESOLVED 2016/002

That the proposal to consult on the Draft Flood Risk Management Strategy be approved.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET AND RATCLIFFE STREET, EASTWOOD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (5207) - CONSIDERATION OF OBJECTION

RESOLVED 2016/003

That the Nottinghamshire County Council (Church Street and Ratcliffe Street, Eastwood) (Prohibition Of Waiting) Traffic Regulation Order 2015 (5207) be made as advertised with amendments and objectors advised accordingly. Amendments are:

- Reduce the length of “No Waiting Monday to Friday 8am – 6pm” (Single Yellow Lines) on Church Street north of Ivy Lane from 49m to 30m;
- Reduce the length of “No Waiting Monday to Friday 8am – 6pm” (Single Yellow Lines) on Church Street south of Ivy Lane from 13m to 3m to accommodate a new advisory disabled parking bay.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

RESOLVED 2016/004

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

RESOLVED 2016/005

That the Work Programme be noted.

The meeting closed at 11.10am.

Chairman

11 February 2016

Agenda Item: 4

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

DEPARTMENT FOR TRANSPORT (DfT) TOTAL TRANSPORT PILOT FUND

Purpose of the Report

1. To inform Committee of the progress of the County Council's Total Transport Project funded by the DfT (£300k).

Information and Advice

2. Committee, at its meeting on 21 May 2015 were informed about the County Council's successful bid for £300k of DfT Total Transport Pilot funding. The overall aim of the project is to assess if it is possible to integrate Non-Emergency Patient Transport (NEPT) and college transport services with Nottinghamshire's Transport services. This would provide a greater range of high quality transport choices at a lower cost to the various commissioning authorities. To date the project has undertaken the following actions:
 - Appointment of consultants to undertake research and project management.
 - Wide consultation with NHS contacts in Nottinghamshire in relation to primary and secondary healthcare.
 - Establishment of Steering Groups in North Nottinghamshire, Mid Nottinghamshire and South Nottinghamshire & Nottingham City.
 - Meetings and consultation with local stakeholders.
 - The project commenced in June 2015 and has an end date of March 2017. The funding has been allocated to the feasibility studies and pilot projects shown in paragraphs 6 & 7.

Data Acquisition

3. In common with other Total Transport projects across the country NEPT data has been requested from the transport provider and the local Clinical Commissioning Groups (CCGs). The issue of data release has yet to be resolved, even though we understand that Nottinghamshire CC and CCG data protection units have potentially agreed to a data release at an appropriate level of detail.
4. Transport & Travel Services, in conjunction with the Steering Groups, have developed a series of feasibility and pilot projects which will take place within the project in order to demonstrate the benefits of a co-ordinated and integrated approach to transport procurement and delivery. Until the NEPT data is released by the CCGs, it will not be possible to progress the majority of the feasibility studies which are data-dependent.

Pilot Projects and Feasibility Studies

5. The project group and stakeholders have agreed to move forward with a number of pilot projects and feasibility studies. The pilot projects will test how new interventions can improve services and access. The feasibility studies will consider and model the future possibilities of joint planning and commissioning of transport services to achieve efficiencies.

Pilot Projects

6. The Pilot Projects which have been agreed are:

(i) Bassetlaw: Harworth & Bircotes Community Transport Project

The aims of this project are to:

- support people for whom traditional public transport is a barrier to accessing health, social, employment, and training and education services
- provide a sustainable community transport service in and around Harworth which improves peoples' access to health and other services within Harworth, but also potentially links in with public bus services to enable people to access health and other services in places such as Worksop and Doncaster (thus fulfilling primary and secondary healthcare access needs). The pilot service will be operated by CT4TC who are based in Retford.

(ii) Rushcliffe: Rural Areas Access to Healthcare Project

The aims of this project are to:

- provide a sustainable community bus service from Bingham, the Cropwells, East Bridgford, Radcliffe and East Leake to healthcare appointments (both primary and secondary healthcare); the service to be provided by Nottingham Community Transport (and potentially the county council internal fleet)
- service specifically aimed at those travellers who do not qualify for NEPT transport (but who have some mobility difficulty) – this is a significant cohort which is likely to increase in future years as eligibility criteria are tightened.

Rushcliffe BC has identified these development areas as preferred project targets. NHS/ CCG are assisting in identifying “co-operative” clinics who would be willing to group some appointments on a temporal and geographic basis.

(iii) Signposting Transport Information Project

The aims of this project are to:

- develop tailored information regarding alternative local transport solutions for those not entitled to NEPT for accessing hospital appointments
- provide a more comprehensive picture of available conventional and community transport services for accessing hospital appointments

(iv) Newark & Sherwood: Newark Independent Travel Training Project

The purposes of this project are to:

- Provide independent travel training services to young adults with learning difficulties
- Provide better life chances and independence for clients
- Reduce the need for SEN and other transport

Partners are also considering piloting the following project (subject to agreement with stakeholders) which, if successful, could be replicated at other hospitals:

(v) Mid Nottinghamshire: Mansfield/ Ashfield Discharge from Hospital Scheme

The aim of this project is to:

- Provide a hospital discharge scheme from Kings Mill hospital in order to reduce the incidence of bed blocking. The project will determine how many beds can be made available if patient transport is provided when the discharge decision is made.

Feasibility Studies

7. The Feasibility Studies which have been agreed with the project stakeholders are:

(i) Community Transport Contribution to NHS

The aims of this feasibility study are to:

- estimate the proper cost / saving to NHS of access to primary and secondary healthcare by CT social car and minibus schemes which are not funded by NHS services
- identify community transport provision not being funded by NHS/CCG

(ii) Transport Gap & Duplication Analysis

The aims of this feasibility study are to:

- model the Non-Emergency Patient Transport and other Transport data to establish gaps and duplications in transport on a countywide and local basis, in order to estimate the potential for integration and savings

(iii) Renal Transport Modelling

The aims of this feasibility study are to:

- model Renal Transport using NEPT Renal Patient data to establish whether efficiencies can be made and can be better utilised to deliver an effective and more cost-efficient renal patient transport service

(iv) Transport Solutions Hub Integration with NEPT Procurement

The aims of this feasibility study are to:

- develop the Transport Solutions Hub (enhanced with NEPT and College Transport Data) as a one-stop shop for integrated transport solutions
- develop the Transport Solutions Hub with a view to inclusion within 2016 / 2017 NEPT Procurement Process (starting June 2016). This study will be undertaken in partnership with EMAS (East Midlands Ambulance Service).

8. The expected outcomes from the pilots and feasibility studies are summarised below:

- (i) Enhanced travel opportunities for older people, younger people, low income residents, disabled persons, college and school students, hospital patients and unemployed people – in particular those from isolated rural areas who are unable to use traditional public transport services
- (ii) Improvements to the delivery of existing or new local bus services, especially in isolated rural areas
- (iii) More efficient use of transport resources within Nottinghamshire County Council/ Nottingham City/ other partners e.g. Health

- (iv) Efficiency savings to all partners as own transport services utilised more efficiently/ own clients transported most appropriately

Next Steps

9. Further meetings will be held with partners to ensure that the feasibility and pilot projects are progressed and delivered within the programme timetables. Regular update reports on progress will be brought to the Committee on a quarterly basis.

Other Options Considered

10. To do nothing will not realise the potential benefits for efficiencies and improvements in local transport provision.

Environment & Sustainability

11. Local passenger transport is key to congestion management, reduction in car use and improving air quality. The more efficient use of vehicle resources will contribute to these aims.

Statutory and Policy Implications

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

Financial Implications

13. The cost of the pilots and feasibility studies are funded from the bid.

Implications for Service Users

14. Improvements in local transport services will enhance the availability of transport services and choice and enable people, especially in isolated rural areas to access key services.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the progress of the DfT Total Transport Project and the contents of the pilot projects and feasibility studies.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:
Mark Hudson
Group Manager

Transport & Travel Services

Constitutional Comments (LM 18/01/2016)

15. The report is for noting only.

Financial Comments (SES 19/01/2016)

16. The financial implications are set out 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.

County Council Mobility Strategy (http://www.nottinghamshire.gov.uk/travelling/travel/communitytransport/mobility-strategy-for-nottinghamshire/)	April 2011
Transport & Highways Committee – DfT Total Transport Pilot Fund	21 May 2015
House of Commons Transport Committee “Passenger Transport in Isolated Communities”	14 July 2014
DfT Letter – Total Transport Fund (TTF) and application form	14 January 2015
DfT – TTF Awards Letter	27 March 2015
DfT Minibus Fund Awards	9 April 2015

Electoral Divisions and Members Affected

All

11 February 2016

Agenda Item: 5

REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND ENVIRONMENT

NATIONAL HIGHWAYS AND TRANSPORT – PUBLIC SATISFACTION SURVEY 2015

Purpose of the Report

1. This report provides a summary of the outcomes of the NHT survey 2015 for local bus provision in Nottinghamshire, which is a customer satisfaction carried out by Mori.

Information and Advice

2. The Committee is no doubt familiar with the radical changes made by NCC to reconfigure the local bus services network in recent years to improve cost-efficiency and improve access. The success of these changes is measured in improved ranking from 2 to 1 in 2015.
3. This report highlights some excellent results for this service area. Nottinghamshire is recognised nationally as being top of the County Council league tables for the provision of public transport and bus infrastructure and information.
4. The people of Nottinghamshire are expressing higher satisfaction levels than in many other parts of the country in terms of accessing key services which consequently leads to a better quality of life and a stronger economy.
5. It is particularly pleasing to report to the Committee that NCC has continued to maintain 'top of the table' position in the league of transport authorities nationally.
6. The high ranking position achieved by NCC can be attributed to good policies, access, service delivery and partnerships with transport operators across the network.

Performance Analysis

7. National Highways and Transport Survey 2015

- The National Highways and Transport survey is undertaken on an annual basis.
- This provides Nottinghamshire with a comparison of data across 29 participating County Councils on a range of 20 survey questions relevant to this service area.
- Nottinghamshire is ranked no 1 for 85% of the survey questions (see details in Appendix 1).
- Nottinghamshire's no 1 ranking has improved from 45% in 2014 to 85% in 2015.

- Overall Nottinghamshire was ranked number 1 across the County Councils taking part in the 2015 survey.
8. It is worthy of note that bus punctuality has improved from being ranked at 6 to 1 and frequency of services from 3 to 1 in 2015.
 9. Similar improvements are also evident in clarity of information, personal safety, accuracy of information, bus frequency and raised kerbs. Further area for improvement is community transport.

Appendix 1 shows the National Highways and Transport annual survey results; this is a satisfaction benchmarking survey carried out by MORI.

Other Options Considered

10. None – this is an information report.

Reasons for Recommendations

11. None – this is an information report

Statutory and Policy Implications

12. 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

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

Implications for Service Users

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

Recommendation

- 1) That Committee notes the contents of the report.

Jas Hundal
Service Director
Transport, Property & Environment

**For any enquiries about this report please contact:
Mark Hudson
Group Manager
Transport & Travel Services**

Background Papers

None

Electoral Divisions

All

The NHT Public Satisfaction Benchmarking Survey 2015

Nottinghamshire's position within the top 10 County Councils out of 29 County Councils compared

Table 1 Information to help public plan journeys (PTBI 18)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	66	1	1
Derbyshire	64	2	3
East Sussex	62	3	n/a

Table 2 Ease of finding the right information (PTBI 16)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	61	1	1
Derbyshire	59	2	2
Devon	58	3	3

Table 3 Information about accessible buses (PTBI 17)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	59.0	1	1
West Sussex	56.0	2	6
Derbyshire	56.0	3	2

Table 4 Reliability of electronic displays (PTBI 19)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	65.0	1	1
West Sussex	62.0	2	2
Oxfordshire	59.0	3	5

Table 5 Provision of public transport information (PTBI 20)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	64.0	1	1
Derbyshire	62.0	2	4
Oxfordshire	61.0	3	3

Table 6 How easy buses are to get on/off (PTBI 05)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	80.0	1	1
Oxfordshire	79.0	2	5
Gloucestershire	79.0	3	6

Table 7 Number of bus stops (PTBI 02)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	78.0	1	1
Derbyshire	75.0	2	2
Oxfordshire	75.0	3	3

Table 8 Quality and cleanliness of buses (PTBI 08)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	72.0	1	1
Derbyshire	70.0	2	4
West Sussex	70.0	3	5

Table 9 Helpfulness of drivers (PTBI 09)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	76.0	1	1
Devon	72.0	2	2
Derbyshire	72.0	3	5

Table 10 The Local Bus Service Overall (PTBI 06)

Authority	Satisfaction score	Rank 2015	Rank 2014
West Sussex	70.1	1	1
Nottinghamshire	69.9	1	2
Derbyshire	69.0	3	6

Table 11 The clarity of information (PTBI 14)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	64.0	1	2
Derbyshire	63.0	2	1
Oxfordshire	62.0	3	5

Table 12 The state of bus stops (PTBI 03)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	71.0	1	3
West Sussex	69.0	2	1
Surrey	69.0	3	7

Table 13 Personal safety on the bus (PTBI 10)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	75.0	1	3
Oxfordshire	73.0	2	1
North Yorkshire	73.0	3	5

Table 14 Frequency of bus services (PTBI 01)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	68.0	1	3
Oxfordshire	67.0	2	2
Derbyshire	67.0	3	4

Table 15 The accuracy of information (PTBI 15)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	65.0	1	3
Devon	64.0	2	2
Derbyshire	63.0	3	1

Table 16 Raised kerb at bus stops (PTBI 12)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	73.0	1	4
Derbyshire	70.0	2	1
Devon	70.0	2	3

Table 17 The amount of information (PTBI 13)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	64.0	1	4
Derbyshire	61.0	2	3
West Sussex	61.0	2	1

Table 18 The Reliability of Community Transport (PTBI 26)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	59	8	5

Table 19 Whether buses arrive on time (PTBI 04)

Authority	Satisfaction score	Rank 2015	Rank 2014
Nottinghamshire	67.0	1	6
Derbyshire	66.0	2	2
Gloucestershire	66.0	2	1

Table 20 Personal safety while waiting at the bus stop (PTBI 11)

Authority	Satisfaction score	Rank 2015	Rank 2014
North Yorkshire	70.1	1	3
Nottinghamshire	69.7	2	6
Shropshire	69.0	3	n/a



11 February 2016

Agenda Item: 6

REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS

NOTTINGHAMSHIRE CYCLING STRATEGY DELIVERY PLAN

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the Cycling Strategy Delivery Plan.

Information and Advice

2. The Nottinghamshire Local Transport Plan (LTP) 2011-2026 sets out the County Council's overarching transport strategy for the county and was approved at the 31st March 2011 County Council meeting. The LTP is supported by a number of more detailed documents detailing how the LTP will be delivered.
3. Increasing financial constraint/reducing budgets has also brought forward an essential need for the County Council to develop clear strategies for its future priorities for cycling so that the best value schemes are identified and delivered.
4. The development of a Cycling Strategy Delivery Plan for Nottinghamshire detailing how the County Council, working with partners (including central government), aims to deliver cycling improvements in the county was therefore approved at the 19th March 2015 Transport & Highways Committee meeting.

Policy/strategy background

5. The vision for cycling in Nottinghamshire has been developed to help deliver national objectives (as detailed in the 19th March 2015 Transport & Highways Committee report) and local corporate objectives, particularly those relating to the economy and health. Improved cycling access to local centres increases their vitality; improved cycling access to jobs and training can broaden jobseekers' travel horizons; well-planned leisure routes can increase the visitor offer and therefore improve the visitor economy; and car drivers that switch to cycling help reduce local congestion with resulting benefits to the economy.
6. Similarly, increasing cycling is a major theme in all government plans to improve the mental and physical health of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. In addition to improving cycling safety, thereby reducing cycling casualties, cycling can help improve health through

increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles.

7. Such benefits help deliver many of the County Council's strategic priorities, particularly:
 - Strategic Plan Priority 1: Supporting safe and thriving communities – Increased cycling levels help reduce car use for short journeys thereby helping to reduce congestion to *“manage the network effectively to enable improved connectivity and ensure the efficient movement of people and goods”*
 - Strategic Plan Priority 2: Protecting the environment – Increased cycling levels help reduce car use on short journeys, congestion and its harmful impacts from emissions on noise, heritage and bio-diversity to *“minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions”*
 - Strategic Plan Priority 3: Supporting economic growth – The economic benefits of cycling are well established as summarised in paragraph 5 above and detailed within the aforementioned 19th March 2015 Transport & Highways Committee report. Targeted cycling improvements therefore help to ensure *“we have attractive and economically vibrant towns”*.
 - Strategic Plan Priority 4: Providing care and promoting health – Promoting cycling and the provision of cycling infrastructure is an integral part of the delivery of a number of priorities in the Nottinghamshire Health & Wellbeing Strategy to improve the physical and mental health and wellbeing of the county's residents.

Development of the Delivery Plan

8. The Cycling Strategy Delivery Plan, access to which is available via the following link: <http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3705/Committee/491/SelectedTab/Documents/Default.aspx>, has been developed to complement the LTP in the delivery of both local and national objectives. The Delivery Plan sets out how the County Council, working with a number of local and national partners and stakeholders, aim to make cycling improvements that will deliver the LTP's goals and objectives; particularly those relating to improving the economy – access to jobs, reducing the impacts of congestion on the economy, and improving the visitor economy. The proposed strategy delivery plan setting out clearly the County Council's future cycling priorities will:
 - help focus resources and future cycling investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to the economy and health
 - help ensure that the County Council achieves value for money in its investment in cycling improvements
 - assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.
9. In developing the Plan and the actions detailed within it the County Council has taken a number of factors into consideration:
 - Evidence of need in the county gathered through a variety of means (such as information collected by the County Council including that from interest groups, the public, neighbouring authorities etc.)

- The results of surveys undertaken as part of the development of the LTP, the annual National Highways & Transport Survey, as well as other consultation exercises
 - National, regional and local best practice
 - Nottinghamshire County Council's strategies, such as those relating to the economy and health
 - D2N2 economic strategy
 - Future funding opportunities and the possibility to lever in external funding for cycling improvements in the county, rather than funding entirely from local sources (e.g. the 2016/17 Local Growth Fund allocation for sustainable transport funding).
10. The development of the Delivery Plan has also considered neighbouring transport authorities' cycling strategies and plans to help ensure a consistent service across administrative boundaries for the public. It will also be essential that there is a high level of co-operation with neighbouring transport authorities on the delivery and further future development of the Plan in the light of any devolved powers or the Combined Authority.

Consultation

11. Consultation on the proposed Delivery Plan was carried out during September and October 2015. The consultation was published on the County Council's website and sent to stakeholders and interest group's representatives, County Council members, district councils, neighbouring highway authorities, as well as those representing disabled and minority groups. Meetings were also held with district council representatives (and local business representatives) as well as with Nottingham City Council. The consultation sought views to determine if people:
- agreed with the cycling vision for Nottinghamshire and whether they would like to see anything additional included in the vision
 - agree with the actions set out in the Delivery Plan to deliver the cycling vision for Nottinghamshire
 - would like to see any additional actions included in the Delivery Plan that are not currently included
 - would like to see any particular actions included in the Delivery Plan prioritised
 - had any further comments on the Delivery Plan.
12. Of the fifty responses received, only 10% (five) of the respondents disagreed with the Delivery Plan vision; and of those two of the respondents only disagreed with the vision because they wanted additional items included in it. Only 6% (three) of those who responded disagreed with the actions included in the strategy; and two of those only disagreed with the actions as they wanted additional specific measures including.
13. Of the actions included in the Delivery Plan 64% (32) of the respondents said that the development and delivery of a safe, joined-up strategic cycle network should be the priority, with the review of the design guide to ensure delivery of consistent and safe facilities being the second most popular action (16% [8] of the respondents).
14. Following receipt of the consultation responses and comments made by respondents, the draft Delivery Plan has been updated to reflect comments made by the public, cycling interest groups, district councils and other highway authorities. Changes to the Plan include:

- More explicit reference to ‘cycle proofing’ of highway improvements (including for neighbourhood environmental improvement schemes)
- Greater reference to additional partners in the delivery of cycling improvements e.g. Highways England and Sport Nottinghamshire
- Expanding the action plan to include a greater number of measures that will be delivered to increase cycling in the county.

Proposed Delivery Plan

15. The Cycling Strategy Delivery Plan, the executive summary of which is attached as Appendix 1, sets out the County Council’s aspirations for cycling and how it will work with partners, stakeholders and the public to:
- Encourage more people to cycle, more often, through raising the awareness of cycling; improving safety for cyclists; the provision of infrastructure; promoting cycling; and training programmes for all road users
 - Develop and deliver a prioritised high quality, joined up, safe, well connected cycle network in each of our towns linking neighbourhoods to jobs and other essential services; as well as links to wider cycling networks
 - Develop and deliver leisure/tourist cycle networks to help enhance the visitor economy and encourage healthy leisure activities
 - Improve the integration of cycling with other modes on the highway network through the consideration of cyclists in all new infrastructure schemes; better integration of cycling with longer distance passenger transport modes; and the maintenance of cycling and other highway assets.
16. The Delivery Plan includes a number of actions to be delivered by the County Council, working with partners, to increase cycling in the county as well as an action plan detailing many of these key actions. The Delivery Plan and therefore its action plan (which is attached as Appendix 2) includes:
- Measures aimed directly at road users such as education and training for cyclists, pedestrians and motorised vehicle users with a particular focus on road safety; and the promotion of the benefits of cycling and walking
 - Measures to maintain, manage and develop the cycle network such as on-road and off-road routes for commuter and leisure trips; speed management measures; sympathetic design of new and improved facilities; and a door-to-door approach taking account of cycle parking and interchange with other modes of travel
 - Ways of working to increase support for the Delivery Plan including partnership working with a range of local and national stakeholders and interest groups; political leadership; links to, and support for, other programmes of work (particularly health and the economy); and clear performance indicators to monitor cycling programmes and improvements.
17. Cycle safety remains at the core of the strategy and the causes of cycle casualties will continue to be investigated and analysed and a programme of safety measures will be developed to specifically address the causes of such casualties.

Other Options Considered

18. Not having any strategies relating to cycling is the other option available to the County Council. This option was, however, rejected as it was considered that this would have a negative impact on future service delivery. This is because having a strategy delivery plan setting out clearly the County Council's future cycling priorities will help focus resources and future cycling investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to the economy and health. A delivery plan will also help ensure that the County Council achieves value for money in its investment in cycling improvements and will also assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.

Conclusions

19. The Cycling Strategy Delivery Plan sets out how the County Council, working with operators and other partners and stakeholders, aim to make passenger transport improvements that will deliver corporate objectives and the LTP's goals and objectives. The Strategy will be reviewed periodically to take account of changes in priorities or powers available to the County Council to deliver passenger transport improvements.

Statutory and Policy Implications

20. 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.

RECOMMENDATIONS

It is recommended that Committee approve the Cycling Strategy Delivery Plan.

Neil Hodgson
Interim Service Director Highways

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

Constitutional Comments (SLB 27/01/2016)

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

Financial Comments (GB 02/02/2016)

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

Background papers and published documents

- Nottinghamshire Cycling Strategy Delivery Plan
- Nottinghamshire Cycling Strategy Delivery Plan Transport & Highways Committee Report – 19 March 2015
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
- Nottinghamshire Local Transport Plan Evidence Base 2010
- National Highways & Transport Surveys
- Get Britain Cycling – All Party Parliamentary Cycling Group, published April 2013
- Cycling Delivery Plan – Department for Transport, published October 2014
- Tackling Physical Inactivity: A Coordinated Approach – All Party Commission on Physical Activity, published April 2014
- Everybody Active, Everyday – Public Health England, published October 2014
- Value for Money Assessment: Advice Note for Local Transport Decision Makers – Department for Transport, published December 2013
- Valuing the Benefits of Cycling: A Report to Cycling England – SQW Consulting, May 2007
- Cycling Demonstration Towns Development of Benefit Cost Ratios – Department for Transport, published February 2010
- Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation NICE Public Health Guidance (PH 41) November 2012
- Nottinghamshire Joint Strategic Needs Assessment (JSNA)

Electoral Division(s) and Member(s) Affected

All

Appendix 1 – Cycling Strategy Delivery Plan Executive Summary

Executive summary

The Cycling Strategy Delivery Plan has been developed to complement Nottinghamshire's wider transport strategy, the Local Transport Plan (LTP), in the delivery of local and national objectives. The Delivery Plan sets out how the County Council, working with partners, aim to make cycling improvements that will deliver the strategy in the LTP, its goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy. The Delivery Plan details Nottinghamshire's cycling vision and the actions the County Council, working with partners, will undertake to deliver the vision.

The vision for cycling in Nottinghamshire has been developed to help deliver national and corporate objectives, particularly those relating to the economy and health. To help ensure a clear, consistent approach to cycling provision across administrative boundaries we will work with partners at a local and national level (including central government) to:

1. Raise awareness of all aspects of cycling throughout the Council to help Nottinghamshire become a local authority exemplar in the development of cycling in the UK.
2. Secure central government funding and Local Growth Funds to increase the amount of funding available for cycling improvements within Nottinghamshire; and to allow for the offer of free cycle training for school pupils of all ages.
3. Work towards increasing the amount of transport funding spent on cycling to 5% of total highways capital spent in Nottinghamshire; and increase cycling levels from 3% to 10% of all trips by 2025 to reflect the cycling investment.
4. Develop and provide a prioritised high quality, comprehensive, cycle network linking people to jobs, training and other essential services in all of the major towns/local centres in the county.
5. Develop prioritised high quality, well connected, and safe leisure/tourist cycle routes to help develop and promote the local visitor economy and encourage healthy leisure activities.
6. Encourage more people to cycle more often by creating opportunities for people to ride and enabling them to do so.
7. Improve safety for cyclist through the provision of targeted safer infrastructure as well as education and training for all road users.
8. Ensure that neighbourhoods are designed with the needs of pedestrians and cyclists as the priority road users. This will include 'cycle proofing' all new and improved highway infrastructure and broader 'place making' schemes.
9. Provide for the integration of cycling with other longer distance passenger transport modes.
10. Maintain, repair and upgrade our existing cycle routes and other cycling facilities to ensure they remain high quality.

The County Council recognises that it cannot achieve its cycling vision alone and therefore partnership working will be a major feature of the Council's approach to delivering cycling improvements.

Raise awareness of all aspects of cycling throughout the Council

Whilst the County Council has a long history of encouraging cycling through the provision of infrastructure, promotion and training there is still a need to raise awareness of cycling. To raise awareness, working in partnership with the relevant organisations, the County Council will:

- Appoint a cycling ‘champion’ at senior member level to provide leadership and focus amongst both members and senior management
- Raise awareness of the Nottinghamshire cycling vision and aims amongst County Council officers, members, and partner organisations
- Raise awareness of the cycle design standards amongst County Council officers, members, and partner organisations
- Work with neighbouring authorities, local and national cycling organisations and others to learn and share best practice
- Secure and commit sufficient funding to deliver the County Council’s cycling vision.

Develop and provide a prioritised high quality, joined up, safe, well connected cycle network

Nottinghamshire has cycle networks in most of its towns and some rural areas. The existing network is, however, often fragmented and does not serve all of the destinations people would like to travel to. To deliver a cycling network that provides for existing demand and encourages cycling the Council, working in partnership with the relevant organisations, will:

- Develop and deliver strategic cycle routes in, and between, the main urban areas in the county to provide links to key destinations to help stimulate and meet cycle travel demand
- Work with economic development colleagues, destination management and tourism partners to develop and prioritise cycle networks that enhance the local visitor economy
- Prioritise available capital funding for cycling to develop the strategic urban corridors and the visitor economy cycling priorities
- Review the guidance on the types of facilities provided for cyclists.

Encourage more people to cycle more often

In addition to overcoming the physical barriers to cycling (e.g. through the provision of infrastructure), ‘softer’ measures, such as training and promotion, will be required to encourage more people to cycle more often (which will also maximise the investment in cycling infrastructure). The Council, working in partnership with the relevant organisations, will:

- Provide suitable and adequate infrastructure to enable people to make journeys by bicycle
- Help provide a safer environment (both real and perceived) for cyclists
- Work with local communities, businesses, schools, and health providers to promote cycling as a realistic means of transport to work, school, services etc.
- Provide safe, secure cycle parking at key destinations where feasible
- Provide cycle training to people of all ages and abilities
- Provide accurate, clear, detailed online cycle route mapping, showing all of the facilities currently provided for cyclists in the county; and produce printed cycle route maps for targeted campaigns
- Identify and develop mechanisms for increasing the number of adults who participate in training and increase the levels of adults taking up cycling to improve their health and well-being
- Provide cycle hire facilities
- Involvement in enabling community based participation rides.

Cycling safety

The County Council will look to improve cycle safety through the provision of targeted safer infrastructure as well as education and training for all road users as necessary. The Council, working in partnership with the relevant organisations, will:

- Analyse reported injury accidents involving cyclists to determine the causes of such accidents
- Develop a forward programme of evidence led targeted road safety campaigns (education, training and publicity) aimed at all necessary road users (cyclists, drivers etc.) to reduce cycling casualties
- Develop appropriate targeted engineering measures to address sites with a history of reported road casualties
- Work with the police to identify enforcement programmes if required

- Look to provide a cycling education, training and awareness programme to people of all ages to increase cycling levels. The programme will be based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time
- Work with central government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages in the county
- Increasing cycling levels to help improve cycling safety through the recognised 'safety in numbers' effect.

Ensure that the needs of cyclists are considered in all new and improved highway infrastructure schemes

To ensure that provision for cyclists is provided whenever possible, the Council, working in partnership with the relevant organisations, will:

- Undertake 'cycle proofing' audits on proposed new significant highway improvements, including public realm improvements (i.e. pre and post-implementation audits)
- Work with developers to deliver adequate provision for cyclists in new employment and housing development, both on-site and off-site, with links to the urban and leisure cycle networks
- Review the County Council's Cycling Design Guide which sets out the recommended provision for cyclists.

Provide for the integration of cycling with other longer distance passenger transport modes

In order to better integrate cycling with longer distance passenger transport and provide seamless door to door journeys the County Council, working in partnership with the relevant organisations, will:

- Incorporate passenger transport interchange, such as bus and rail stations, into its strategic cycle network; and look to provide high quality routes to enable cyclists to access them
- Work with partners, such as operators and other relevant organisations, to provide high quality, safe, cycle storage facilities to enable cyclists to interchange with passenger transport for longer distance journeys that are not made wholly by bicycle.

Maintenance, repair and upgrade of existing cycle routes and other cycling facilities

Maintaining the network (including both repair and seasonal [e.g. winter] maintenance) is essential so that it remains in a useable condition. The Council will therefore:

- Include cycle routes, crossings and parking facilities in its annual inspection process
- Allocate funding for the maintenance and repair of cycle facilities as part of its annual maintenance budget
- Develop and undertake an annual programme of prioritised maintenance and repair of cycle facilities when necessary
- Develop a programme of upgrading existing facilities on the strategic cycle network to meet current design standards, where practicable.

Secure and allocate funding for cycling improvements within Nottinghamshire

In addition to making allocations from its integrated transport block capital allocation, the County Council will work to secure and allocate central government funding, local growth fund and developer contributions to increase the levels of funding available for cycling improvements within Nottinghamshire. To do this the Council, working in partnership with the relevant organisations, will:

- Work towards allocating 5% of the total highways capital spent in Nottinghamshire on cycling improvements
- As part of the devolved powers transport request, seek funding of £10 per head for cycling improvements in designated areas to be determined by the Combined Authority
- Work with D2N2 LEP partners to secure Local Growth Funds for cycling improvements in Nottinghamshire
- Work in partnership with Government to ensure funding opportunities currently only available to cities (e.g. Cycle Ambition funding) are available to counties such as Nottinghamshire

- Work with Central Government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages and abilities in the county
- Work with local planning authorities to secure and allocate sufficient developer contributions for cycling improvements
- Work with other partners such as Sustrans and Network Rail to secure other funding sources for cycling improvements in Nottinghamshire.

Measuring our success

In order to justify the programmes of work to increase cycling levels and the safety of cyclists, the County Council will develop a number of outcome and output indicators to monitor the delivery of the Cycling Strategy Delivery Plan and its individual elements. The definitive list of measures will be developed in partnership with government but examples of the likely indicators are included in the Delivery Plan. These indicators will be used to monitor the delivery of improvements but most importantly the success in increasing the numbers of people cycling. The indicators included within the Plan will be selected with a view to ensuring that all aspects of the strategy delivery are monitored for effectiveness. This helps ensure that all projects/actions can be justified in terms of their contribution towards achieving the cycling vision, as well as their contribution to wider national and local objectives.

Appendix 2 – Cycling action plan showing links between the actions and the vision for cycling in Nottinghamshire

Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Appoint a cycling 'champion' at senior member level	April 2015	✓									
Consult with County Council members, the public, stakeholders and staff on the draft vision for cycling, actions to deliver the vision and cycle design guide	March 2016	✓									
Make cycling documents readily available and publish documents on County Council website	March 2016	✓									
Identify and map likely cycling destinations and existing facilities in the county	September 2015			✓	✓	✓	✓	✓	✓	✓	
Identify urban strategic cycle routes/networks in the county	March 2016			✓	✓	✓	✓	✓	✓	✓	
Identify cycle routes to help enhance and promote the local visitor economy	September 2016			✓	✓	✓	✓	✓	✓	✓	
Develop and deliver a programme of prioritised cycling infrastructure improvements within available funding	Annually			✓	✓	✓	✓	✓	✓	✓	
Review the Nottinghamshire Cycling Design Guide	March 2016	✓					✓	✓	✓	✓	✓
Involve relevant County Council staff in the development of the cycle design guide	March 2016	✓									
Undertake travel planning in communities; and with businesses and schools	Annually	✓		✓			✓	✓			

Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Undertake an audit of existing cycle parking facilities at key interchange locations and town centres	December 2016			✓	✓	✓	✓		✓	✓	✓
Work with partners and central government to secure funding to enable the Council to offer free cycle training to all schools in the county	Annually	✓	✓	✓				✓			
Provide an annual programme of cycle training	Annually	✓		✓				✓			
Update the online cycle route maps in the county	June 2016			✓			✓				
Update printed cycle route maps for use in targeted campaigns	Annually			✓			✓				
Investigate mechanisms for increasing the numbers of adults undertaking cycle training (e.g. links to health programmes)	December 2016	✓		✓			✓	✓			
Work with event/ride organisers and health commissioning groups to enable community based cycle rides in the county	As required	✓		✓			✓				
Work with Nottingham City Council to implement the first Citycard cycle hire locations in the Nottingham urban area of the county	June 2016			✓			✓			✓	
Consider and deliver further extensions of the Citycard cycle hire scheme in the Nottingham urban area of the county	Annually			✓			✓			✓	
Consider the introduction of cycle hire scheme in larger towns in the county	March 2018			✓			✓			✓	

Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Undertake audit of cycling casualties to identify trends and inform casualty reduction programmes as necessary	Annually							✓			
Develop and deliver appropriate targeted enforcement and engineering measures to address sites with a history of reported road casualties	Annually							✓			
Develop and deliver a programme of evidence led targeted road safety campaigns (education, training and publicity) to address cycling casualties	Annually						✓	✓			
Undertake 'cycle proofing' audits (non-motorised user audits and safety audits) on proposed highway improvements	Ongoing and as required	✓		✓			✓	✓	✓	✓	
Secure improvements (or funding for improvements) to the cycle network to ensure that new developments link to the strategic cycle network	Ongoing	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Review routes to passenger transport interchange as part of the development of strategic cycle routes	June 2016			✓	✓	✓	✓		✓	✓	
Develop and undertake an annual inspection routine for cycling facilities	Annually			✓			✓	✓	✓		✓
Develop and deliver a programme of prioritised maintenance of all cycling facilities	Annually			✓			✓	✓	✓		✓
Commitment to work towards level of funding for cycling improvements in Nottinghamshire	February 2016		✓	✓							
Allocate funding for the improvements to and the maintenance of cycling facilities	Annually		✓	✓	✓	✓	✓	✓	✓	✓	✓

Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Work with DfT, D2N2 and other partners to secure national funding available for cycling improvements	Ongoing		✓	✓							
Work with partners to identify best practice and assist research partners whenever possible	Ongoing			✓							
Analyse and report on the output and outcome indicators used to measure delivery of the Cycling Strategy Delivery Plan	Annually	✓		✓				✓			

11 February 2016

Agenda Item: 7

REPORT OF SERVICE DIRECTOR, HIGHWAYS

POSSIBLE RE-OPENING OF THE ROBIN HOOD LINE TO OLLERTON

Purpose of the Report

To report the outcome of studies undertaken or commissioned by the Council in 2015 into the works that would be required; the likely capital cost; and the likely operating cost of re-opening the rail line to Ollerton.

Information and Advice

Possible reopening of the Robin Hood line to Ollerton

1. The Council has been working for a number of years to try to secure reopening of the branch of the Robin Hood Line from Ollerton to Shirebrook, with intermediate stations at Edwinstowe and Warsop. The Council's work towards this has been reported to Transport and Highways committee at various times, most recently October 2015.
2. For the line to be reopened, funding would need to be found for 5 things: -
 - a) Development & design of the scheme;
 - b) The renovation of the old stations in Warsop and Edwinstowe, and construction of a new station at Ollerton;
 - c) Bringing the tracks, signalling & related infrastructure on the existing freight line up to the standard required for passenger trains;
 - d) Alterations to Network Rail's test track (Thoresby junction - Tuxford); and
 - e) An annual revenue subsidy.

Development & design of the scheme;

3. Over recent years the Council has carried out or paid for 6 pieces of development work for this scheme:-

Date	Work	Undertaken by	cost
2008/09	initial study of likely patronage & revenue	commissioned by the Council from consultants (SWA)	£ 34,118

2012/3	feasibility study (GRIP2), of the infrastructure works required	commissioned by the Council from, Network Rail	£ 87,349
2014/5	first part of 'option selection' study (GRIP stage 3a)	As above	£ 75,241
2015	Assessment of optimum Timetable	undertaken by the Council in conjunction with EMT (East Midlands Trains)	
2015	Assessment of likely operating costs	undertaken by the Council	
Total spend so far			£196,708
Further works currently being undertaken			
2015/6	Updated assessment of patronage and revenue, based on optimum timetable	Commissioned by the Council from consultants AECOM	£25,560

4. It should be noted that Nottinghamshire County Council, and the Council alone, has paid for all the work so far. No financial contribution of any sort has been received from any other body
5. A substantial amount of development work remains to be done, including
 - GRIP (Guide to Rail Investment Procedures) 3 – option selection
 - GRIP 4 – single option design
Network Rail is supplying the Council with a precise quote for completing the necessary work, but has indicated that the likely total cost for GRIP stages 3 & 4 could be up to £2million.
6. Following various public statements by a number of Transport Ministers, the Council wrote
 - In December 2014 to the Minister of State for Transport, Claire Perry MP,
 - In June 2015 to the Secretary of State for Transport, Patrick McLoughlin MP
asking if the Government would share 50/50 with the Council on the cost of the remaining development work, but the Government declined to do so. There is therefore no apparent source of funding for the remainder of the development work, and detailed design.

The renovation of the old stations in Warsop and Edwinstowe, and construction of a new station at Ollerton;

7. The old stations at Edwinstowe and Warsop, which closed in 1961, are still in situ, and still owned by Network Rail (though Edwinstowe is leased out to a private firm). They will however, need completely resurfacing, electricity supplies re-instating, and the provision of a shelter, lighting, passenger information etc. The old station at Ollerton is right at one end of the village, too far from most housing, and it will be necessary to build a new station at Ollerton adjacent to the energy village. The land for this is in the ownership of the Council, and is being safeguarded for that purpose.
8. The NR feasibility study estimates that the works at the 3 stations would cost in the range of £5.165m - £ 7.741m
9. On July 8 the Chancellor of the Exchequer, George Osborne's summer budget stated:

“The government will run a further round of the New Stations Fund with up to £20 million in total available for projects..... 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.” (summer budget 2015, para 2.31, page 79).

10. Unfortunately the New Stations Fund does not cover the cost of design work on the stations, even though a significant part of the development cost is for the detailed design of the stations. The new stations fund is therefore likely to make a useful contribution towards the overall cost of the scheme, but will only cover a minority – probably circa 30% - of the total costs.

Bringing the tracks, signalling & related infrastructure on the existing freight line up to the standard required for passenger trains:

11. The line from Shirebrook to Thoresby junction has until recently been used for freight traffic from Thoresby colliery, which has just closed. Works will be required to bring the line up to the standards stipulated for passenger trains. The recent Network Rail feasibility study estimates cost of track & signal works to be in the range of £ 7.092m - £7.202m.
12. No source of funding has yet been confirmed for these works to the track signalling, structures and other infrastructure, but potentially they could be covered - in part if not in full - by the Local Growth Fund, to which an indicative bid has been made in advance of a formal call for future Growth Deal funds.

Alterations to Network Rail's test track (Thoresby junction - Tuxford); and

13. 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 it is anticipated providing 1¾ miles of new track at its eastern (Tuxford) end to replace the track lost at the western (Thoresby – Ollerton) end. The recent Network Rail feasibility study estimates cost of the works required on the test track to be in the range of £ 5.150m - £7.554m.
14. No source of funding has yet been confirmed for these works to the test track, but potentially they could be covered – in part if not in full - by the Local Growth Fund, to which an indicative bid has been made in advance of a formal call for future Growth Deal funds.

An annual net operating cost subsidy.

15. The biggest difficulty facing the aspiration to re-open the line is the need for revenue subsidy to cover the net operating cost. The subsidy requirement was originally (in the 1990s) calculated at circa £1million per annum, (around £2 million at current prices), which made it unaffordable at that time. At that time the service was expected to require 2 additional train sets and train crew. As a result of earlier work the Council has found a way in which it can be operated with just 1 additional train set, thereby reducing the gross cost & required revenue subsidy.
16. The gross operating cost of the service is now estimated to be circa £1.6m per annum, which would be partly offset by the fares revenue.

17. The likely revenue was assessed in 2009 by consultants SWA who estimated it would be £698,947 per annum in 2009 prices, which equates to around £840,000 per annum in current prices. The Council is commissioning its consultants AECOM to make an updated assessment of this, based on the potential timetable that has recently been developed about to be re-assessed more precisely (using the specific timetable developed in 2015). Likely operating figures are

Gross cost	circa	£1,600,000	per annum
Likely Revenue		£ 840,000	per annum
Likely net operating cost subsidy required		£ 760,000	per annum

18. In recent years, DfT has required any new service to be funded for at least the first 3 years by the local Council and (potentially) other local stakeholders. However, few Councils have been able to afford this, and very few new rail services have been funded in that way.

19. Recently DfT has arranged for the introduction of a number of new services without any local contribution - i.e. paid for by DfT – as part of various new franchises e.g. 30 additional trains per day between Cambridge and Kings Lynn, paid for by DfT as part of the new Thameslink, Southern and Great Northern franchise.

20. The current EMT franchise ends in March 2018, so, if the Government wished a service to Ollerton to start it would be perfectly possible for DfT to include it in the specification for the next (after April 2018) East Midlands franchise. However, at present there are no arrangements in place from DfT or any other body to cover the net operating cost of any new service.

21. Once the consultants report the updated estimate of likely revenue, it will then be possible to establish the likely net operating cost. This can and will (should Committee so resolve) then be put to DfT with a request that it is specified in the next East Midlands franchise.

Summary of funding required

22.

Capital		cost		source
		minimum	maximum	
Development & detailed design		£1.5m	£2m	Awaiting detailed cost from network rail
Stations		£5.165m	£7.741m	New stations fund – but will require a local contribution
Non-station works	Track & signals	£7.092m	£7.202m	Potentially Local Growth fund – see para 44 below - but local contribution
	Test track	<u>£5.150m</u>	<u>£7.554m</u>	
	Total	£12.242m	£14.756m	
Total capital cost		£18,907m	£24.497m	
Operating costs (net of revenue)			£760,000 per annum	Potentially DfT , as part of the next E Midlands franchise

23. In October 2015, an indicative bid for £14million was submitted to D2N2 LEP, in advance of the latest round of the Local Growth Fund. However, it should be noted that

- details of future Growth Fund rounds are still to be confirmed;
- there will be more bids than funding available;
- decisions on which schemes are successful are not within the Council's control, but will be taken by D2N2 LEP; and
- a local contribution is likely to be required.

24. Discussions have been held with D2N2 LEP and with Mark Spencer MP (Sherwood) to try to maximise practical support for the scheme. Following on from those discussions, the Minister of State for Transport, Claire Perry MP, has agreed to meet with the Leader of the Council, Cllr Rhodes, along with Mark Spencer MP and senior representatives of D2N2 LEP. A date is in the process of being arranged for that meeting, and the outcome will be reported to the following meeting of the transport and highways committee.

Statutory and Policy Implications

25. 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, and
- 2) Approves a comprehensive package of funding, to include the following bids:
 - To central Government for 50% of the development costs
 - To the New Stations Fund for the physical works on the three stations
 - To the Local Growth Fund for the physical works to the track, signalling, and all other infrastructure
 - The Incorporation of the service into the DfT specification for the next (post 2018) East Midlands franchise

Neil Hodgson
Service Director Highways

For any enquiries about this report please contact:
Jim Bamford – Rail Officer. (tel: 0115 9773172)

Constitutional Comments (SJE – 02/02/2016)

26. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services, including rail initiatives, has been delegated.

Financial Comments (GB – 02/02/2016)

27. The financial comments are set out in the report

Background Papers

Electoral Division(s) and Member(s) Affected

All

11th February 2016

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

NORTHERN RAIL ISSUES

Purpose of the Report

To report recently announced improvements to Nottinghamshire's rail services operated by the Northern rail franchise.

Information and Advice

Background

1. Two of Nottinghamshire's rail services
 - Sheffield – Worksop – Retford - Lincoln, and
 - Nottingham – Sheffield – Leedsare operated by the Northern rail franchise. The current franchise ends soon and a new Northern franchise will commence in April 2016.
2. As reported previously (to the December 2014 Transport & Highways Committee meeting), the Government published a White Paper in 2012 which proposed the possibility of devolving responsibility for some rail franchises to local authorities. A group of 29 Councils, called 'Rail North' has been set up to take forward devolution of the local and regional services across the north of England, operated under the 'Northern' and 'Trans-Pennine' franchises.
3. Because we have the 2 'Northern' services, Nottinghamshire has been involved since 2013 in the work to set up Rail North. The Council's Policy Committee agreed in March 2015 that the Council would become a member of Rail North, at a subscription of £108 per annum.
4. DfT and Rail North announced on December 9th that the forthcoming Northern franchise (which will be jointly administered by DfT and Rail North) had been awarded to Arriva Rail North Ltd, the parent company of which is Deutsche Bahn, the German state railway company. The new franchise will commence on 1st April 2016.
5. It is unfortunate that the titles of these bodies are so similar, but to help clarity
 - '**Rail North**' is the body set up by the 29 Councils (inc Notts CC) to let the franchises,
 - '**Northern Rail**' is the name of the company which operates the current franchise, and
 - '**Arriva Rail North**' is the company to which the new franchise has been awarded, and which will operate the train services from April 2016.

Council work

6. For the last few years the Council has repeatedly raised the case for improvements to these services, particularly to the frequency and journey time, with DfT, with Rail North, and with the companies bidding for the new franchise.
7. One of the key aspects of Rail North work with which the Council had been heavily engaged was in drawing up the service specification for the next franchise (that will commence in April 2016). In February 2015 DfT and Rail North published that service specification, which stipulated a number of very significant improvements to the 2 Nottinghamshire services, in particular for Worksop and for Nottingham – Leeds.
8. Once the service specification had been published the Council worked hard to persuade the bidders to introduce further improvements over and above the specified service, and as a result Arriva Rail North has included extra improvements, particularly for Retford.
9. The combination of
 - The improvements required by DfT & Rail North, and
 - The further improvements offered by Arriva rail North,means that the new franchise contains a package of very substantial improvements for the 2 Nottinghamshire services.

Sheffield – Worksop – Retford – Lincoln

Current service.

10. The current Monday to Saturday service is one train per hour from 06.30 to 23.00, with one additional service in each of the morning and evening peak periods. Journey times are relatively slow, with Worksop - Sheffield taking 33 minutes. The Council has been working for several years to secure an increase in frequency to 2 trains per hour, and a reduction in journey time.
11. The current Sunday service is of just 6 trains in each direction, running at irregular intervals, and does not start until mid-afternoon. The Council has been working for several years to secure a service at hourly intervals from 10.00 until 22.00.
12. The new franchise contains several very big improvements for the 2 Nottinghamshire services

Improvements to Frequency

13. As from December 2019 there will be a big increase in the number of trains for both Worksop and Retford.

a) Mondays to Saturdays

An additional train in each direction will operate every hour from 07.00 – 19.00 between Retford, Worksop and Sheffield.

	Total number of trains per day (in both directions i.e. the total both to & from Sheffield)		Number of additional trains
	Current	From December 2019	
Worksop – Sheffield	40	66 (33 each way)	26 (13 each way)
Retford - Sheffield	38	64 (32 each way)	26 (13 each way)

This will give both Worksop and Retford a train to and from Sheffield every 30 minutes for 12 hours of the day (approx. 07.00 – 19.00), plus an hourly service in the evenings (currently it is a train every 60 minutes all day, with 1 extra in the morning and evening peak periods).

1 train per hour will continue beyond Retford to Lincoln (via Gainsborough), exactly as it does now.

There are also 36 Robin Hood Line trains per day at Worksop (18 each way – at almost hourly intervals throughout the day), so the total number of trains at Worksop will be 102 every weekday. This will be most frequent train service Worksop has ever had since the station opened in 1849.

b) Sundays

There will also be a big increase in Sunday services for both Worksop and Retford as from December 2017, with effectively a Lincoln - Retford – Worksop – Sheffield train in each direction every hour from 10.00 – 22.00

	Total number of trains per day (in both directions i.e. the total both to & from Sheffield)		Number of additional trains
	current	From December 2017	
Worksop - Sheffield	40	66 (33 each way)	26 (13 each way)
Retford - Sheffield	38	64 32 each way)	26 (13 each way)

Improvements to Journey times

14. There will also be a significant improvement in the journey times of half of the trains for most of the day, as, of the 2 trains per hour between Retford, Worksop and Sheffield, 1 will stop at all stations and one will run non-stop between Worksop and Sheffield.

	Journey time now	Journey time from 2019		Reduction in journey time for 1 train per hour
		For the train that calls at the 5 smaller stations	For the train that runs non-stop Worksop - Sheffield	
Sheffield - Worksop	30 minutes	30 minutes	24 minutes (max)	6 Minutes
Sheffield - Retford	40 minutes	40 minutes	34 minutes (max)	6 Minutes
Retford - Sheffield	44 minutes	44 minutes	38 minutes (max)	6 Minutes
Worksop - Sheffield	34 minutes	34 minutes	28 minutes (max)	6 Minutes

The additional time for trains heading into Sheffield, both now and in the future, is to allow them to fit in between all the other services on the very intensively used tracks into Sheffield station.

15. The new trains (see para 17 below) will be capable of 100mph, but the speed limit on this line is just 60mph all the way between Retford and Sheffield (with a couple of lower limits at particular locations e.g. Woodhouse junction or the approaches to Sheffield). If the track and related infrastructure was upgraded it would be possible to raise the speed limit to 100mph so that the new trains could operate at their top speed. If that was done then it should be possible to reduce the journey times for 1 train per hour (the train that won't call at the small intermediate stations) to give a potential faster journey time of

- Sheffield – Worksop 15 minutes
- Sheffield – Retford 24 minutes
- Retford – Sheffield 28 minutes
- Worksop – Sheffield 19 minutes

The Council will continue to press Rail North to upgrade the track and related infrastructure so as to achieve these potential journey time improvements at the earliest opportunity.

Improved Onward connectivity

16. Currently trains from the Retford & Worksop line continue beyond Sheffield to Meadowhall, Rotherham, Doncaster and Scunthorpe. In future at least 20 (10 each way) of the fast Lincoln-Retford-Worksop-Sheffield trains will continue beyond Sheffield to Meadowhall, Barnsley, Wakefield and Leeds providing a fast inter-regional link. This will maintain the direct link between the Worksop line and Meadowhall. It will also provide a direct express service most hours Worksop – Leeds, which will be particularly valuable. The local stopping services between Retford and Sheffield will terminate at Sheffield.

New trains

17. Arriva Rail North will purchase a fleet of new 100mph trains for about 30% of its services. They will be

- air-conditioned;
- fully accessible to people with reduced mobility, and
- to the latest standards of comfort and design.

These will be used on the Lincoln – Retford – Worksop – Sheffield – Leeds service. They should be capable of giving a Worksop – Leeds journey time of around 1¼ hours, which should be able to be brought down to around an hour if/when the track and related infrastructure was upgraded. It will take a couple of years to contract for and build the new trains, so it is not yet known exactly when they will enter services, though it must be no later than 2019.

18. In addition to acquiring new trains for some services, all the other trains to be used by Arriva Rail North will be completely refurbished and upgraded to modern standards, including being

- air-conditioned;
- fully accessible to people with reduced mobility,
- with completely new interiors (seats, carpets, lighting etc.)

so that to the average passenger they will appear to be as good as new.

The new (additional) Retford – Worksop - Sheffield service will be operated by the upgraded trains.

Nottingham – Sheffield – Leeds

19. The current service consists of one train per hour Nottingham – Sheffield - Leeds. This adds to the existing Nottingham – Sheffield – Manchester - Liverpool service, giving a train every 30 minutes between Nottingham and Sheffield. (There is also an additional Sheffield - Leeds service every hour, giving a train every 30 minutes between Sheffield and Leeds).
20. The new service was introduced in December 2008 following much work and lobbying by the Council and South Yorkshire Passenger Transport Authority. It has proved to be very successful, with the number of passengers travelling between Nottingham and Sheffield roughly doubling in the last 7 years.
21. However the journey time on the new service is very poor, taking 2 hours for the 82 miles to Leeds. It has been a Council priority to secure a significant improvement in journey time, and much work has been undertaken towards that. As a result of the Council's work, the 2011 'Initial Industry Plan' for the development of the rail network, identified Nottingham – Leeds for development as one of "two (national) exemplar schemes to deliver journey time improvements between regional cities".
22. In 2014 the Council met with the Head of DfT's Rail Executive and the DfT Head of Rail Franchising, as a result of which the formal 'Invitation to Tender' for the Northern rail franchise stated
"We received detailed proposals from Nottinghamshire County Council about their ambition for faster services between Nottingham and Leeds and elsewhere, including details of how this could reduce costs and release rolling stock by enabling the service to be run with one less train set and crew. Bidders will be expected to identify and lead the implementation of journey time reduction opportunities in conjunction with Network Rail and other operators, both as part of their submission and during the franchise."

Improvements for Nottingham – Sheffield – Leeds

23. As part of the franchise announcement in December, it was confirmed by Rail North that the Nottingham – Chesterfield – Sheffield – Leeds service will be very significantly speeded-up. The precise details are still in the process of being established, but the formal announcement accompanying the award of the franchise stated
"Nottingham and Chesterfield will also be part of the Northern Connect network, with ten brand new diesel trains per day running to Sheffield, Leeds and Bradford. These journeys will be faster – Nottingham to Leeds in 100 minutes".
24. The speed-up is being achieved
 - in part by using the new trains which will have a top speed of 100mph (see para 17 above), and
 - by using a different, faster route between Sheffield and Leeds

It has not been possible to ascertain whether any works are being done to the track and other infrastructure to raise the speed limits on this route - further information is being sought and will be reported to the committee when it is available. If the infrastructure is not being upgraded now then that could still be done at a subsequent date, in which case it should be possible to reduce the journey time further.

25. It is not yet clear from what date these changes will be implemented, but it will be no later than December 2019. The Council will press for it to be introduced earlier than 2019/as soon as possible.

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

27. It is recommended that Committee notes the report, and welcomes all the improvements to Nottinghamshire's rail services

Neil Hodgson
Service Director Highways

For any enquiries about this report please contact:
Jim Bamford – Rail Officer. (tel: 0115 9773172)

Constitutional Comments (SJE – 02/02/2016)

28. As this report is only for noting by Committee, Constitutional Comments are not required.

Financial Comments (GB – 02/02/2016)

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

Background Papers

None

Electoral Division(s) and Member(s) Affected

All



REPORT OF SERVICE DIRECTOR, HIGHWAYS

SECTION 19 REPORT – FLOODING IN HUCKNALL ON THE 23 JULY 2013

Purpose of the Report

1. This report sets out the County Council's duties as the Lead Local Flood Authority to report on flooding incidents under Section 19 of the Flood and Water Management Act (2010) and to present its report in relation to the flooding in Hucknall on the 23 July 2013

Information and Advice

2. Following the severe flooding in many parts of the Country during the summer of 2007, the Government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010) (FWMA).
3. The Council is now a Lead Local Flood Authority (LLFA) and has new powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. Partnership work is overseen by Strategic Flood Risk Management Board, jointly chaired by NCC and NCiC and attended by all Risk Management Authorities.
4. Section 19 of the FWMA gives NCC, as LLFA, the following duties:
 1. On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate:
 - (a) which Risk Management Authorities (RMAs) have relevant flood risk management functions, and
 - (b) whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
 2. Where an authority carries out an investigation under subsection (1) it must—

- (a) publish the results of its investigation, and
- (b) notify any relevant risk management authorities.

- 5. It should be noted that the purpose of a Section 19 Report is to outline what happened during a flooding incident and whether the relevant RMAs have exercised or will exercise their responsibilities but it does not identify specific measures to prevent future flooding. It is up to the LLFA if it wishes to then carry out further investigation into possible flood prevention and protection measures that could be implemented.
- 6. At Transport and Highways Committee on 31 Oct 2013 it was approved that Section 19 Reports should be undertaken where the County Council is aware that five or more properties in a locality have been affected by internal flooding (over the threshold [doorstep level] of the property).

Section 19 Report for Hucknall

- 7. As a result of the flooding in Hucknall on the 23 July 2013 the LLFA carried out investigations and is now able to present its Section 19 Report as contained in Appendix A
- 8. The report identifies four main sources of flooding:
 - 1. Baker Lane Brook
 - 2. Titchfield Park Brook
 - 3. Surface Water Runoff
 - 4. Sewer pipe surcharge

Without repeating the detail of the report it does acknowledge that the storm that caused flooding in 2013 was unprecedented in nature and far exceeded all relevant design standards for the watercourses and drainage systems identified above by a significant margin. It also identifies that all relevant Risk Management Authorities carried, and continue to carry, out their respective duties.

Other Options

- 9. This report delivers a duty defined within the Flood and Water Management Act (2010) and in line with approved Council policy and as such there are no other options.

Further investigation

- 10. As highlighted earlier the LLFA may carry out further investigations into possible flood prevention and protection measures. In the case of Hucknall the LLFA decided that such action was necessary and a detailed hydraulic investigation was carried out by URS (now AECOM). This work has provided the necessary information to identify a number of measures ranging from individual Property Level Protection (installation of flood gates and similar) through to the inclusion of a large flood relief culvert as part of the Hucknall Town Centre Improvement Scheme. The current programme shows the highway and flood relief culvert completion dates of October 2016 with the whole TCIS scheme completed by May 2017. Much of this work has been done in conjunction with other RMAs.

Statutory and Policy Implications

11. The County Council has a number of new statutory duties and powers under the FWMA and Flood Risk Regulations (2009) including Section 19 Reports.
12. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

13. The costs of the Section 19 report will be contained within existing budgets.

Reason for Recommendation

14. The report delivers a duty defined within the Flood and Water Management Act (2010) and in line with approved Council policy.

RECOMMENDATION

It is RECOMMENDED that the Committee note for information the Section 19 Report as contained in Appendix A

Neil Hodgson
Service Director Highways

For any enquiries about this report please contact:

Gary Wood – Group Manager Tel 0115 9774270
Clive Wood – Service Manager Tel: 0115 977 4585

Constitutional Comments (SLB 13/01/2016)

This report is for noting only.

Financial Comments (SES 15/01/16)

The financial implications are set out in the report.

Background Papers

None

Electoral Division(s) and Member(s) Affected

Hucknall
Cllr Wilkinson
Cllr Grice
Cllr Wilmott

Appendix A.

Hucknall Section 19 Report

Introduction

Section 19 of the Flood and Water Management Act 2010 states:

1. On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate:
 - (a) which Risk Management Authorities (RMAs) have relevant flood risk management functions, and
 - (b) whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
2. Where an authority carries out an investigation under subsection (1) it must—
 - (a) publish the results of its investigation, and
 - (b) notify any relevant risk management authorities.

The objective of this report is to investigate which RMAs had relevant flood risk management functions during the flooding in July 2013 and whether the relevant RMAs have exercised, or propose to exercise, their risk management functions (as per section 19(1) of the Flood and Water Management Act 2010).

It should be noted that this duty to investigate does not guarantee that flooding problems will be resolved and cannot force others into action.

Background

On the afternoon of the 23rd July 2013 parts of Nottinghamshire were subjected to intense rainfall. The Met Office at Watnall recorded 35.6mm of rain in a 25 minute period up to 16.28hrs. As a result of this, parts of the County including Hucknall experienced major flooding with some 600 properties as well as roads and carparks affected across the county.

The Met Office issued an Amber Warning at 1503hrs on the 23rd July highlighting that there was a possibility of up to 60mm of rain fall within a 3 hour period. Whilst the warning was issued the short period between its release and the rainfall did not allow any of the RMAs to fully instigate any pre-planned responses. As a result much of the activity by the Agencies was reactive rather than pro-active but given the short time span between warning and event this is understandable. It should be noted that no criticism is made of the Met Office. The weather conditions on the day were both very unusual in nature as well as quickly developing making forecasting difficult.

Hucknall has been subjected to flooding on a number of other occasions including July 2007 although the previous events are not subject to this report.

Summary of flooding

Four main identifiable sources of the flood have been identified as well as some other generic factors: -

1. Baker Lane Brook
2. Titchfield Park Brook
3. Surface water runoff
4. Sewer pipe surcharge

Ground water flooding was not identified as a source of flooding as the underlying geology and soil composition of the area is generally free flowing. It should be noted though that in common with most of the Country the weather prior to the flooding had been dry and hot meaning that the general ground conditions were such that surface water could not percolate through the ground therefore increasing the level of overall run-off from surface water.

Figure 2.1 highlights the key areas referred to in this report.

Baker Lane Brook

From eyewitness accounts the Brook overtopped its banks at Ogle Street with flows then flowing into and through the town centre contributing to internal flooding of commercial premises and continuing to flow in the direction of Thoresby Dale. The Brook also overtopped at Thoresby Dale. These surcharged brook flows combined with the flow from the Wighay tributary, surface water from the Leisure Centre and highway runoff converging at the junction of Thoresby Dale and Perlethorpe Drive resulting in internal flooding to 8 properties. Having reached this point the flood water had a limited ability to flow through to the River Leen.

Although the Brook has a number of trash screens installed at the entrance to culverted sections to prevent debris from entering the culverts there is no evidence to suggest that these prevented water entering the culverts. Under normal conditions (i.e. those meeting the various drainage design standards) the overall capacity of the Brook is sufficient to deal with rainfall and subsequent surface water runoff. What is not clear is whether the culverted sections were at the time of the flood reduced in capacity due to a build-up of natural debris although given the volume of flow entering them it is likely that any such debris would have been cleared quickly by the hydraulic action of the water.

Titchfield Park Brook

Anecdotal evidence indicates that due to the limited capacity of the Brook and blocking of trash screens, it quickly overtopped its banks and combined with surface water flooding from Portland Road with the worst affected areas located south of the culverted sections in the vicinity of the recreation ground. As a result flooding was reported at Portland Road, St Johns Crescent, Story Gardens and Arden Close. Flooding at Arden Close was further exacerbated by surcharge from the combined sewer network.

In common with the Baker Lane Brook there are trash screens at the entrance to culverted sections installed to prevent debris from entering the culverts. Evidence suggests that these prevented water entering the culverts and contributed to flooding in the area. Under normal conditions the overall capacity of the Brook is sufficient to deal with normal rainfall and subsequent surface water runoff although it is acknowledged that in parts the narrowness of the channel does not provide any additional capacity to deal with any unusual high volumes of rain fall.

Surface water runoff

Surface water flowing from the Leisure Centre car park and housing between the Centre and Perlethorpe Drive contributed to the flooding of Thoresby Dale. Between Brookside Road and Jenny Burton Way surface water flows contributed to the flooding near to the recreation ground and south of Leen Valley Way. It is noted that a sewer pipe that runs partially above ground near to Arden Close acted as a small dam limiting and flow of water away from the Close.

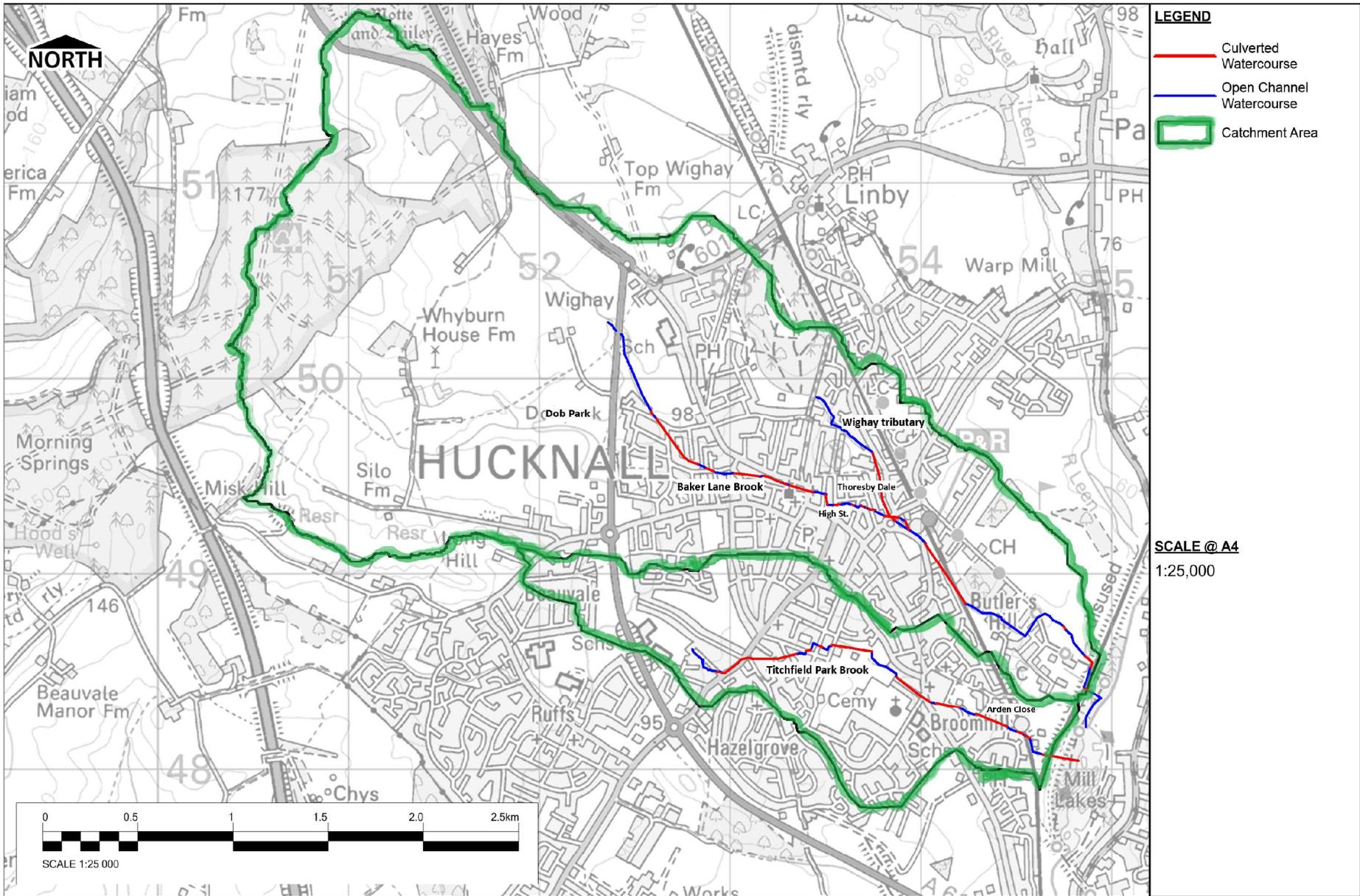
Whilst it was noted that both the Leisure Centre car park and a number of roads have limited numbers of gullies this is not seen as a contributing factor to the overall flooding given that the existing combined sewers that take the water collected from the gullies were as described below already at or beyond capacity.

Sewer pipe surcharge

Severn Trent Water has a network of surface water, foul and combined sewers in the area. These are designed to meet current standards in respect of capacity requirements. There has been no evidence that the sewers were blocked or reduced in capacity at the time of the flood. Within the Baker Lane Brook catchment there are two main combined sewers and it is possible that surcharge from these may have contributed to the flooding at Thoresby Dale. In the Titchfield Park Brook catchment the majority of surface water is captured by a combined sewer and evidence suggests that surcharge from this contributed to the flooding on Portland Road opposite Brookside.

Generic factors

The impermeable nature of the ground following a dry and hot period has already been highlighted as a contributory factor but it should also be noted that there has been a trend over the past decade or so for the front gardens of properties to be converted from gardens to hard standing for cars which in itself adds to the overall level of surface water runoff. Recent changes in planning legislation now requires planning permission be sought by residents for any future such action unless they are installing permeable surfacing. In addition historic development is likely to have contributed to the overall level of surface water runoff as well as interfering with the natural flow routes.



LEGEND

- Culverted Watercourse
- Open Channel Watercourse
- Catchment Area

SCALE @ A4
1:25,000

Drawing Title
HUCKNALL FLOOD STUDY
STUDY AREA

Figure Number
FIGURE 2-1

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Summary of causes of the flood

Under normal weather and rainfall conditions, i.e. those that do not exceed the various drainage design standards, the majority of the overall surface water drainage system in Hucknall has the capacity to cope, ensuring water is drained without causing flooding. However the extreme events of the 23rd July 2013 led to surface water runoff that was far in excess of what the systems have been designed to cope with. It is evident from investigating the flood that there is no single cause in terms of a failure of the established drainage systems other than those of a natural and uncontrollable nature namely the amount of rainfall, topography of the catchment and the impermeable nature of the ground.

Risk Management Authorities and their responsibilities

1. Nottinghamshire County Council

a. Lead Local Flood Authority

- i. Investigate significant local flooding incidents and publish the results of such investigations.
- ii. Play a lead role in emergency planning and recovery after a flood event.
- iii. If a flood happens, all local authorities are 'category one responders' under the Civil Contingencies Act. This means they must have plans in place to respond to emergencies and control or reduce the impact of an emergency. LLFAs also have a new duty to determine which risk management authorities have relevant powers to investigate flood incidents to help understand how they happened, and whether those authorities have or intend to exercise their powers.
- iv. By working in partnership with communities, LLFAs can raise awareness of flood risks.
- v. LLFAs should encourage local communities to participate in local flood risk management.

b. Highway Authority

- i. Maintenance of the public highways.

2. Ashfield District Council

- a. Riparian owners of various lengths of watercourses and associated assets in the Hucknall catchment.

3. Severn Trent Water Ltd.

- a. Maintenance of the public sewerage system.

4. Environment Agency

- a. Permissive powers for the Baker Lane Brook.

Risk Management Authority Responses to Flood

The following lists the actions taken by each RMA in response to the flooding both in the immediate aftermath as well as in the longer term:

1. Nottinghamshire County Council

- a. Initiated and co-ordinated Emergency Planning procedures.
- b. Provided emergency response crews to assist in management of flooding event.
- c. Participated in the police-led 'Tactical Coordinating Group', in accordance with Local Resilience Forum emergency plans.
- d. Initiated and led the S19 Flood Investigation.
- e. Commissioned and funded a detailed feasibility study into the hydraulic performance of key assets in the catchment and possible flood alleviation schemes.
- f. Secured (in principle) third party funding towards flood alleviation schemes.
- g. Participated in local community response and developed resilience measures.
- h. Commissioned feasibility and design of flood relief culvert in town centre and other flood mitigation options across both catchments.

2. Ashfield District Council

- a. Initiated Emergency Planning procedures.
- b. Provided emergency response crews to assist in management of flooding event including the clearing of trash screens.
- c. Actively engaged in S19 Flood Investigation.
- d. Participated in local community response, developed resilience measures and created resident based flood support groups.
- e. Attended NCC flood warden training.
- f. Promoted and managed Repair and Renew grant for some 65 properties.

3. Severn Trent Water Ltd.

- a. Provided emergency response crews to assist in management of flooding event.
- b. Actively engaged in S19 Flood Investigation.
- c. Investigating hydraulic operation and standards of public sewers known to have surcharged during the event.

4. Environment Agency

- a. Actively engaged in S19 Flood Investigation.
- b. Undertook rainfall analysis of the July 2013 event to provide the basis of all Flood Investigations across the County.
- c. Participated in local community response.
- d. Cleared Baker Lane Brook Trash Screens.
- e. Undertook Baker Lane Brook Culvert CCTV surveys.
- f. Provided all flood risk data to assist in the S19 Flood Investigation.
- g. Actively helped secure FDGiA and Local Levy funding for future flood risk improvements.
- h. Assisted in the design of potential future flood risk options working in close partnership with NCC Highways.

The investigation concludes that all risk management authorities have, and continue to, exercise their respective functions in response to the flood.

Additional information.

The County Council, working closely with The Environment Agency, has as a result of its investigatory works designed a flood relief culvert to be incorporated into the highway works which are part of the Hucknall Town Centre Improvement Scheme to be completed in 2017. This will take excess flows from the Baker Lane Brook during storm events and reduce the risk of flooding in the Thoresby Dale and downstream area.

Also commissioned are a number of feasibility studies into other flood alleviation proposals. Details of any proposals carried into detailed design, including financial implications, will be reported on when appropriate.

Future Actions

The following have been identified as ways of promoting clarity of responsibilities and identifying actions that will ultimately reduce the overall risk and consequence of future flooding in Hucknall.

1. The County Council to continue to work with communities on resilience measures.
2. The County Council to pursue feasibility and design of further flood alleviation measures and secure funding for implementation where necessary.
3. The County Council will consult with the community on any future Flood Risk Management proposals.

Working with the communities at risk and educating them on resilience measures and emergency plans will help prepare them for future events.

Further partnership working between the RMAs will also help in being prepared for any future issues, with clarity of roles and responsibilities shared amongst all parties to ensure an effective response and preparedness for future events.



11th February 2016

Agenda Item: 10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHRISTCHURCH ROAD AND EDWARD CLOSE, HUCKNALL) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (4174)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

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

Information and Advice

2. Edward Close is a cul-de-sac on a large 1960s housing estate located approximately 2km south-west of Hucknall town centre. It is located off Christchurch Way and comprises of a mixture of premises, including residential properties, a school and a leisure centre. Many of the residential properties are positioned without direct vehicle access to the close. Within the highway, there is currently an unmarked open parking area to the north of the close. In addition there are multiple blocks of garage units and lined parking area, located on the close off the public highway. There are currently no parking restrictions along the road and vehicle parking consists of local residents, visitors and employees/users of the school and leisure centre.
3. County Councillor John Wilkinson requested that consideration is given to measures to address a number of issues including obstructive parking on footways, double parking and also vehicles parked in close proximity to junctions; which inhibits access to garage areas. In order to address the concerns raised proposals have been developed aimed to improve visibility and safety for pedestrians and drivers at junctions, improve pedestrian access to the school and leisure centre and manage on-street parking to ensure traffic flow is maintained at all times (including school start and finish times).
4. The proposed scheme includes the implementation of "No Waiting At Any Time" (Double Yellow Lines) around the entrances to the parking areas and along the eastern side of Edward Close to ensure visibility and traffic flow is maintained and pedestrian use of the pavements and dropped crossing points is not obstructed. Also, in order to maximise the available parking on the close, parking bays will be marked out in the currently un-lined area at the northern end of Edward Close that is designed to maximise the availability of parking by rationalising parking patterns. The scheme layout is shown on the attached drawing number H/04078/2200/A.

5. The statutory consultation and advertising were carried out between 18th November 2015 and 18th December 2015. The document packages were held at Hucknall Library and County Hall with copies of the notice erected at a number of locations in the area.
6. During the advertisement period twelve responses were received, four of which were fully supportive of the proposals. Of the remaining eight, 2 were generally supportive but a range of comments were received from all respondents, these include:
 - That restrictions be extended further into parking areas to help accommodate safe access to drive ways;
 - That the proposals will displace parked vehicles onto the western side of Edward Close;
 - Request that restrictions be introduced along the western side of Edward Close;
 - The proposals will result in the loss of too much on-street parking;
 - Request that the area be made residents parking only.

Six responses (2 of which are from individuals at the same address), are considered outstanding objections to some or all of the scheme proposals.

Objections Received

7. Objection – obstruction of access on western side of Edward Close
Four respondents objected on the basis that the proposals would result in parking migration to the western side of Edward Close, which would obstruct access into the rear of their properties.

Response – obstruction of access on western side of Edward Close

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions. With that consideration in mind the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the junctions; allowing vehicles to manoeuvre without obstruction and prevent double parking.

There are a number of properties on Polperro Way, which have garden gates leading onto Edward Close. The majority of these are pedestrian access only, as they do not have vehicular dropped kerbs (it is illegal for a vehicle to drive over the pavement where a vehicle access is not in place). A narrow footway is available adjacent to the properties to facilitate pedestrian access and movement of bins to collection points.

8. Objection – loss of on-street parking for residents
All respondents, to some extent, objected on the basis of the loss of on-street parking on Edward Close and some requested residents only parking.

Response – loss of on-street parking for residents

The demand for on-street parking is understood and the scheme has been designed with the aim of maintaining the availability of this facility where possible, without compromising the safe and effective operation of the highway. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers a balanced solution improving highway operation with the least loss of parking. In order to maximise the available parking on Edward Close, parking bays will be marked out in the currently un-lined area to the northern end of the road. This is designed to maximise the

availability of parking by encouraging responsible parking patterns. Un-restricted on-street parking is available on all adjacent roads (such as Christchurch and Polperro Way) in addition to the residents' garage units located on Edward Close. It is anticipated that the formalisation of parking arrangements may result in some parking transferring out of Edward Close and will ease demand for parking spaces on the street.

There are no plans to introduce residents parking permits on Edward Close. A residents' parking scheme is not designed to ration parking; permits are charged at £25 per permit and would be available to all households and businesses (including the school and leisure centre) within the scheme. For new resident parking schemes the number of permits per household is currently not restricted and importantly purchase of a permit does not guarantee the availability of a parking space. It is likely that, despite a permit scheme being in place, demand would continue to exceed the available kerb space and would not on its own resolve the pavement parking and obstructive parking. In addition it should be noted that, under the current County Council practices, properties on adjacent roads, such as Polperro Way and Christchurch Road would not be eligible for residents parking permits. Three of the respondents who requested permit parking do not live on Edward Close and so would not be eligible to purchase permits.

Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

10. The local County Councillor, John Wilkinson was involved in developing the proposals and supports the scheme. The other Hucknall member, County Councillors John Wilmott and Alice Grice did not comment on the proposals.

Reason for Recommendation

11. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, and for facilitating the passage of traffic, incorporating the majority view and having had regard to all feedback received.

Statutory and Policy Implications

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

Financial Implications

13. The proposals are funded through the 2015/16 Traffic Management Revenue budget for Ashfield and the cost of implementing the scheme including works and the traffic order will be in the region of £1,000.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (Christchurch Road and Edward Close, Hucknall)
(Prohibition Of Waiting) Traffic Regulation Order 2015 (4174)

is made as advertised and objectors notified accordingly.

Neil Hodgson
Interim Service Director (Highways)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (RC 14/01/16)

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

Financial Comments (SES 15/01/2016)

16. The financial implications are set out 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.

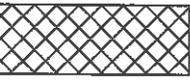
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Hucknall ED	County Councillor Alice Grice
Hucknall ED	County Councillor John Wilmott
Hucknall ED	County Councillor John Wilkinson



KEY

- Install Double Yellow Lines 
- Install Parking Bay Lines 
- Existing Residential Parking 
- Area to be marked out for Parking 

Enlarged View Of
Area to be Marked out
for Parking

Rev	Description	Drawn	Chk'd	Auth	Date

Property No. Project No.
TRO 4174

**Edward Close/
Christchurch Road
Hucknall**

**Proposed Double
Yellow Lines
Objection Report**

Scale	Drawn	JMC	Day	Jan 15
	Chk'd	MB	Day	Jan 15
	Auth		Traced	

Drawing No. Rev
H/04078/2200/A

**Nottinghamshire
County Council**

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

Jan 19 2016 - 9:50am 27\Highways\Design and Construction\Roads and Highways\Projects\15-16\Revenue\HMS 2200645 Edward C-Christchurch Rd Hucknall\Design and Construction\Roads and Highways\Projects\15-16\Revenue\HMS 2200645 Edward C-Christchurch Rd Hucknall.dwg



**REPORT OF CORPORATE DIRECTOR, RESOURCES
WORK PROGRAMME**

Purpose of the Report

1. To consider the Committee's work programme for 2016.

Information and Advice

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

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
17 March 2016				
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Concessionary Travel Scheme 2016/17	Final Scheme Proposals	Decision	Mark Hudson	Dave Bennett
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Mark Hudson	Mark Hudson
Capital Works Programme 2016-17	Proposed programme.	Decision	Neil Hodgson	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
Charging for Services	Proposed changes to service charges	Decision	Gary Wood	Neil Hodgson
Performance Report - Highways	Quarterly performance report, to include details of the National Highways Survey.	Info	Neil Hodgson	Don Fitch
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
21 April 2016				
Supported Local Bus Service Review	Network proposals for August 2016	Decision	Mark Hudson	Mark Hudson
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

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
19 May 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
23 June 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