

Transport and Environment Committee

Tuesday, 15 June 2021 at 14:00

County Hall

AGENDA

- 1 To note the appointment at Full Council on 27 May 2021 of Councillor Neil Clarke MBE as Chairman and Councillors John Ogle and Mike Adams as Vice-Chairmen
- 2 Membership and Terms of Reference 3 - 6
- 3 Apologies for Absence
- 4 Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary)
- 5 Minutes for Approval - Communities and Place Committee dated 4 March 2021 7 - 12
- 6 Minutes for Approval - Communities and Place Review and Development Committee dated 1 April 2021 13 - 16
- 7 Highways Review 17 - 22
- 8 Highways Capital and Revenue Programmes 2021-2022 23 - 52
- 9 National Bus Strategy and Transport Update 53 - 60
- 10 Under-16 Home to School Transport Policy and Post-16 Transport Policy Statement 2021-2022 Academic Year 61 - 104

11	Peripatetic Community Health Workers Permit	105 - 108
12	Nottinghamshire County Council (Slack Walk Alderson Road Worksop)(Prohibition of Waiting and Parking Spaces) Traffic Regulation Order 2020(1246)	109 - 124
13	Nottinghamshire County Council (New Lane, Blidworth)(Prohibition of Waiting) Traffic Regulation Order 2021 (3322)	125 - 140
14	A616 Ollerton Road Little Carlton and South Muskham Proposed Experimental 40 MPH Speed Limit Order (TRO 3331)Final	141 - 146
15	Responses to Petitions presented to the Chairman of the County Council	147 - 152
16	Work Programme	153 - 156

Notes

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

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.

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

15 June 2021

Agenda Item: 2

REPORT OF THE SERVICE DIRECTOR, CUSTOMERS, GOVERNANCE AND EMPLOYEES

MEMBERSHIP AND TERMS OF REFERENCE

Purpose of the Report

1. To set out the membership and terms of reference of the Communities Committee.

Information

2. The following Councillors have been appointed to the committee:

Chairman: Councillor Neil Clarke MBE
Vice-Chairman: Councillor Mike Adams
Vice-Chairman: Councillor John Ogle

Councillor Matt Barney
Councillor Maureen Dobson
Councillor Glynn Gilfoyle
Councillor Penny Gowland
Councillor Tom Hollis
Councillor Sam Smith
Councillor Nigel Turner
Councillor John Wilmott

3. At its meeting on Thursday 27 May 2021, the Council agreed the terms of reference for the Transport and Environment Committee, set out in the extract below:

TRANSPORT AND ENVIRONMENT COMMITTEE – TERMS OF REFERENCE

1. The exercise of the powers and functions set out below are delegated by the Full Council to the Committee in relation to transport and environment activity :
 - a. All decisions within the control of the Council including but not limited to those listed in the Table below
 - b. Policy development and approval in relation to transport and environment activity, subject to any necessary approval by the Policy Committee or the Full Council
 - c. Review of performance in relation to the services provided on a regular basis

- d. Review of day to day operational decisions taken by officers
 - e. Approval of consultation responses except for responses to day-to-day technical consultations which will be agreed with the Chairman and reported to the next available Committee following their submission.
 - f. Approval of departmental staffing structures as required
 - g. Approving all Councillor attendance at conferences, seminars and training events within the UK mainland for which a fee is payable including any expenditure incurred, within the remit of this Committee and to receive quarterly reports from Corporate Directors on departmental officer travel outside the UK within the remit of this Committee.
2. If any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee. If this is not clear, then the report will be discussed and determined by the Policy Committee.
 3. As part of the detailed work programme the Committee will receive reports on the exercise of powers delegated to Officers.
 4. The Committee will be responsible for its own projects and may establish steering groups to consider projects. Where it considers it appropriate, projects will be considered by a cross-committee project steering group that will report back to the most appropriate Committee.

Table
<p>Responsibility for Highways functions (including Rights of Way except those functions which form part of the terms of reference for Planning and Rights of Way Committee) including:</p> <ul style="list-style-type: none"> • highways capital and revenue programmes (except where reported to Economic Development and Asset Management Committee) • the planning, management and maintenance of highways and pavements • traffic management and Traffic Regulation Orders • parking provision • integrated transport measures • road safety
<p>Responsibility for public transport and fleet management including:</p> <ul style="list-style-type: none"> • local bus services • education and adult care transport • council fleet
<p>Responsibility for all matters relating to minerals and waste planning not falling within the delegation of any other committee.</p>
<p>Responsibility for all matters relating to Council's role as Waste Disposal Authority.</p>
<p>Responsibility for all matters relating to environment and sustainability including environment strategy, transition to Zero Carbon and air quality</p>

Table
Responsibility for flood risk management and statutory flood risk management scrutiny
Responsibility for making observations on relevant planning matters on which the County Council is consulted, in accordance with the agreed protocol
Responsibility for conservation and archaeology

If any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee. If this is not clear, then the report will be discussed and determined by the Policy Committee.

Other Options Considered

4. None.

Reason/s for Recommendation/s

5. To inform the committee of its membership and terms of reference.

Statutory and Policy Implications

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

RECOMMENDATION/S

That the Committee membership and terms of reference are noted.

Marjorie Toward

Service Director, Customers, Governance and Employees

For any enquiries about this report please contact:

Noel McMenamin, Democratic Services Officer

Email: noel.mcmenamin@nottsc.gov.uk

Tel: 0115 993 2670

Constitutional Comments (CEH 27/05/21)

7. The report is for information purposes for Members of the Committee.

Financial Comments (SES 26/05/2021)

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

Background Papers and Published Documents

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

- Report to full Council on 27 May 2021 (published)

Electoral Division(s) and Member(s) Affected

 **Nottinghamshire
County Council**
minutes

Meeting	Communities and Place Committee
Date	4 March 2021 (commencing at 10:45 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

Pauline Allan	Tom Hollis
Jim Creamer	Vaughan Hopewell A
Glynn Gilfoyle	Bruce Laughton
Kevin Greaves	John Ogle

SUBSTITUTE MEMBERS

Councillor Richard Butler .

OTHER COUNTY COUNCILLORS IN ATTENDANCE

Maureen Dobson
David Martin
Michael Payne
Liz Plant
Gordon Wheeler

OFFICERS IN ATTENDANCE

Mike Barnett	-	VIA
Doug Coutts	-	VIA
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Sue Jaques	-	Place Department
Adrian Smith	-	Place Department
Heather Stokes	-	Place Department
Mark Walker	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 4th February 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Vaughan Hopewell (sickness/medical reasons).

3. DECLARATIONS OF INTERESTS

None.

4 FLOOD RISK MANAGEMENT UPDATE

Sue Jaques, Flood Risk Manager, provided a detailed presentation explaining the County Council's responsibilities, and recent actions taken, as Lead Local Flood Authority.

During debate, the Committee raised a number of queries in respect of flooding issues, including the recruitment of flood wardens, accuracy of forecasting, partnership working, telemetry and drone use. The Flood Risk Manager undertook to provide detailed responses outside the meeting to individual points raised.

RESOLVED 2021/0017

That:

- (1) Subject to responding to Committee members' comments and queries, no further actions were required in relation to the report;
- (2) the work outlined in the report be endorsed;
- (3) the Committee encouraged all agencies involved to seek and implement suitable measures to alleviate flooding in Nottinghamshire as soon as was reasonably possible.

5. COMMUNITIES AND PLACE PERFORMANCE AND FINANCE REPORT FOR QUARTER 3 2020-2021 – PLACE CORE DATA SET

RESOLVED 2021/018

That there were no actions required in relation to the performance information on the Council's services for communities and place for the period 1 October 2020 to 31 December 2020

6. CHARGES FOR HIGHWAYS AND TRANSPORT SERVICES 2021-2022

During debate, it became apparent that information at Appendix A to the report in respect of charges for Residents Parking Permits was incorrect. The motion was

therefore updated by way of alteration to maintain accuracy, in line with Section 5-21 paragraph 33(b) of the Council's Constitution, so that the charge per chargeable permit issued in association with residents parking schemes was £35, not £25.

Following the debate, the requisite number of Members requested a recorded vote and it was ascertained that the following 6 members voted '**For**' the motion :-

Councillor John Cottee
Councillor John Handley
Councillor Richard Butler
Councillor Bruce Laughton
Councillor John Ogle and
Councillor Phil Rostance.

The following 5 Members voted '**Against**' the motion:-

Councillor Pauline Allan
Councillor Jim Creamer
Councillor Glynn Gilfoyle
Councillor Kevin Greaves and
Councillor Tom Hollis

No Members **Abstained** from the vote.

The Chair declared that the motion was carried and it was:-

RESOLVED 2021/018

That:

- (1) Approval be given to for the proposed charges for highways and transport services, documents and data for the financial year commencing 1 April 2021 as detailed in the appendix of the report, subject to the alteration made during debate in respect of residents parking permits;
- (2) All charges for highways services continued to be reviewed annually.

7. HIGHWAYS AND TRANSPORT GROUP STAFFING STRUCTURE

Following the debate, the requisite number of Members requested a recorded vote and it was ascertained that the following 6 members voted '**For**' the motion :-

Councillor John Cottee
Councillor John Handley
Councillor Richard Butler
Councillor Bruce Laughton
Councillor John Ogle and
Councillor Phil Rostance.

The following 5 Members voted '**Against**' the motion:-

Councillor Pauline Allan
Councillor Jim Creamer
Councillor Glynn Gilfoyle
Councillor Kevin Greaves and
Councillor Tom Hollis

No Members **Abstained** from the vote.

The Chair declared that the motion was carried and it was:-

RESOLVED 2021/019

That approval be given to reorganise the staffing structure of Highways and Transport Group as set out in the report and at Appendix 1 to the report.

8. CONSERVATION INTERNSHIP TO SUPPORT THE WORK OF THE NOTTINGHAMSHIRE BIODIVERSITY ACTION GROUP

RESOLVED 2021/020

That the recruitment of a further student placement to the post of Conservation Intern on a temporary basis for a period of up to 10 months be approved.

9. GEDLING ACCESS ROAD – PROGRESS REPORT

During debate, it was explained that the junction of Burton Road and the A612 was closed in May 2020, not 2021, and that restrictions were at the Arnold Lane junction with Mapperley Plains/Plains Road/Gedling Road would be in place from October 2021 to January 2022, not 2020.

RESOLVED 2021/021

That:

- (1) There were no actions required in relation to the update on the current progress of the Gedling Access Road scheme;
- (2) The continued camera enforcement of the Bus Plug at Stoke Lane be approved;
- (3) A report on the latest cost for the construction works for the Gedling Access Road be taken to the next available Finance and Major Contracts Committee.

10. UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

RESOLVED 2021/022

That

- (1) having considered the report, no further actions were required;
- (2) the proposed charging approach and principles be approved;
- (3) the Food and Feed Law Enforcement Service Plan for 2021-2022 at Appendix 1 to the report be approved;
- (4) the extension of the temporary agency CONTAIN Programme Manager and Programme Support Officer roles as outlined at paragraph 19 of the report be approved.

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

RESOLVED 2021/023

That:

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

12. NOTTINGHAMSHIRE COUNTY COUNCIL (A6006 MELTON ROAD, EAST LEAKE – REMPSTONE- STANFORD ON SOAR (40 MPH SPEED LIMIT) ORDER 2021 (8318)

RESOLVED 2021/024

That delegated approval be granted to the Corporate Director Place to consider the objections received, if required (in consultation with the Committee Chair) in respect of the Nottinghamshire County Council (A6006 Melton Road, East Leake /Rempstone / Stanford on Soar) (40MPH Speed limit) Order 2021 (8318).

13. MAIN ROAD, JACKSDALE – ZEBRA CROSSING

RESOLVED 2021/025

That:

- (1) the proposed zebra crossing on Main Road, Jacksdale not be implemented, and that the existing Highway layout be left unchanged;
- (2) a review of the school zone outside Jacksdale Primary School be undertaken.

14. WORK PROGRAMME

RESOLVED 2021/026

That, subject to taking an additional item on the future of the Local Improvement Scheme to a future meeting, the Committee's work programme be agreed.

The meeting concluded at 1.15 pm

Chairman

Meeting Communities and Place Review and Development Committee

Date 1 April 2021 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Gordon Wheeler (Chairman)
Errol Henry (Vice-Chair)

Richard Butler
Andrew Brown
Stephen Garner
John Longdon

David Martin
Liz Plant
Yvonne Woodhead

OTHER MEMBERS IN ATTENDANCE

Maureen Dobson

OFFICERS IN ATTENDANCE

Nick Crouch	-	Place Department
Mick Allen	-	Place Department
Derek Higton	-	Place Department
Heather Stokes	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1 MINUTES OF LAST MEETING HELD ON 28 JANUARY 2021

The minutes of the meeting held on 28 January 2021 having been circulated to all Members, were taken as read and were signed by the Chairman.

2 APOLOGIES FOR ABSENCE

None

3 DECLARATIONS OF INTERESTS

None.

4. RECOMMENDATIONS ARISING FROM THE REVIEW OF THE COUNTY COUNCIL'S GREEN SPACES

The Committee considered a report, setting out a number of proposed findings and recommendations in respect of the County Council's Green Spaces. The recommendations arose from the Committee's extensive discussions at its January 2021 meeting, and focussed on the review and development of a further 10-Year Strategy from 2023.

RESOLVED 2021/03

That the recommendations contained at paragraphs 3 and 4 in the report be approved and taken forward to Communities and Place Committee.

5. WASTE PRIVATE FINANCE INITIATIVE (PFI) CONTRACT – MID-TERM REVIEW

The Committee considered the report, updating it on progress of the Waste PFI Contract mid-term review. At its meeting on 26 November 2020, the Committee had endorsed the scope and approach of the review, and in particular expanding the current specification of recyclables and improving the effectiveness of education and communication with residents about recycling and contaminants.

RESOLVED 2021/04

That the following be approved:

- (1) The development of outline proposals, which may be required to reflect the requirements of the Resources and Waste Strategy and any subsequent legislation within the PFI Waste Contract, subject to further approvals as necessary;
- (2) The opening of dialogue with Veolia to explore measures which may be necessary to expand the current input specification of recycling collected at the kerbside in Nottinghamshire, in line with requirements set by Central Government and subject to an economically viable and sustainable business case and any further approvals as necessary;
- (3) Supporting the Waste Collection Authorities in exploring the implementation of separate food waste collections across Nottinghamshire in line with requirements set by Central Government and subject to an economically viable and sustainable business case and further approvals as necessary

6. WORK PROGRAMME

It was explained that Communities and Place Committee was the appropriate Committee to consider alternative road surface repair technologies.

RESOLVED 2021/05

That the Committee's work programme be agreed

The meeting concluded at 12.10 pm

Chairman

15 June 2021

Agenda Item:7

REPORT OF CORPORATE DIRECTOR, PLACE**HIGHWAYS REVIEW****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for:
 - the commissioning of a review of the County Council's highway services to take place following on from the motion agreed at Full Council on 27th May 2021.
 - the setting up of a cross-party Highways Review Panel to steer the review, led by the Chair of this Committee
 - the draft scope (to be confirmed by the Highways Review Panel) as set out in Appendix 1

Information

2. There is a high level of public interest in many of the services which fall under the remit of this Committee; services such as public transport and waste and recycling are county wide services that everyone living, visiting or working in Nottinghamshire benefits from, and often use on a regular basis. This is particularly the case for highways provision. As such, the Council and individual Councillors receive more queries about highways matters than any other area of the Council's work.
3. Nottinghamshire's highway network is a vital asset for:
 - The transport of people and goods;
 - The provision of access to homes, businesses and other premises;
 - The provision of space for people to shop, socialise and relax;
 - Support for the local and regional economy;
 - Support for the infrastructure that provides communications and vital services/utilities to society
4. Nottinghamshire is a large County, with a complex highway network of over 2750 miles. The highway network is a significant asset to the County, with a gross replacement value estimated at over £10 billion. It is within this context that the Council's current capital maintenance investment programme of over £22m, and its annual maintenance revenue budget of £26m, should be seen. These significant levels of investment and cost, coupled with the vital role the network fulfils, make it important that the network is maintained and managed in a cost effective and efficient way.
5. The condition of the highway network is measured annually based on nationally agreed standards and is split across road classes as follows:

- A Roads (approx. 362 miles) – 2% to be considered for repair, compared with the national average of 3%.
- B and C Roads (approx. 695 miles) – 3.6% to be considered for repair, compared with the national average of 6%.
- Unclassified Roads (approx. 1700 miles) – 21% to be considered for repair, compared with the national average of 16%. The unclassified network is clearly an area of challenge, reflects community concerns and will form a focus of the proposed review.

Highways Review

6. The motion presented and agreed at Full Council on 27th May 2021 stated:

This Council agrees to establish a cross-party Highways Review Panel, to be led by the Chairman of the Transport & Environment Committee, with a remit to examine the current methods and technologies used to repair and maintain roads across Nottinghamshire.

The Panel will consider whether additional or different approaches can be adopted to deliver maximum value from this Council's significant extra and ongoing investment in highways maintenance.

The Panel will report its recommendations as soon as possible to the Policy Committee for final consideration and decisions.

7. It is intended that external support is commissioned to facilitate the review. It is envisaged that this will incorporate both a peer review facilitated by the Local Government Association (LGA) and more detailed work externally commissioned during the course of the review. The review process will be informed by the national guidance available in the Highways Maintenance Efficiency Programme suite of guidance produced in conjunction with the Department for Transport. The LGA has a strong track record of supporting local authorities with reviews including over 30 reviews of highway services over the last ten years, including fourteen other County Councils. It is intended that the commissioned work includes a comparative review, including input from industry and benchmarking. The review is not intended to cover the public rights of way network.
8. A detailed timeline for the review will be developed in conjunction with the Highways Review Panel, but it is intended that the review will conclude and report back to Policy Committee with recommendations during Autumn 2021.
9. The membership of the Panel will be agreed by the Committee Chair with political group business managers, with membership drawn from the Committee, based upon the political proportionality of the Committee. The Panel itself will determine the frequency of its meetings.

Other Options Considered

10. Other aspects of the highway service were considered for inclusion, beyond those identified in Appendix 1 and these will be subject to final endorsement by the highways review panel.

Reason/s for Recommendation/s

11. The review provides an opportunity to renew and develop the service to match the ambitions of the County Council and expectations of residents to ensure the right services are being delivered in the most cost effective way.

Statutory and Policy Implications

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

Financial Implications

13. The cost of the review will be accommodated within the existing highway budget and is estimated to be £20-£40k . Any financial implications arising from the review will be considered as part of the review outcomes and report to Committee.

Public Sector Equality Duty implications

14. Any public sector equality duty implications arising from the review will be considered as part of the review outcomes and report to Committee.

Implications for Sustainability and the Environment

15. Effective highway maintenance approaches can reduce congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes. Any specific implications for sustainability and the environment will be considered as part of the review outcomes and report to Committee

RECOMMENDATION/S

It is recommended that,

- 1) A review of the Council's highway services takes place following on from the motion at Full Council on 27th May 2021, with an estimated cost of £20-£40k funded from existing highway budgets.
- 2) a cross-party Highways Review Panel is set up to steer the review, led by the Chair of this Committee, as described in paragraph 9
- 3) the draft scope of the review is approved (to be confirmed by the Highways Review Panel) as set out in Appendix 1.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Derek Highton – Service Director Place and Communities - 0115 9773498

Gary Wood – Head of Highways and Transport – 0115 9774270

Constitutional Comments (SJE 03/06/2021)

16. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways and pavements has been delegated.

Financial Comments (RWK 02/06/2021)

17. The report proposes a review of the Council's highways services which is expected to incur additional costs of £20,000 to £40,000. These additional costs will be contained within the existing 2021/22 revenue budget for the Highways service.

18. Any financial implications arising from the outcomes and recommendations of the review will be considered in future reports to committees.

Background Papers and Published Documents

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

- None.

Electoral Division(s) and Member(s) Affected

- All

Highways Review – Nottinghamshire County Council

Draft Scope – June 2021

Key lines of enquiry

1. **Context setting** – Review of relative performance against national and county council metrics, both financial and non-financial including NHT survey results, relative spend, condition indicators and maintenance backlog- to include a review of insurance costs and claims performance.
2. **Practice, Policy and Guidance** For the relevant key areas under consideration, a review to confirm that relevant NCC practice, policy and guidance fits within national policy, strategy and guidance framework.
3. **Capital Maintenance Programme** – Review capital scheme selection processes and how funding is allocated across the County for the annual capital maintenance programme, to include repair methods, use of technology and innovation.
4. **Revenue Maintenance Programme** - Review highway and associated footway repair treatment selection processes and techniques to ensure right repair at the right time and value for money – to include review of the use of Viafix / insitu-recycling and consideration of longer lasting repairs, to include use of technology and innovation.
5. **Work Quality and Value for Money** - Review of processes in place to ensure good quality work and value for money is delivered this to include review of performance management / programme management / quality testing of works / risk and issue controls and supply chain controls in Via.
6. **Performance Management** - Review of performance management arrangements, budget management and reporting and contract management of Via EM.
7. **Communication** - Review of internal and external highways communications, focussing on any areas of best practice from other Local Authorities, which could further enhance our communications approach.
8. **Drainage, Tree Maintenance and Verge Maintenance** - Review of progress made to improve service provision and outcomes in the areas of drainage, tree maintenance and verge maintenance, focussing on any areas of best practice from other Local Authorities which could further enhance outcomes for residents.
9. **Functions and Leadership** - Based on the experience since Via was established, a review of functional split of between NCC and Via. Key aspects of the functional review are to consider whether adequate quality assurance is in place and if arrangements are fit for purpose, with functions best placed to communicate with and enhance outcomes for residents. The review will cover asset management, district management and overall approaches to leadership and governance.

15 June 2021

Agenda Item:8

REPORT OF CORPORATE DIRECTOR, PLACE**HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2021/22****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Highways capital and revenue programmes to be delivered during 2021/22; and to update Committee on current transport funding sources. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £48m it is investing in Nottinghamshire's highways during 2021/22 and includes funding secured through successful external funding bids.
2. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) may be affected by future measures which are considered necessary to safeguard the public and employees against infection of COVID-19. These programmes could therefore be subject to change and will be reviewed in line with future changes to government and/or County Council guidance on safeguarding practices.

Information

3. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long-term transport strategy and how it will be implemented. The proposed programmes, investing in Nottinghamshire's highways to improve our transport networks, form part of the County Council's strategy to help deliver its objectives related to supporting:
 - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
 - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.
4. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) were determined at the 25 February 2021 County Council meeting. The proposed 2021/22 highways programmes, comprising of £47.183m capital and £1.103m revenue funding, include:
 - £22.867m allocated to capital maintenance schemes to improve local roads and other highway assets
 - £5.967m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.35m of additional County Council funding for road safety schemes and safety cameras on A6006; as well as allocations to fund enhanced rail services and major transport scheme business cases

- £0.434m of revenue funding to deliver the traffic management revenue programme; and public health general reserves to deliver travel planning
- £19.017m of funding secured to deliver Gedling Access Road; Southwell Flood Risk Alleviation scheme; active travel programmes; potential bus improvements through the Transforming Cities Fund; and to continue delivery of the street lighting energy saving programme.

2021/22 Capital and Revenue Funding Allocations

5. The 2021/22 capital and revenue allocations for all highways improvements were determined at the 25 February 2021 County Council meeting. The 2021/22 allocations for highways programmes, based on the Department for Transport (DfT) allocations and as set out in the current Medium-Term Financial Strategy is detailed below (note, these allocations are subject to acceleration/slippage of 2020/21 allocations identified at the end of the 2020/21 financial year).

Capital maintenance funding	£m
Highway capital maintenance road maintenance and renewals (DfT allocation)	£8.280
Highway capital maintenance (DfT Incentive Fund indicative allocation)	£2.070
Highway maintenance (DfT Pothole and Challenge Fund allocation)	£8.280
Flood alleviation and drainage (M-TFS county capital allocation)	£3.237
Street lighting renewal (M-TFS county capital allocation)	£1.000
Total funding available for capital maintenance improvements	£22.867

Integrated transport funding	£m
Integrated transport block allocation (M-TFS allocation)	£4.867
Additional County Council capital allocation for capacity improvements	£0.750
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
Total funding available for integrated transport improvements	£5.967

Revenue funding	£m
Traffic management revenue	£0.315
Public health general reserves (travel planning)	£0.119
Total revenue funding available for specific programmes	£0.434

Externally funded capital and revenue schemes	£m
Gedling Access Road (figure includes £1.544m County Council contribution)	£9.573
Southwell Flood Projects (figure includes County Council contribution)	£1.291
Salix Grant (street lighting energy saving programme)	£2.662
DfT Active Travel Fund (capital - £1.743m; revenue - £0.436m)	£2.178
DfT Access Fund (travel planning)	£0.233
Transforming Cities Fund	£3.080
Total external funding available for specific programmes/improvement schemes	£19.017

Capital Programmes

6. The provisional capital and revenue Highways programmes were approved by Communities & Place Committee at its 7 January 2021 meeting. Following the approval of the provisional programmes several additional schemes have been added to them to take account of the completion of feasibility studies, as well as additional requests for schemes from members

and local communities. This report therefore updates Committee on the development of these programmes and seeks approval for their delivery.

7. Despite the best efforts of Via EM Ltd (and other delivery partners) to deliver the whole of the 2020/21 highway capital programmes, several schemes originally programmed for delivery during 2020/21 will now be delivered during 2021/22. In addition to common delays (such as those resulting from the need to amend scheme proposals following feedback from the public), delivery of the 2020/21 capital programmes was impacted by Covid-19 safeguarding measures, as well as the availability of materials and/or other resources necessary for their delivery. Where such delays to schemes occurred, they were discussed with the relevant local County Council member and where necessary the schemes have been included in the 2021/22 capital programme.

Capital Maintenance Block

8. As detailed in the table in paragraph 5 above, the capital maintenance block funding is made up of several different funding allocations. The DfT maintenance funding is usually allocated based on three elements – a ‘needs based’ formula (based on an authority’s highway assets); an incentive element (based on asset management best practice); and bidding elements. In 2021/22 the DfT has determined that the funding bidding element (Challenge Fund) as well as each highway authority’s share of the 2021/22 Pothole Fund and Pothole Action Fund will be distributed based on the maintenance funding formula.
9. The detailed capital maintenance programme is set out in appendix 1 of this report. The highway capital maintenance block accounts for 79% of the discretionary capital transport funding (excluding external funding) in 2021/22 and is used to carry out planned structural maintenance across a range of highways assets throughout the seven Nottinghamshire districts. Due to the success of the current preventative maintenance carriageway patching programme, it is proposed to increase the level of preventative maintenance and structural patching on footways & cycleways across the county. The current programme consists of sites identified through highway inspection regimes, alongside recommendations from County Council members, which are prioritised and delivered as part of a rolling programme of works. This enables sites of various sizes to be resurfaced, ranging from discreet areas of severe deterioration to larger scale works as and when required, and provides the in-year flexibility to deal with locations where rapid deterioration has occurred. It is intended that utilisation of capital funding across the headings shown in appendix 1 will form part of the Highways Services Review.

Integrated Transport Block

10. Funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block; and the detailed integrated transport programme is set out in appendix 2 of this report. The integrated transport block is allocated by the DfT based on ‘needs based’ formula elements. A balanced range of integrated transport measures has been developed that contribute to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendix) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council’s vision and transport objectives; and the ability to draw in external funding.
11. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes (as detailed in the table in paragraph 5 above). To help the

Council continue to secure external funding and to be ready to bid for funding (as and when opportunities arise) the County Council will need to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes' sub-block towards the development of future schemes (e.g. feasibility, business case assessments, and advance design) that it plans to deliver in the short to medium-term if possible.

12. Following local concerns about traffic speeds along the A6006, the County Council undertook feasibility work on the possibility of installing safety cameras along the route between Rempstone and Sutton Bonington; and has subsequently allocated additional funding for their delivery during 2021/22.

Externally Funded Schemes

Gedling Access Road

13. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The necessary funding arrangements, planning approvals and statutory processes are all in place and the construction of the new £40.9m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic by Autumn 2021 (subject to any unseen delays, such as further Covid-19 related impacts). Options to bring the project back on track are currently under review. The current funding allocations for this scheme (as approved at Finance and Major Contracts Management Committee on 16 December 2019) are shown in the table below (and include carry over from 2019/20).

	Funding contribution (£m)								TOTAL
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	
County Council	0.017	0.207	0.604	0.540	0.350	2.138	1.544		5.400
D2N2 LEP LGF			0.500		1.800	8.500			10.800
Developer contributions/ Gedling BC					1.750	8.500	6.529	0.750	17.529
Homes & Communities Agency	0.003	0.140	0.110	0.197	2.720	1.500	1.500	1.000	7.170
TOTAL	0.020	0.347	1.214	0.737	6.620	20.638	9.573	1.750	40.899

Flood Risk Management

14. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19 with a total funding stream of £4.5m secured across a number of partners including Nottinghamshire County Council, The Environment Agency, DEFRA, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2022 and will result in a reduced risk of flooding to approximately 240 properties and 60 businesses.

15. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £985k of Flood Defence Granting Aid and Local Levy funding for delivery in 2020/21 with support from County Council capital. This project is programmed for completion in Summer 2021.

16. To maximise the £0.6m capital allocation for flood risk management several successful external funding opportunities have been realised and are now being delivered. These include £1.88m from Local Levy, £5.1m Flood Defence Grant In Aid (FDGID), £520k SR20 (EA) plus district council and community contributions.
17. A scheme to deliver Property Flood Resilience to vulnerable communities across the county has commenced. With a value of £1m (NCC Capital) the works will complete in March 2022 and will help to mitigate the significant impacts of the flood events experienced in November 2019 and February 2020. Properties that have historically repeatedly flooded in areas vulnerable to flooding but not covered by the Government's Flood Protection Grants will be looked at as part of the delivery programme. These resilience measures are for those most susceptible to flooding and look to reduce the likelihood of water entering properties at ground level. Proposals for parts of Jacksdale, Ollerton, Cropwell Butler and Tollerton are all currently being delivered.
18. In addition to the mitigation schemes detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Daybrook, Bleasby, Gotham, Normanton on Soar, Sutton on Trent, Mansfield, Shireoaks, Newthorpe and Clarbrough. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Worksop, Lowdham, Retford and Carlton on Trent. The current flood risk investment programme is facilitating the delivery of five significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are being considered for feasibility and design.
19. Nottinghamshire's Local Levy revenue contributions for 2021/22 will be in the region of £0.293m to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding. This annual fund allows the County Council to bid for funding contributions, especially for smaller schemes, that are subject to a lesser cost benefit requirement of 1:1 rather than the more substantial 8:1 requirement for significant schemes. This allows greater flexibility to finance schemes which protect smaller communities that would not otherwise be eligible. RFCC elected members, including the County Council, will vote in 2021 on any proposed increases to the levy; which has been set at 2% for the last six years.

Street Lighting Energy Saving Programme

20. Via East Midlands has been awarded the 2020 Association of Public Sector Excellence Street Lighting Innovation Award for its work on the Nottinghamshire LED street lighting renewals project. The 'Nottinghamshire's Lighting the Way to Save Energy' project has been managed and implemented by Via EM, in partnership with the County Council's Energy Team and Salix Finance. It has now seen over 70,000 LED lanterns installed in the county, saving 71.3 thousand tonnes of carbon and reducing electricity consumption by 81.5 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a 47% reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
21. The project has achieved almost £10m in energy savings to date and, following a further successful bid to Salix for £2.6m, is set to be extended into 2021/22 to convert more of the county's 94,000 streetlights. Salix offer interest free loans to local authorities for energy saving projects and this has been utilised to deliver a programme of LED lantern upgrades on the network, resulting in the benefits detailed above. The successful £2.6m bid will enable the delivery of the street lighting energy saving programme to continue with the next planned

phase of the project, a one-year programme starting in April 2021, to upgrade 12,000 lanterns from SON to LED in the Gedling and Rushcliffe areas.

Active Travel Fund

22. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits.
23. The DfT has allocated £2.178m towards the Council's ATF Tranche 2 proposals. The Council's ambitious Tranche 2 bid proposals, however, totalled over £3m which exceeds the Council's funding allocation. As the costs of the proposals exceed the funding available it won't be possible to deliver all the schemes included within the original Bid (or currently to replace any of the Bid proposals with alternative schemes). Further refinement of the proposals included in the Bid is therefore underway to determine a programme that fits the funding available. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals with the second phase of refinement made following completion of the planned consultation. Public and stakeholder consultation will be undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme. The consultation will be used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the final ATF Tranche 2 delivery programme.
24. After Committee approval of this approach at its 7 January 2021 meeting, the first round of consultation on five potential infrastructure schemes was undertaken during February and March 2021. Following consideration of the outcome of the consultation, the Corporate Director (Place), in consultation with the Chair of Communities & Place Committee, determined that the work detailed in the table below would be undertaken in order to determine which of the schemes should progress to construction.

Scheme location/proposals	Proposed action
A6191 Chesterfield Road South, Mansfield: improvements to the existing on-road cycle lane to create a fully segregated footway/cycleway on both sides of Chesterfield Road South between Rosemary Street and Abbott Road with Debdale Lane junction	Further design work to be undertaken to determine if any local concerns can be accommodated in a revised scheme design. Should a suitable scheme be identified, a further round of consultation will be undertaken before determining if the scheme should be constructed
Beeston cycling improvements: a point closure to through traffic on Dovecote Lane to provide a quiet route for cyclists, and additional secure cycling hubs at the nearby rail station	Additional secure cycling hub at the rail station should proceed. Further design work to be undertaken to determine if any local concerns can be accommodated in a revised Dovecote Lane scheme design. Should a suitable scheme be identified, a further round of consultation will be undertaken before determining if the scheme should be constructed.
Randall Way, Retford: a new fully segregated cycleway/footway adjacent to the existing carriageway between Hallcroft Road and the A638 North Road	Scheme to proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed
Regatta Way, West Bridgford: upgrade of the existing shared use footway to create a new fully segregated cycleway between Adbolton Lane and the A6011 Radcliffe Road	Scheme to proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed

25. The first round of consultation on a proposed two-way cycle route on High Pavement, Sutton in Ashfield (comprising of both shared use footway/cycleway and dedicated on-road sections on the south-eastern side of High Pavement, between Station Road and Silk Street, and a shared use footway/cycleway on the northern side between Langton Road and Mill Street) has also now been undertaken. It is proposed that the scheme should proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed.
26. The ATF programme also includes a £0.14m targeted behaviour change support package including a Bike Aid programme providing refurbished bikes to key workers living/working along/near the Tranche 1 and Tranche 2 infrastructure improvements; and targeted travel planning with a range of recipients close to Tranche 1 and Tranche 2 infrastructure improvements.
27. Further updates on (and approvals of) the proposed ATF Tranche 2 programme (which will still be subject to the necessary detailed scheme design, consultation and equality impact assessments) will be reported to a future Committee meeting as necessary.

DfT Access Fund / Public Health General Reserves Programme

28. The 10 December 2018 meeting of the Adult Social Care and Public Health Committee approved a number of proposals to be funded from the Public Health General Reserves programme. These proposals included a successful bid to fund personal travel planning with residents and businesses during 2020/21. Using the Public Health funding as match funding, the County Council also successfully secured funding from the DfT Access Fund to deliver personal travel planning with jobseekers, residents and at workplaces during 2020/21. The funding was secured to deliver tailored travel advice to 18,000 targeted residents and at 20 workplaces in Ashfield and Bassetlaw districts to encourage people to walk and/or cycle (as well as using public transport or car-sharing) on their commute to work or to services such as shops. The travel planning will also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. The DfT funding has also been secured to deliver travel planning advice to jobseekers in Ashfield to help them overcome transport barriers to work and/or training opportunities.
29. The workplace element of the programme has gone ahead as planned, but with additional focus on helping employees travel to work safely during the current Covid-19 pandemic. The jobseeker and residential elements of the programmes have, however, been delayed due to the nature of these programmes, the delivery options available and the impacts of Covid-19 safeguarding measures. The start of the delivery of the jobseeker element was delayed until October 2020; and the residential travel planning has been postponed until Spring 2021 at the earliest. Recognising the reasons for the delays, the DfT and Public Health colleagues have agreed that the Council can carry forward the funding for the jobseeker and residential travel planning elements that are not spent during 2020/21 so that these elements are delivered during 2021/22.
30. It should be noted that, as these travel planning services are publicly funded, they are not available to any businesses or developers at sites that have ongoing travel planning obligations (i.e. they must develop and deliver a travel plan/travel planning) as part of a planning consent.

Transforming Cities Fund

31. In March 2020 Government announced that Nottingham and Derby had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid between 2020/21 and 2022/23. Nottinghamshire County Council was not eligible to bid to this funding, and most of the bid submission work was led by Nottingham City. The TCF, however, presents an opportunity to potentially fund works to the County network at no cost to this authority, including the elements in the county which form part of the following proposals included in the bid:
- a) New pedestrian/cycle bridge and associated links: £9.275m
 - b) A453/A6005 cycle corridors: £6.803m
 - c) A612 cycle corridor: £0.237m
 - d) Demand Responsive Transport to East Midlands Airport: £1.000m
 - e) Leapool Park and Ride facility: £2.400m
 - f) Bus priority to support the above Park & Ride services: £4.851m
 - g) Area-wide bus priority traffic signal priority: £0.359m
 - h) Extension of bus/ULEV priority on A612: £0.300m.
32. It should, however, be noted that the above proposals may be subject to and/or not developed further in favour of more deliverable proposals contained within the wider bid; and such decisions will be made by the Transforming Cities Fund Project Board.
33. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps to develop/deliver proposals that are in the county, which include:
- County Councillor representation on the Transforming Cities Fund Project Board
 - Relevant local Members will be contacted to discuss the chosen options for each scheme and this dialogue with Members will continue as schemes progress
 - Subject to the Member consultation, public consultation will be scheduled in advance of any necessary planning application submission
 - Following detailed design and consultation, scheme proposals will be subject to consideration and approval at a future Transport and Environment Committee meeting before scheme delivery.
34. Policy Committee also approved acceptance of £7.91m funding from Nottingham City Council to deliver the public transport elements listed e) to h) above (including £3.08m in 2021/22). No funding arrangements have been agreed with regards to delivery of elements a) to d) above. It should also be noted that there is currently no County Council commitment to financial liabilities for either the construction or future maintenance of any of the proposed improvements.

Cross Lane, Collingham – Network Rail

35. Network Rail plans to remove as many level crossings as possible, helping to improve safety, including the existing crossing on Cross Lane, Collingham. To facilitate the closure of the level crossing Network Rail propose the creation of a new length of road, approximately 380m, between Swinderby Road and Cross Lane to the east of the village of Collingham. It is planned that, as the current length of highway will no longer be required once the new road link has been constructed, a 'Stopping Up Order' will be made on Cross Lane to enable the closure of the level crossing for all users including vehicular and pedestrian traffic. Whilst Network Rail are the scheme promotor (and are subsequently funding the proposals), Via East Midlands Ltd have previously completed the detailed design for Network Rail and are currently finalising the contract to undertake the proposed construction works.

Revenue Programmes

Traffic Management Revenue Programme

36. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as dropped kerbs, handrails or bollards. The County Council has allocated £0.315m in 2021/22 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district. Appendix 3 details the schemes prioritised for delivery using this funding during 2021/22 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road Safety Education, Training and Awareness

37. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes (detailed in Appendix 2) the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme (attached as appendix 4) includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local issues.

Potential Future Funding Opportunities

38. Bids for funding to deliver highways improvements and programmes in the county are submitted when appropriate opportunities arise. The following bids are all still outstanding but an update on the outcome of the outstanding bids detailed below (and any other subsequent bids), following announcement of any funding decisions, will be brought through a future programme update report.

Public Health General Reserves

39. Additional bids have been submitted to try to secure Public Health General Reserves to deliver additional travel planning and active travel infrastructure across the county.

A614/A6097 junction improvements

40. The County Council has submitted an outline business case (OBC) to the DfT for conditional approval, to support the proposal to improve six junctions on the A614/A6097 Major Road Network (MRN) corridor in Nottinghamshire. The A614 is an important north-south route from Nottingham in the south towards Worksop and Retford and beyond in the north. The A6097 provides a spur from the A614 to the A46 (which is a trunk road linking Leicester with Newark and Lincoln). Between the bid area junctions, the A614 is a two-way single carriageway road; and the A6097 is two-way single carriageway which becomes a dual carriageway through Lowdham.

41. Although the OBC was originally submitted in May 2020, the County Council in consultation with the DfT submitted a revised and final OBC in December 2020, and if subsequently

approved by the Transport Minister this will be followed by a full business case submission in late 2021.

42. Further detailed design is ongoing, along with public consultation events, to move this scheme forward in anticipation of a positive sign-off by the DfT. This process will inevitably lead to some detailed design alterations to minimise the localised impacts of the scheme whilst maintaining the overall benefits of the A614-A6097 junction improvement package.

Levelling Up Fund

43. As reported to Policy Committee at its 21 April 2021 meeting, at the Budget on the 3 March 2021 Government announced the Levelling-Up Fund which offers councils the opportunity to bid for capital projects, including transport schemes, typically up to £20m, although potentially up to £50m for transport related projects. All councils can technically make a submission and collaborative bids are also invited, however, the prospectus invites county councils to make “one transport submission”. The previously reported Pinch Point Fund for local authorities (to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads) has been subsumed within the Levelling-Up Fund; and any previous bids for this funding will now only be considered if included within a Levelling-Up Fund bid.
44. While the Levelling-Up Fund will operate over four years, bids for the first round must be submitted by 18 June 2021 with all funding provided to be spent by 31 March 2024 (although exceptionally 2024/25 for larger schemes). Any County Council transport bid, or elements within a district council bid that has highway impacts, will be subject to consideration and approval at a future meeting of the appropriate County Council Committee.

Capability Fund

45. On 3 March 2021 DfT wrote to local highway authorities to give details of indicative active travel revenue funding allocations for 2021/22 under a new ‘Capability Fund’ which replaces the Access Fund of previous years. The County Council’s 2021/22 indicative allocation of £276,845 is available to fund not only behaviour change programmes, such as those listed in paragraphs 27-29 above, but also the development costs for future walking and cycling infrastructure programmes. DfT asked authorities to submit, by 19 April 2021, details of the interventions and activities they propose to deliver during 2021/22 with their indicative allocation which must support the DfT’s objectives to:
- support the development of infrastructure projects to the new DfT design standards, including updating previous plans (such as Local Cycling & Walking Infrastructure Plans [LCWIPs]) as necessary
 - promote increased levels of physical activity through walking and cycling for everyday journeys
 - support access to new and existing employment, education and training.
46. A proposed programme was therefore developed which includes:
- Delivery of a jobseeker and workplace travel planning programme to enhance DfT funded Access Fund and Active Travel Fund behaviour change programmes
 - Business support grants for organisations undertaking travel planning activities
 - Active travel marketing campaigns
 - Ongoing running costs of existing cycling hubs
 - Public consultation on the proposed LCWIP document and potential priority strategic corridors identified through its development

- Design of priority routes identified in the LCWIP to LTN1/20 design standards (following the determination of these routes at a future Transport and Environment Committee meeting) which will be required to potentially secure DfT funding for their delivery should it be made available
- Audit of town centre pedestrian routes to help identify future infrastructure improvements.

Further Scheme/Programme Development, Design and Consultation

47. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).
48. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.
49. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.
50. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- The pro-active travel planning engagement with residents and businesses throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training and awareness programme (as detailed in appendix 4) which involve pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council which will require consultation with local communities on the recommended options.
51. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
52. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured.

53. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the programmes. Reserve schemes could potentially be delivered during the 2021/22 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reasons for Recommendations

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

Statutory and Policy Implications

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

Financial Implications

56. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

Public Sector Equality Duty implications

57. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

58. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016).

Implications for Sustainability and the Environment

59. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All the programmes and measures contained within this report have therefore been developed to

address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATIONS

It is recommended that, subject to the provisions set out in paragraphs 2 and 47, Committee:

- 1) approve the proposed capital maintenance programme for implementation as contained in this report and detailed in Appendix 1
- 2) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 2
- 3) approve the proposed externally funded programmes/schemes as detailed within this report and the attached appendices
- 4) approve the proposed highway traffic management revenue programmes for implementation as contained in this report and detailed in Appendix 3
- 5) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4
- 6) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (SJE 04/05/2021)

60. This decision falls within the Terms of Reference of the Transport and Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management and residents' parking schemes), and the development of integrated transport systems, has been delegated.

Financial Comments (GB 10/05/2021)

61. The financial implications are set out in the report. A number of the capital allocations are already approved in the Communities and Place capital programme. Recent grant announcements will be approved in to the capital programme at the earliest opportunity. The progress of the capital programme will be monitored throughout the year and any required variations reported to the appropriate Committee.

Background Papers and Published Documents

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

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

- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Gedling Access Road – Progress Report – 5 December 2019 Communities & Place Committee report
- Flood Risk Management Update – 4 March 2021 Communities & Place Committee report
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Place Departmental Strategy – January 2018
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11 January 2018 Communities & Place Committee report

Electoral Division(s) and Member(s) Affected

- All

	Financial allocation
Highway maintenance programme sub-block	2021/22
Bridges (including condition assessments)	1.700
Carriageway maintenance (A, B & C, Unclassified roads)	5.207
Carriageway structural investigation (Trial holes, coring and assessment of waste)	0.250
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	2.500
Footway maintenance	1.300
Structural drainage	0.500
Flood alleviation (part of 5year allocation)	3.237
Street lighting renewal and improvement	1.000
Traffic signal renewal	0.350
Safety fencing	0.300
Network structural patching - Carriageways	2.400
Network structural patching - Footways and Cycleways	0.300
Preventative maintenance	1.000
Salix street light energy savings initiative	2.662
TOTAL	22.706

Sub-block/scheme	District	Scheme budget (£000)
Bridges		
Babworth Railway Bridge - Maintenance painting	Bassetlaw	£10k-£25k
Sutton Crossroads Railway Bridge - Concrete repairs	Bassetlaw	£50k-£75k
West Stockwith Bridge - Maintenance painting	Bassetlaw	£10k-£25k
Woodhouse Inn Viaduct - Cathodic protection	Bassetlaw	£10k-£25k
Knowle Hill Footbridge - Concrete repairs	Broxtowe	£25k-£50k
Stapleford Railway Bridge - Parapet repairs feasibility study	Broxtowe	≤£10k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Emergency Repairs	Countywide	£50k-£75k
General repairs work	Countywide	>£250k
Minor Bridge Painting	Countywide	£25k-£50k
Principal Inspections	Countywide	£150k-£200k
Rights of Way Bridge repairs	Countywide	£200k-£250k
Grantham Railway Bridge - Joint repairs	Gedling	£10k-£25k
Newark Railway Bridge, Colwick - Joint repairs	Gedling	£25k-£50k
Station Road Culvert, Burton Joyce - Culvert Infill feasibility study	Gedling	≤£10k
Carter Lane - Bridge underfilling	Mansfield	£50k-£75k
Beaconhill Railway Bridge - Concrete repairs	Newark and Sherwood	£25k-£50k
Lincoln Road Viaduct - Joint repairs	Newark and Sherwood	£10k-£25k
Muskham Bridge over River Trent - Concrete repairs	Newark and Sherwood	£25k-£50k
Trent Bridge - Maintenance painting (Contribution to Nottingham City)	Rushcliffe	>£250k
	Sub-block allocation	£1,700

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A611 Derby Road, Kirkby in Ashfield (Section 1) - Resurfacing	Ashfield	>£250k
A620 / A1 Slip roads and junctions, Ranby - Resurfacing	Bassetlaw	>£250k
A609 Nottingham Road, Trowell - Structural patching	Broxtowe	£200k-£250k
*A612 Nottingham Road, Gedling - Contribution to maintenance works to be completed at the same time as GAR	Gedling	£100k-£150k
*A6211 Gedling Road, Arnold - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£100k-£150k
A612 Nottingham Road, Burton Joyce - Resurfacing	Gedling	>£250k
A60 Nottingham Road, Mansfield - Resurfacing	Mansfield	>£250k
A612 Nottingham Road, Bulcote - Resurfacing	Newark and Sherwood	£150k-£200k
A612 Nottingham Road, Lowdham - Resurfacing	Newark and Sherwood	£200k-£250k
A617 Kirklington Road, Kirklington - Structural patching	Newark and Sherwood	£50k-£75k
A60 Loughborough Road, West Bridgford - Resurfacing	Rushcliffe	£200k-£250k
	Sub-block allocation	£800

*Contribution to maintenance works to be completed at the same time as Gedling Access Road

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
B6019 Kirkby Lane / Pinxton Lane, Kirkby in Ashfield - Structural patching	Ashfield	£100k-£150k
C147 Chesterfield Road, Huthwaite - Resurfacing - Carried forward	Ashfield	£100k-£150k
C151 Pinxton Lane, Fulwood, Sutton in Ashfield - Resurfacing	Ashfield	£50k-£75k
C7 Main Street, North Leverton - Resurfacing	Bassetlaw	£200k-£250k
B6003 Church Street, Stapleford - Resurfacing	Broxtowe	£100k-£150k
C162 Moorbridge Lane, Stapleford - Resurfacing	Broxtowe	£100k-£150k
*B684 Plains Road, Mapperley - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£100k-£150k
B684 Plains Road, Mapperley - Resurfacing	Gedling	>£250k
C166 Westdale Lane, Carlton - Resurfacing	Gedling	£200k-£250k
C141 Berry Hill Lane, Mansfield - Resurfacing	Mansfield	>£250k
B6030 Mansfield Road, Clipstone - Resurfacing	Newark and Sherwood	£200k-£250k
C3 Friary Road, Newark on Trent - Resurfacing	Newark and Sherwood	£100k-£150k
C32 Easthorpe, Southwell - Resurfacing	Newark and Sherwood	£100k-£150k
C28 Bingham Road, Langar - Structural patching	Rushcliffe	£200k-£250k
C43 Shelford Road, Radcliffe on Trent - Resurfacing	Rushcliffe	>£250k
Sub-block allocation		£2,200

*Contribution to maintenance works to be completed at the same time as Gedling Access Road

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Brierley Cottages, Sutton in Ashfield - Resurfacing	Ashfield	£25k-£50k
Hartley Road, Kirkby in Ashfield - Resurfacing - Part	Ashfield	£75k-£100k
Lime Avenue, Huthwaite - Resurfacing	Ashfield	£50k-£75k
North Street, Sutton in Ashfield - Resurfacing - Carried forward	Ashfield	£50k-£75k
Sherwood Rise, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-£75k
Darrel Road, Retford - Resurfacing	Bassetlaw	£25k-£50k
Mill Lane, Normanton on Trent - Resurfacing - Part - Carried forward	Bassetlaw	£50k-£75k
Plantation Hill, Worksop (Phase 3) - Resurfacing	Bassetlaw	£75k-£100k
Rutland Drive, Harworth - Resurfacing	Bassetlaw	£10k-£25k
Sandrock Road, Harworth - Resurfacing	Bassetlaw	£100k-£150k
Addison Villas, Eastwood - Resurfacing	Broxtowe	£25k-£50k
Alandene Avenue, Watnall - Resurfacing	Broxtowe	£25k-£50k
Bailey Grove Road, Eastwood - Resurfacing	Broxtowe	£25k-£50k
Bramcote Road, Beeston - Resurfacing - Part	Broxtowe	£50k-£75k
Great Northern Road, Eastwood - Resurfacing	Broxtowe	£25k-£50k
Henry Road, Beeston - Resurfacing	Broxtowe	£50k-£75k
Maple Avenue, Beeston - Rekerbing - Carried forward	Broxtowe	£100k-£150k
Belvoir Road, Netherfield - Resurfacing - Carried forward	Gedling	£25k-£50k
Bestwood Lodge Drive - Contribution to resurfacing	Gedling	£25k-£50k
Clumber Avenue, Netherfield - Resurfacing - Carried forward	Gedling	£25k-£50k
Garnet Street, Netherfield - Resurfacing - Carried forward	Gedling	£25k-£50k
Park Road East, Calverton (Phase 1) - Resurfacing	Gedling	£200k-£250k
Surgeys Lane, Arnold - Resurfacing	Gedling	£200k-£250k
Birkland Avenue, Mansfield Woodhouse - Resurfacing - Part	Mansfield	£75k-£100k
Oxford Street, Mansfield Woodhouse - Resurfacing - Part	Mansfield	£25k-£50k
Titchfield Avenue, Mansfield Woodhouse (Includes Portland Crescent) - Resurfacing	Mansfield	£100k-£150k
Arnold Avenue, Southwell - Resurfacing	Newark and Sherwood	£25k-£50k
Drinsey Nook Lane, Drinsey Nook, Thorney - Retread	Newark and Sherwood	£100k-£150k
Harewood Avenue, Newark (Phase 2) - Resurfacing	Newark and Sherwood	£200k-£250k
Old Hall Gardens, Coddington - Resurfacing	Newark and Sherwood	£75k-£100k
Walesby Lane, Ollerton (Phase 1) - Resurfacing	Newark and Sherwood	£200k-£250k
Walesby Lane, Ollerton (Phase 2) - Resurfacing	Newark and Sherwood	£100k-£150k
Washtub Lane, South Scarle - Resurfacing	Newark and Sherwood	£25k-£50k
Asher Lane, Ruddington - Resurfacing - Carried forward	Rushcliffe	£25k-£50k
Canberra Crescent, West Bridgford - Resurfacing	Rushcliffe	£50k-£75k
Glebe Lane, Radcliffe on Trent - Resurfacing	Rushcliffe	£25k-£50k
Gordon Road, West Bridgford - Resurfacing - Part	Rushcliffe	£200k-£250k
Haddon Road, West Bridgford - Resurfacing	Rushcliffe	£25k-£50k
Sub-block allocation		£2,207

Sub-block/scheme	District	Scheme budget (£000)
Footway maintenance		
Gladstone Street, Kirkby in Ashfield - Resurfacing	Ashfield	£75k-£100k
Penhale Drive, Hucknall - Resurfacing	Ashfield	£50k-£75k
A631 Flood Road, Beckingham (Phase 3) - Resurfacing and sheet piling reinforcement	Bassetlaw	£50k-£75k
Boughton Road, Rhodesia - Resurfacing	Bassetlaw	£100k-£150k
Royds Crescent, Rhodesia - Resurfacing	Bassetlaw	£100k-£150k
Allison Gardens, Chilwell (Phase 2) - Resurfacing	Broxtowe	£50k-£75k
Coppice Road, Arnold - Resurfacing - Part	Gedling	£25k-£50k
Nottingham Road, Daybrook - Resurfacing - Part - Shared use Footpath and Cycleway	Gedling	£25k-£50k
Rushcliffe Avenue, Carlton - Resurfacing - Carried forward	Gedling	£50k-£75k
Stainsby Drive, Mansfield - Resurfacing - Carried forward	Mansfield	£50k-£75k
Churchfield Drive, Rainworth - Resurfacing	Newark and Sherwood	£75k-£100k
Fairway, Newark - Resurfacing - Resurfacing	Newark and Sherwood	£75k-£100k
Peebles Road, Newark - Resurfacing	Newark and Sherwood	£50k-£75k
Riverside Road, Newark (Phase 2) - Resurfacing	Newark and Sherwood	£75k-£100k
Beckside, Gamston - Resurfacing - Part - Carried forward	Rushcliffe	>£250k
Cambridge Road, West Bridgford - Resurfacing	Rushcliffe	£75k-£100k
Glebe Lane, Radcliffe on Trent - Resurfacing	Rushcliffe	£10k-£25k
Trentside, Lady Bay - Resurfacing - Part	Rushcliffe	£50k-£75k
Sub-block allocation		£1,300

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Detailed works programme is under development. It is proposed that the majority of this funding will be utilised to undertake discrete lengths of drainage replacement where systems have failed and there are known capacity issues. Provide new gully and offset at known ponding locations and improve the existing drainage infrastructure countywide.		
Sub-block allocation		£500

Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
A611 Derby Road, Kirkby in Ashfield - Surface Dressing	Ashfield	£75k-£100k
Edmond Grove, Hucknall - Micro Asphalt	Ashfield	£25k-£50k
Hugesson Avenue, Hucknall - Micro Asphalt	Ashfield	£25k-£50k
Oak Tree Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Oakenhall Avenue, Hucknall - Micro Asphalt	Ashfield	£25k-£50k
Roughs Wood Lane, Hucknall - Micro Asphalt	Ashfield	£10k-£25k
Woodlands Farm Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Woodlands Grove, Hucknall - Micro Asphalt	Ashfield	≤£10k
A616 Creswell Road, Cuckney - Structural patching	Bassetlaw	>£250k
B1403 Walkeringham Road / Fountain Hill Road / Gringley Road, (Gringley to Misterton) - Structural patching	Bassetlaw	£100k-£150k
C77 Polly Taylor's Road, High Marnham - Structural patching	Bassetlaw	£100k-£150k
C89 Springs Road, Misson - Structural patching - Carried forward	Bassetlaw	£10k-£25k
Norfolk Avenue, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	≤£10k
Norfolk Grove, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	≤£10k
Norfolk Road, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	£10k-£25k
Antill Street, Stapleford - Micro Asphalt	Broxtowe	£10k-£25k
Beauvale Rise, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Broadgate Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Brookland Drive, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Cedar Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Cross Street, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Estwic Avenue, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Gwenbrook Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Lawrence Street, Stapleford - Micro Asphalt	Broxtowe	≤£10k
Leslie Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Lyndale Road, Bramcote - Micro Asphalt	Broxtowe	≤£10k
Marshall Drive, Bramcote - Micro Asphalt	Broxtowe	£25k-£50k
Misk View, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Moorfields Avenue, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Norman Drive, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Owlston Close, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Seymour Road, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Sherwood Rise, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Stanley Drive, Bramcote Micro Asphalt	Broxtowe	£10k-£25k
Sutton Court, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Vernon Avenue, Beeston - Micro Asphalt	Broxtowe	≤£10k
Villa Street, Beeston - Micro Asphalt	Broxtowe	≤£10k
Wollaton Crescent, Beeston - Micro Asphalt	Broxtowe	≤£10k
Woodside, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Albion Rise, Arnold - Micro Asphalt	Gedling	≤£10k

Appendix 1 - 2021/22 Capital maintenance programme

B683 Moor Road, Papplewick - Site A - Structural patching for future surface dressing	Gedling	£100k-£150k
B683 Moor Road, Papplewick - Site B - Structural patching for future surface dressing	Gedling	£50k-£75k
Caroline Close, Ravenshead - Micro Asphalt	Gedling	≤£10k
Grenville Rise, Arnold - Micro Asphalt	Gedling	≤£10k
Highfield Close, Ravenshead - Micro Asphalt	Gedling	≤£10k
Sunbury Gardens, Arnold - Micro Asphalt	Gedling	≤£10k
The Birches, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Winster Avenue, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Allendale Way, Forest Town - Micro Asphalt	Mansfield	≤£10k
Alport Place, Mansfield - Micro Asphalt - Carried forward	Mansfield	≤£10k
Brackmills Close, Forest Town - Micro Asphalt	Mansfield	≤£10k
C6 Netherfield Lane, Meden Vale - Surface dressing	Mansfield	£100k-£150k
Cranmer Grove, Pleasley Hill - Micro Asphalt	Mansfield	≤£10k
Hareholme Street, Mansfield - Micro Asphalt	Mansfield	≤£10k
Heath Avenue, Mansfield - Micro Asphalt - Carried forward	Mansfield	£10k-£25k
Kingsthorpe Close, Forest Town - Micro Asphalt	Mansfield	≤£10k
Newtondale Avenue, Forest Town - Micro Asphalt	Mansfield	£10k-£25k
Oxclose Lane, Pleasley Hill - Micro Asphalt	Mansfield	≤£10k
Stainsby Drive, Mansfield - Micro Asphalt - Carried forward	Mansfield	£10k-£25k
Thorpelands Avenue, Forest Town - Micro Asphalt - Part	Mansfield	£10k-£25k
Titchfield Street, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
Wenslydale Close, Forest Town - Micro Asphalt	Mansfield	≤£10k
A614 Old Rufford Road, Farnsfield - Surface dressing	Newark and Sherwood	£100k-£150k
B6325 Great North Road, South Muskham - Structural patching	Newark and Sherwood	£50k-£75k
Boy Lane, Edwinstowe - Micro Asphalt	Newark and Sherwood	£10k-£25k
C32 Upton Road, Southwell - Surface dressing	Newark and Sherwood	£50k-£75k
Greenvale, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Greenwood Close, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Main Street, North Muskham - Structural patching	Newark and Sherwood	£50k-£75k
Manners Road, Balderton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Milldale Road, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Norman Avenue, Newark - Micro Asphalt	Newark and Sherwood	£10k-£25k
Nursery Lane, Sutton on Trent - Micro Asphalt	Newark and Sherwood	≤£10k
Pine Close, Newark - Micro Asphalt	Newark and Sherwood	≤£10k
The Markhams, Ollerton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Woodhead Close, Edwinstowe - Micro Asphalt	Newark and Sherwood	≤£10k
Woodland Close, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Woodside, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
C19 Tollerton Lane, Tollerton - Surface dressing	Rushcliffe	£100k-£150k
Clumber Road, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Dale Close, West Bridgford - Micro Asphalt	Rushcliffe	£25k-£50k
Fairway Crescent cul-de-sacs, Newton - Micro Asphalt	Rushcliffe	≤£10k
Friar Walk, Newton - Micro Asphalt	Rushcliffe	£10k-£25k
Hall Drive, Gotham - Micro Asphalt	Rushcliffe	£10k-£25k
Kegworth Road, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Loughborough Road (Service Road), West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Mabel Grove, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Manvers Road, West Bridgford - Micro Asphalt - Carried forward	Rushcliffe	£10k-£25k
Meadow End, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Pygall Avenue, Gotham - Micro Asphalt	Rushcliffe	£10k-£25k
The Green, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Tomlinson Avenue, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Trenchard Close, Newton - Micro Asphalt	Rushcliffe	£100k-£150k
Sub-block allocation		£2,500
Sub-block/scheme	District	Scheme budget (£000)
Flood risk management		
Works programme under development		
Sub-block allocation		£900

Sub-block/scheme	District	Scheme budget (£000)
Street lighting replacement/upgrades		
Brookdale Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Crampton Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Foxhill Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Grove Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Parkway, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Rowan Croft, Huthwaite - Column replacement	Ashfield	≤£10k
Siddals Drive, Sutton in Ashfield - Column replacement	Ashfield	£25k-£50k
Wenham Lane, Huthwaite - Column replacement	Ashfield	≤£10k
Windsor Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Woodland Avenue, Huthwaite - Column replacement	Ashfield	≤£10k
Claylands, Worksop - Column replacement	Bassetlaw	£75k-£100k
London Road, Retford - Column replacement	Bassetlaw	£25k-£50k
Main Road, Watnall - Column replacement	Broxtowe	£25k-£50k
Moorbridge Lane, Stapleford - Column replacement	Broxtowe	£75k-£100k
Pasture Road, Stapleford - Column replacement	Broxtowe	£10k-£25k
Watnall Road, Watnall - Column replacement	Broxtowe	£25k-£50k
Chestnut Avenue, Ravenshead - Column replacement	Gedling	£10k-£25k
Fern Avenue, Ravenshead - Column replacement	Gedling	≤£10k
Berry Hill Lane, Mansfield - Column replacement	Mansfield	£50k-£75k
North Gate, Newark	Newark and Sherwood	£25k-£50k
Sherwood Avenue, Newark	Newark and Sherwood	£25k-£50k
Reserve Schemes		
Stapleford Lane, Toton - Column replacement	Broxtowe	£25k-£50k
A612 Nottingham Road, Burton Joyce - Column replacement	Gedling	£75k-£100k
Appleton Gate, Newark - Column replacement	Newark and Sherwood	£25k-£50k
Sub-block allocation		£1,000

Sub-block/scheme	District	Scheme budget (£000)
Street lighting energy saving initiative		
Lantern upgrades	Gedling / Rushcliffe	>£250k
Sub-block allocation		£2,662

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
Spa Lane Crossing, Retford	Bassetlaw	£25k-£50k
Nottingham Road / Barton Lane / Swiney Way, Attenborough	Broxtowe	£100k-£150k
Nottingham Road / High Road, Toton	Broxtowe	£75k-£100k
Nottingham Road / Arnot Hill Road, Arnold	Gedling	£100k - £150k
Sub-block allocation		£350

Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Works programme developed in year	Countywide	
Sub-block allocation		£300

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching		
Works programme developed in year - Carriageway	Countywide	
Works programme developed in year - Footways and Cycleways	Countywide	
Sub-block allocation		£2,700

Sub-block/scheme	District	Scheme budget (£000)
Preventative maintenance		
Works programme developed in year	Countywide	
Sub-block allocation		£1,000

	Funding allocation
Integrated transport programme sub-block	2020/21 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.350
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.705
Cycling and health (match funding for Miner2Major project and visitor economy realted route improvements)	0.731
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Traffic monitoring and advanced development and design of future schemes	0.600
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.050
Safety improvements (e.g. local safety schemes, including £100k for the provision of crossing facilities on routes to school)	1.240
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.250
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.175
Additional County Council capital allocation for road safety	0.350
TOTAL	5.967

*The £350k additional County Council funding for road safety will be included in the safety improvements sub-block to address injury accidents
Similarly, the additional County Council funding for A6006 safety cameras will be included in the safety improvements sub-block*

Sub-block/scheme	District	Scheme budget (£000)
Access to local facilities		
<i>New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location. New footways are based on the costs of provision compared to their likely useage</i>		
B6009 Watnall Road (east of A611), Hucknall - toucan crossing	Ashfield	£75k-£100k
Buckingham Avenue, Hucknall - dropped kerb	Ashfield	≤£10k
Peveil Drive/B6026 Huthwaite Road, Sutton in Ashfield - dropped kerb	Ashfield	≤£10k
Redbarn Way, Sutton in Ashfield - footway extension and dropped kerbs	Ashfield	£10k-£25k
Claylands Avenue, Worksop - pedestrian access improvements	Bassetlaw	£25k-£50k
Eastgate, Normanton on Trent - dropped kerbs [Member request]	Bassetlaw	≤£10k
Unrecorded path, Thrumpton - surfacing	Bassetlaw	£25k-£50k
Greasley FP 83, Watnall - footpath improvements	Broxtowe	£25k-£50k
ROW signing improvements	Countywide	≤£10k
ROW upgrades	Countywide	£10k-£25k
Carlton FP11 - resurfacing	Gedling	£25k-£50k
Croft Road, Arnold - footway widening	Gedling	£25k-£50k
Spring Lane, Lambley - signing/lining at Gedling Country Park access [Member request]	Gedling	≤£10k
Victoria Parkway, Netherfield - footway widening	Gedling	£25k-£50k
B6035 Sherwood Street, Market Warsop - pedestrian crossing	Mansfield	£75k-£100k
Mansfield FP 17, Mansfield - footpath improvements	Mansfield	£25k-£50k
Pelham Street/Rock Valley, Mansfield - footway improvements	Mansfield	£75k-£100k
B6020 Warsop Lane (Blidworth to Rainworth) - footway widening	Newark & Sherwood	£100k-£150k
B6020 Warsop Lane/Southwell Road East, Rainworth - junction improvement	Newark & Sherwood	£25k-£50k
Balderton Gate/Sherwood Street, Newark - footway widening	Newark & Sherwood	£25k-£50k
Fosse Road/Main Street, Syerston - dropped kerb	Newark & Sherwood	≤£10k
High Street, Collingham - pedestrian access improvements	Newark & Sherwood	£10k-£25k
Main Street, Farnsfield - upgrade four sets of existing dropped kerbs <i>subject to feasibility</i>	Newark & Sherwood	≤£10k
Beckside, Gamston - pedestrian crossing	Rushcliffe	£50k-£75k
Main Street, Newton - footway extension (<i>carry over from 2020/21</i>)	Rushcliffe	£200k-£250k
Park Road, Keyworth - dropped kerbs	Rushcliffe	≤£10k
Queens Road, Radcliffe on Trent - dropped kerb	Rushcliffe	≤£10k
Rectory Road, West Bridgford - pedestrian crossing	Rushcliffe	£25k-£50k
Romans Quarter, Bingham - ped/cycle signing [Member request]	Rushcliffe	≤£10k
Reserve schemes		
Station Road, Burton Joyce - access to The Poplars sports ground [Member request] <i>subject to assessment and feasibility</i>	Gedling	£25k-£50k
Queens Road, Newark - footway widening	Newark & Sherwood	£10k-£25k
Gotham Road, East Leake - footway widening	Rushcliffe	£50k-£75k
Platt Lane, Keyworth - footway [Member request] <i>subject to feasibility</i>	Rushcliffe	TBC
	Sub-block allocation	£1,350
	External funding	£288
	Sub-block total	£1,633

Sub-block/scheme	District	Scheme budget (£000)
Bus improvements		
<i>Schemes are targeted at locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience</i>		
Barbara Square, Hucknall - junction protection	Ashfield	≤£10k
Bassetlaw bus shelter improvements programme	Bassetlaw	£50k-£75k
Elkesley - bus turning circle protection	Bassetlaw	≤£10k
Manton Wood Business Park, Worksop - bus turning circle protection	Bassetlaw	≤£10k
A608 Church Lane, Brinsley - bus stop accessibility improvements	Broxtowe	≤£10k
Canal Side, Riverside Road, Beeston Rylands - junction protection and bus stop clearways	Broxtowe	≤£10k
Bradstone Drive, Spring Lane, Mapperley - bus stop improvements	Gedling	≤£10k
Park Road, Bestwood Village - turning circle protection	Gedling	≤£10k
ASDA, Sutton Road, Mansfield - bus stop accessibility improvements	Mansfield	≤£10k
Birch Street, Church Warsop - bus stop improvements	Mansfield	£10k-£25k
Leeming Street, Mansfield - bus stop accessibility improvements	Mansfield	≤£10k
Mansfield bus stop improvements	Mansfield	£75k-£100k
The Park, Mansfield - bus stop improvements	Mansfield	£10k-£25k
Edwinstowe - bus stop improvements	Newark & Sherwood	£10-£25k
Health Centre, Main Street, Lowdham - bus stop clearways	Newark & Sherwood	≤£10k
Newark - bus stop improvements	Newark & Sherwood	£10-£25k
Ollerton - bus stop improvements	Newark & Sherwood	£10-£25k
Southwell - bus stop improvements	Newark & Sherwood	£10-£25k
The Ridgeway, Farnsfield - bus stop improvements	Newark & Sherwood	£10k-£25k
Church Farm, Cotgrave - new bus stops	Rushcliffe	≤£10k
HMP Whatton - new bus stop	Rushcliffe	≤£10k
Main Street, East Bridgford - bus stop clearways	Rushcliffe	≤£10k
Rectory Court, Elton on the Hill - new bus stop	Rushcliffe	≤£10k
School Green, Brookside, East Leake - bus stop accessibility improvements	Rushcliffe	≤£10k
<u>Removed from draft since approval</u>		
Ashfield Clearway Programme - scheme no longer required	Ashfield	
Bassetlaw Clearway Programme - scheme no longer required	Bassetlaw	
Eaking Road, Bilsthorpe Accessibility Improvements - awaiting feasibility study so deferred to 22/23	Newark & Sherwood	
	Sub-block allocation	£416
	External funding	£62
	Sub-block total	£478

Sub-block/scheme	District	Scheme budget (£000)
Capacity improvements		
<i>Schemes are prioritised based on their ability to address journey time delay</i>		
A6005 Queens Road/Station Road, Beeston - signal control upgrade	Broxtowe	£150k-£200k
A608 Derby Road/Mansfield Road/Nottingham Road (Sun Inn gyratory), Eastwood - signal improvements	Broxtowe	£10k-£25k
A6009 St Peter's Way/Commercial Street, Mansfield - signal control upgrade	Mansfield	£50k-£100k
A606 Melton Road/Melton Gardens, Edwalton - traffic monitoring camera	Rushcliffe	≤£10k
<i>Potential match funding for following (subject to securing external funding for their delivery):</i>		
A614/A6097 improvements	Gedling / Newark & Sherwood	>£250k
Levelling Up Fund (including former Pinch Point programme) bid	TBD	>£250k
	Sub-block allocation	£705
	County capital	£750
	External funding	£30
	Sub-block total	£1,485

Sub-block/scheme	District	Scheme budget (£000)
Cycling and health		
<i>Schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay</i>		
Holly Road, Watnall - access improvements	Broxtowe	£10k-£25k
Bingham cycle signing	Rushcliffe	≤£10k
Miner2Major	Various	£25k-£50k
Visitor economy related walking and cycling route improvements (<i>carry over from 2020/21</i>)	Various	>£250k
<i>Active Travel Fund (dependent on feasibility of schemes, design consultation and refinement of programme):</i>		
High Pavement, Sutton in Ashfield - segregated cycle facilities	Ashfield	>£250k
Randall Way, Retford - segregated cycle facilities	Bassetlaw	>£250k
Beeston railway station - secure cycle parking hubs	Broxtowe	£50k-£75k
Dovecote Lane, Beeston - road point closure	Broxtowe	£10k-£25k
A6191 Chesterfield Road South, Mansfield - cycle route improvements	Mansfield	>£250k
Regatta Way, Gamston - segregated cycle facilities	Rushcliffe	>£250k
<i>Transforming Cities Fund schemes (dependent on funding, feasibility of schemes and future Committee approval):</i>		
Nottingham to Derby (via Beeston, Chilwell and Toton) - cycle route upgrade	Broxtowe	>£250k
A612 (Vale Road to Private Road #1), Colwick - shared use cycle route upgrade	Gedling	>£250k
Former A453 - cycle routes	Rushcliffe	>£250k
Upgraded cycle and footway links to new pedestrian/cycling bridge	Rushcliffe	>£250k
	Sub-block allocation	£731
	External funding	£2,193
	Sub-block total	£2,893

Sub-block/scheme	District	Scheme budget (£000)
Environmental weight limits		
<i>New limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road, the number of HGVs using a road not to access businesses, and the suitability of alternative routes</i>		
<i>To be determined</i>		
	Sub-block allocation	£50
	Sub-block total	£50

Sub-block/scheme	District	Scheme budget (£000)
Traffic monitoring and advanced development/design of future schemes		
Advanced design/feasibility of future schemes to help deliver (and mitigate) proposed growth	Countywide	£150k-£200k
Scheme development and management	Countywide	£150k-£200k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£150k-£200k
	Sub-block allocation	£600
	Sub-block total	£600

Sub-block/scheme	District	Scheme budget (£000)
Parking		
<i>Residents parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of parking throughout the day</i>		
Bolsover Street, Hucknall - modifications to residents' parking scheme	Ashfield	≤£10k
Main Road, Jacksdale - loading bay [Member request]	Ashfield	≤£10k
Barratt Lane / Long Lane, Attenborough - parking restrictions [Member request]	Broxtowe	≤£10k
Nottingham Road, Eastwood - evening taxi rank <i>subject to survey and assessment</i>	Broxtowe	≤£10k
Park Avenue, West Bridgford - extension of RPS [Member request]	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
Park Street area, Sutton in Ashfield - RPS (<i>subject to consultation and assessment</i>)	Ashfield	£10k-£25k
	Sub-block allocation	£50
	Sub-block total	£50

Sub-block/scheme	District	Scheme budget (£000)
Rail improvements		
Contribution towards feasibility studies	TBD	£25k-£50k
	Sub-block allocation	£50
	Sub-block total	£50

Sub-block/scheme	District	Scheme budget (£000)
Safety improvements		
<i>Schemes are prioritised at locations with a history of reported road casualties</i>		
A6075 Kings Mill Road East/B6014 Skegby Lane, Sutton in Ashfield - modification of traffic signals	Ashfield	£10k-£25k
B6018 Sutton Road, Kirkby in Ashfield - signing and/or lining	Ashfield	£25k-£50k
B6139 Coxmoor Road/Thieves Wood car park - signing and/or lining	Ashfield	≤£10k
Cauldwell Road, Sutton in Ashfield - signing and/or lining	Ashfield	≤£10k
Portland Road, Hucknall - lighting	Ashfield	≤£10k
Priestscic Road near York Street, Sutton in Ashfield - modification of traffic signals	Ashfield	≤£10k
A57/A1/A614 Five Lanes End Roundabout - surfacing and drainage	Bassetlaw	£10k-£25k
A60 Doncaster Road and A634 Maltby Road, Oldcotes - signing and/or lining	Bassetlaw	≤£10k
A632 Langwith Road (west of Copper Beech), Langwith - signing and/or lining	Bassetlaw	≤£10k
B1403 Walkeringham Road, Gringley on the Hill - surfacing	Bassetlaw	£10k-£25k
B6040 Watson Road/B6024 Newcastle Street, Worksop - pedestrian guard rail	Bassetlaw	≤£10k
B6420 Mansfield Road (bend at Green Lane), Babworth - signing and/or lining	Bassetlaw	≤£10k
Keswick Road, Worksop - 20 mph speed limit	Bassetlaw	£10k-£25k
Old London Road, Barnby Moor - signing and/or lining	Bassetlaw	≤£10k
Radford Street, Manton - lighting	Bassetlaw	£10k-£25k
Scrooby Road/Shrewsbury Road, Harworth - lighting and signal modifications	Bassetlaw	£10k-£25k
A616 (Cuckney to Ollerton) - speed limit review and signing and/or lining	Bassetlaw / Newark & Sherwood	£50k-£100k
A6007 Trowell Road/B6003 Pasture Road, Stapleford - signing and/or lining	Broxtowe	£25k-£50k
A609 Nottingham Road (adjacent to Old Workhouse), Trowell - surfacing and signing	Broxtowe	£25k-£50k
A60 Mansfield Road, Daybrook - signing and/or lining	Gedling	£10k-£25k
B6386 Oxtan Road (west of Gravelly Hollow), Calverton - signing and/or lining	Gedling	≤£10k
Prospect Road, Carlton - lighting	Gedling	£25k-£50k
Spring Lane (near Lambley Lane), Lambley - signing and/or lining	Gedling	≤£10k
A60 (near Cats Protection League), Warsop - signing and/or lining	Mansfield	£10k-£25k
A60 St Peters Way/Ratcliffe Gate, Mansfield - lighting and signal modifications	Mansfield	£10k-£25k
Nottingham Road/Station Road, Thurgarton - signing and/or lining	Newark & Sherwood	£25k-£50k
Ossington Road/Kneesall Road, Laxton - signing and/or lining	Newark & Sherwood	£10k-£25k
A6006 Melton Road between Rempstone and Zouch - safety cameras	Rushcliffe	>£250k
Bingham Road (northwest of River Smite), Langar - signing and/or lining	Rushcliffe	≤£10k
Central Avenue/Albert Road/Rectory Road (Tudor Square mini-roundabout), West Bridgford - signing and/or lining	Rushcliffe	£10k-£25k
Gotham Road/Northfield Way, East Leake - lighting	Rushcliffe	£10k-£25k
Leake Lane (south of A6006), East Leake - surfacing	Rushcliffe	£25k-£50k
Stragglethorpe Road, Stragglethorpe - route treatment	Rushcliffe	£50k-£100k
Reserve schemes		
B6021 Kirkby Folly Road - Approx 100m south of Mini rdbt - Surfacing	Ashfield	£25k-£50k
B6021 Lowmoor Road Southwell Lane Kirkby - Signing and/or lining	Ashfield	£10k-£25k
A60 A616 northern crossroads Cuckney - Signing and/or lining	Bassetlaw	£10k-£25k
A161 - Safer Roads Fund (<i>subject to securing external funding allocation/arrangements, feasibility/design, consultation etc</i>)	Bassetlaw	>£250k
B6045 Blyth Road - Hundred Acre Lane Worksop - Speed Limit	Bassetlaw	£10k-£25k
B6079 Retford Rd west of A1 Worksop - Surfacing	Bassetlaw	£10k-£25k
B6463 Blyth Road Bawtry Road Harworth - Modify roundabout or mini-roundabout	Bassetlaw	£10k-£25k
Mary Street Rhodesia Worksop - Traffic Calming	Bassetlaw	£25k-£50k
Lilac Grove Beeston - Signing and/or lining	Broxtowe	£10k-£25k
Main Street - greens Lane Zebra Kimberley	Broxtowe	£10k-£25k
Foxwood Lane Woodborough - Bend at High Trees - Surfacing	Gedling	£10k-£25k
Littleworth Bath Street Mansfield - Visibility improvement	Mansfield	£10k-£25k
Crossing improvements on routes to schools		
Calverton Road, Arnold - zebra crossing upgrades [Member request]	Gedling	£25k-£50k
	Sub-block allocation	£1,140
	County Capital	£350
	Improvements (e.g. crossings) on routes to schools	£100
	External funding	£29
		£1,619

Sub-block/scheme	District	Scheme budget (£000)
Smarter choices		
Rural and urban on-street EV charging infrastructure - <i>dependant on the result of feasibility study currently underway</i>	Countywide	£100k-£150k
EV charging infrastructure grant support	Countywide	£25k-£50k
Travel plan review	Countywide	≤£10k
	Sub-block allocation	£250
	Sub-block total	£250

Sub-block/scheme	District	Scheme budget (£000)
Speed management		
<i>Speed limit changes are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use. Interactive speed signs are only delivered where the speeds of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic</i>		
A57, Dunham on Trent - signing and lining [Member request]	Bassetlaw	£10k-£25k
B6045 Worksop Road (NE of Briber Road), Blyth [direction to be determined] - interactive speed sign	Bassetlaw	≤£10k
B684 Mapperley Plains - 30 mph limit extension	Gedling	≤£10k
Laxton - 30 mph limit extensions	Newark & Sherwood	≤£10k
A6011 Radcliffe Road/Lady Bay Bridge, West Bridgford - reduction to 30 mph [Member request]	Rushcliffe	≤£10k
Cotgrave Lane, Tollerton (NW of Tollerton House) [direction to be determined] - interactive speed sign	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
Main Street, Bothamsall - signing and lining <i>subject to feasibility</i>	Bassetlaw	≤£10k
B6034 Swinecote Road, Edwinstowe - speed limit reduction [Member request] <i>subject to Visitors' Centre Masterplan</i>	Mansfield	≤£10k
	Sub-block allocation	£175
	External funding	£40
	Sub-block total	£215

Location/Scheme	District	Scheme budget (£000)
Frances Street, New Brinsley - bollards at junction with Plainspot Road [Member request]	Ashfield	≤ £5k
Meden Bank, Stanton Hill - dropped kerbs [Member request]	Ashfield	≤ £5k
Sandhill Road (near Felly Mill Lane), Underwood - bollards [Member request]	Ashfield	≤ £5k
Station Road, Selston - parking restrictions [Member request]	Ashfield	≤ £5k
A57, Dunham on Trent - building protection [Member request]	Bassetlaw	≤ £5k
A634 Sheffield Road, Blyth - SLOW carriageway markings [Member request]	Bassetlaw	≤ £5k
B6041 Kilton Hill, Worksop - parking restrictions [Member request]	Bassetlaw	≤ £5k
Bridgegate, Retford - extension of existing parking restrictions [Member request]	Bassetlaw	≤ £5k
Carburton - Lengthsman scheme	Bassetlaw	≤ £5k
Chancery Lane, Retford - extension of existing Residents' Parking Scheme [Member request]	Bassetlaw	≤ £5k
Dunham Cluster - Lengthsman scheme	Bassetlaw	≤ £5k
Everton - Lengthsman scheme	Bassetlaw	≤ £5k
Gringley Road/Church Street, Beckingham - bend warning sign [Member request]	Bassetlaw	≤ £5k
Kingsway, Worksop - Junction protection (previously the Oval, Worksop)	Bassetlaw	≤ £5k
Longfellow Drive, Worksop - extension of existing parking restrictions and junction protection [Member request]	Bassetlaw	≤ £5k
Main Street, Eaton - additional bridge signage and bollards on eastern approach [Member request]	Bassetlaw	≤ £5k
Mattersey Cluster - Lengthsman scheme (<i>pending confirmation</i>)	Bassetlaw	≤ £5k
Misson - Lengthsman scheme	Bassetlaw	≤ £5k
Newlands, Ordsall - signing [Member request]	Bassetlaw	≤ £5k
Norton & Cuckney - Lengthsman scheme	Bassetlaw	≤ £5k
Ollerton Road, Ordsall - signing [Member request]	Bassetlaw	≤ £5k
Rampton - Lengthsman scheme	Bassetlaw	≤ £5k
Rampton Road, Laneham - junction signage improvement [Member request]	Bassetlaw	≤ £5k
Royds Crescent/Tiln Lane, Rhodesia - junction protection [Member request]	Bassetlaw	≤ £5k
Shireoaks Common/Cornwall Road, Shireoaks - junction protection [Member request]	Bassetlaw	≤ £5k
Station Road, Misterton - additional bridge signage [Member request]	Bassetlaw	≤ £5k
Stockwith Road, Misterton - chevron [Member request]	Bassetlaw	≤ £5k
Sturton Cluster - Lengthsman scheme	Bassetlaw	≤ £5k
Thornhill Road, Harworth - parking restrictions [Member request]	Bassetlaw	≤ £5k
Tuxford - Lengthsman scheme	Bassetlaw	≤ £5k
Windmill Lane, Worksop - Speed Reduction Measures [Member request]	Bassetlaw	≤ £5k
Abbey Road/Firs Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Brook Road/Boundary Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Bye Pass Raod, Chilwell - Amend road markings & Signage	Broxtowe	≤ £5k
Central Avenue junctions with Alderman Close and Walleth Avenue, Beeston - junction protection	Broxtowe	≤ £5k
Chilwell Memorial Institute, 129 High Road, Chilwell - railings	Broxtowe	≤ £5k
Church Road, Watnall - Reposition signage	Broxtowe	≤ £5k
Dennis Avenue/Central Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Derbyshire Avenue, Trowell - Keep Clears/DYL's turning head	Broxtowe	≤ £5k
Disabled Bay Allocation area wide	Broxtowe	≤ £5k
Field Lane/School Lane, Chilwell - junction protection	Broxtowe	≤ £5k
Gilt Hill Kimberley - No Waiting Restrictions	Broxtowe	≤ £5k
Gladstone Street, Beeston - parking restrictions at dropped crossings (tactile)	Broxtowe	≤ £5k
Hallcroft, Beeston - Parking Restrictions	Broxtowe	≤ £5k
Pinfold Road/Main Street, Newthorpe - carriageway markings	Broxtowe	≤ £5k
Redwood Crescent, Beeston - Dropped Pedestrian Crossing	Broxtowe	≤ £5k
South View Gardens/Swinton Rise, Ravenshead - junction protection	Broxtowe	≤ £5k
A612 Colwick Loop Road - Deer warning Signs	Gedling	≤ £5k
Dunstan Street, Netherfield - parking restrictions	Gedling	≤ £5k
Gedling Disabled Bays	Gedling	≤ £5k
High Street, Arnold - Advanced Directional Sign	Gedling	≤ £5k
Lowdham Lane, Woodborough - Carriageway SLOW Markings	Gedling	≤ £5k
Matlock Street/Meadow Road, Netherfield - extend parking restrictions	Gedling	≤ £5k
Mount Pleasant, Carlton - parking restrictions at entrance	Gedling	≤ £5k
Netherfield - Junction Protection 3 sites	Gedling	≤ £5k
Newstead Cluster - Lengthsman Scheme	Gedling	≤ £5k
Park Road, Bestwood - dropped kerb	Gedling	≤ £5k
Ramblers Close/Colwick Manor Farm/Crosslands Meadow, Colwick - Access Only Signs	Gedling	≤ £5k
Roe Hill, Wwoodborough - Private Road Sign	Gedling	≤ £5k
Southview Gardens, Ravenshead - Junction Protection	Gedling	≤ £5k
Stoke Lane Gedling - SLOW markings on approach to railway crossing	Gedling	≤ £5k
Upminster Drive, Arnold - Junction Protection	Gedling	≤ £5k
Woodborough - Lengthsman Scheme	Gedling	≤ £5k
Yew Tree Lane & Wood Lane Gedling - No Waiting	Gedling	≤ £5k

Appendix 3 - 2021/22 Traffic management revenue programme

2021/22 Traffic management revenue programme (continued)		
Brownlow Road, Mansfield - reduce existing parking restrictions [Member request]	Mansfield	≤ £5k
Claymoor Close, Mansfield - junction protection [Member request]	Mansfield	≤ £5k
Kings Mill Lane, Mansfield - Junction protection & limited waiting	Mansfield	≤ £5k
Marriott Avenue service road, Mansfield - No Through Road sign [Member request]	Mansfield	≤ £5k
Matlock Avenue/Hillsway Crescent, Mansfield - junction protection	Mansfield	≤ £5k
Padley Hill, Mansfield - modification of parking restrictions [Member request]	Mansfield	≤ £5k
Racecourse Road, Mansfield - junction protection [Member request]	Mansfield	≤ £5k
A6075 Tuxford Road, Boughton - 30mph road marking at limit terminal point	Newark & Sherwood	≤ £5k
A616 Ollerton Road, Little Carlton - Farm Traffic sign	Newark & Sherwood	≤ £5k
A616, Little Carlton - trial 40 mph speed limit	Newark & Sherwood	≤ £5k
Appleton Gate, Newark - removal of advisory 20 mph signs	Newark & Sherwood	≤ £5k
B6020 Warsop Lane/Nightjar Way, Rainworth - junction protection	Newark & Sherwood	≤ £5k
B6166 Farndon Road/The Osiers, Newark - loading restriction at junction [Member request]	Newark & Sherwood	≤ £5k
Barnby Road, Newark - extend 30 mph limit	Newark & Sherwood	≤ £5k
Beacon Hill Road, Newark - 30mph Roundels Magdalene View	Newark & Sherwood	≤ £5k
Bede House Lane, Newark – parking restrictions at the park entrance	Newark & Sherwood	≤ £5k
Beech Avenue/The Crescent/Bowbridge Road/Byron Close, Newark – junction protection	Newark & Sherwood	≤ £5k
Bleasby - Lengthsman scheme	Newark & Sherwood	≤ £5k
Bowbridge Lane, Newark - junction protection at school, Co-op, Boundary Road etc.	Newark & Sherwood	≤ £5k
Cavendish way, Clipstone - Frog Warning Signs	Newark & Sherwood	≤ £5k
Clipstone - Lengthsman scheme	Newark & Sherwood	≤ £5k
Corkhill Lane, Normanton – toad advanced warning sign	Newark & Sherwood	≤ £5k
East Stoke - removal of "40" carriageway markings	Newark & Sherwood	≤ £5k
Farnsfield - Lengthsman scheme	Newark & Sherwood	≤ £5k
Friend Lane/Boy Lane, Edwinstowe - junction protection [Member request]	Newark & Sherwood	≤ £5k
Kirklington Road and Halam Road, Southwell – extension of existing parking restrictions [Member request]	Newark & Sherwood	≤ £5k
Kirton Hill, Kirton - advanced warning sign [Member request]	Newark & Sherwood	≤ £5k
Lime Grove/Jubilee Street, Newark - junction protection	Newark & Sherwood	≤ £5k
Lodge Lane, Elston – advanced warning sign	Newark & Sherwood	≤ £5k
Nelson Lane/Main Street, North Muskham – junction protection	Newark & Sherwood	≤ £5k
Newark Road/Beckingham Road/Brownlows Hill, Coddington - junction protection [Member request]	Newark & Sherwood	≤ £5k
Nursery Lane, Sutton on Trent - dropped kerb	Newark & Sherwood	≤ £5k
Ollerton Cluster - Lengthsman scheme	Newark & Sherwood	≤ £5k
South Scarle - extension of 30 mph limits	Newark & Sherwood	≤ £5k
Southwell - Lengthsman scheme	Newark & Sherwood	≤ £5k
The Hollows, Thurgarton - parking restrictions/junction protection	Newark & Sherwood	≤ £5k
The Priors, Lowdham - junction protection [Member request]	Newark & Sherwood	≤ £5k
The Ropewalk/Monckton Drive/Appleton Close, Southwell - junction protection	Newark & Sherwood	≤ £5k
Thoroughfare Lane/Gainsborough Road, Winthorpe – junction protection and parking restrictions [Member request]	Newark & Sherwood	≤ £5k
Upton Road, Southwell - Double White Lines	Newark & Sherwood	≤ £5k
Windsor Close, Collingham - dropped kerb	Newark & Sherwood	≤ £5k
Wolsey Road, Southwell – junction protection [Member request]	Newark & Sherwood	≤ £5k
Albert Road, West Bridgford - Playground warning signs at the Pedestrian entrances to the park [Member request]	Rushcliffe	≤ £5k
Bingham Road, Wiverton - SLOW markings, reflective marker posts and renewal of edge markings [Member request]	Rushcliffe	≤ £5k
Buckfast Way, West Bridgford - Playground warning sign [Member request]	Rushcliffe	≤ £5k
Buckfast Way/Abbey Road, West Bridgford - junction protection [Member request]	Rushcliffe	≤ £5k
Burnside Grove/Stanstead Av, Tollerton - Junction protection	Rushcliffe	≤ £5k
Carnarvon Place, Bingham - Bend Warning signs and marker posts	Rushcliffe	≤ £5k
Cotgrave – lengthsman scheme	Rushcliffe	≤ £5k
Cropwell Bishop – lengthsman scheme	Rushcliffe	£5k - £10k
Cumberland Close/Easthorpe Street, Ruddington - junction protection and parking restriction [Member request]	Rushcliffe	≤ £5k
High View Avenue/Mount Pleasant, Keyworth - Parking Restrictions	Rushcliffe	≤ £5k
Hollygate Lane/Harvest Drive Cotgrave Country Park - changing temporary signage to permanent	Rushcliffe	≤ £5k
Hungary Lane, Sutton Bonington - railway bridge height cords	Rushcliffe	≤ £5k
Langar cum Barnstone – lengthsman scheme	Rushcliffe	≤ £5k
Lyme Park & Bede ling West Bridgford - parking restrictions [Member request]	Rushcliffe	≤ £5k
Main Street (either side of The Basin), Hickling - duck warning signs	Rushcliffe	≤ £5k
Main Street/Bollards Lane and Main Street/Bucks Lane, Sutton Bonington - unsuitable for wide vehicles signage [Member request]	Rushcliffe	≤ £5k
Main Street/Station Road, East Leake - junction protection [Member request]	Rushcliffe	≤ £5k
Main Street/Stonehurst Lane, Normanton on Soar - extension of existing [Member request]	Rushcliffe	≤ £5k
Market Place, Bingham (Robert Miles School) - school warning signs [Member request]	Rushcliffe	≤ £5k
Mill Lane, Cotgrave - Junction Protection, Parking restrictions	Rushcliffe	≤ £5k
Musters Road/Boundary Road, West Bridgford - junction protection [Member request]	Rushcliffe	≤ £5k
Nottingham Road (outside Spar), Gotham - parking restriction alteration [Member request]	Rushcliffe	≤ £5k
Nottingham Road/Wallace Street and Nottingham Road/Meadow End, Gotham - junction protection [Member request]	Rushcliffe	≤ £5k
Owthorpe Lane, Kinoulton - SLOW marking [Member request]	Rushcliffe	≤ £5k

Appendix 3 - 2021/22 Traffic management revenue programme

2021/22 Traffic management revenue programme (continued)		
Platt Lane, Normanton on the Wolds - Unsuitable for HGVs warning signing [Member request]	Rushcliffe	≤ £5k
Platt Lane/A606 Melton Road, Normanton on the Wolds - Redesign and reposition existing Give Way signage [Member request]	Rushcliffe	≤ £5k
Rugby Road (near Compton Acres), West Bridgford - parking restrictions [Member request]	Rushcliffe	≤ £5k
Smite Lane, Orston - Traffic Management measures over the bridge	Rushcliffe	≤ £5k
Tollerton Lane (outside nos 20 to 24), Tollerton - carriageway edge lines on the SE side of the bend [Member request]	Rushcliffe	≤ £5k
Trevor Road, West Bridgford - Give Way markings and sign illumination [Member request]	Rushcliffe	≤ £5k
Walnut Farm Cottage and Main Road/Park Road, Barnstone - dropped kerbs [Member request]	Rushcliffe	≤ £5k
Civil parking enforcement related schemes		
Enforcement remedial works	Countywide	£25k-£50k
Swinecote Road, Edwinstowe - TRO amendment	Newark	≤ £5k

2021/22	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)	Campaign	Press Release / Publicity May include local press, and social media
Winter 2021	Winter Driving	Drivers, Riders	<ul style="list-style-type: none"> Tyres Weather related advice 			X Social Media & press releases
	Driver/ Rider Behaviour	Drivers & Riders	<ul style="list-style-type: none"> Attitudes to driving Influences on your driving/riding behaviour 			X
	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Morning After 			X Social Media & press releases
Spring 2021	British Summer Time begins	All Road Users	<ul style="list-style-type: none"> Change in driving conditions (commute) 			X
	Post COVID	All Road Users	<ul style="list-style-type: none"> Appropriate reminders as traffic flow etc increases, returns to a 'new norm' 			X
	Cycle Safety	Adult Pedal Cyclists, Drivers	<ul style="list-style-type: none"> Road positioning Got your Back Campaign Cycle helmets 	X NRSP Partnership events and awareness raising	X NRSP Adult Cyclist campaign "Got your Back"	X
Summer 2021	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Euro 2021-Football Morning After 	X Mocktails & advice events		X
	Cycle Safety	Adult Pedal Cyclists	<ul style="list-style-type: none"> Road positioning 'Got your Back' Campaign Conspicuity Cycle helmets 	X NRSP Partnership events and awareness raising		X
		Teenage Pedal Cyclists	<ul style="list-style-type: none"> Riding on footway & road positioning Cycle helmets Meet & Greet sessions in school 	X Partnership events and awareness raising	X	X
		E-scooters & electric bikes	<ul style="list-style-type: none"> General safety (need to monitor use) 	X		X
	Pedestrian Safety	Pedestrians	<ul style="list-style-type: none"> Use of crossings, safe place to cross Distraction 	X NRSP Partnership events and awareness raising	X NRSP Older Pedestrians	X
	In Car Safety	Drivers & Passengers	<ul style="list-style-type: none"> Car Seat advice Seatbelt wearing 	X Car Seat Advice Events	X Promotion of seatbelt wearing	X
Autumn 2021	Back to School	All Road Users	<ul style="list-style-type: none"> Children on school journey Route planning 			X
	Eyesight	All Road Users	<ul style="list-style-type: none"> Eye Health Vision Checks Eyesight Week 	X Partnership events & Education sessions		X
	British Summer Time End	All Road Users	<ul style="list-style-type: none"> Change in driving conditions (commute) Use of lights (in working order) 			X
	Conspicuity	Pedestrians, Pedal Cyclists & Motorcyclists	<ul style="list-style-type: none"> Visibility of road users Reflective & Hi Vis clothing 	X RSE in schools		X
Winter 2022	Winter Driving	Drivers, Riders	<ul style="list-style-type: none"> Tyres Weather related advice 	X Partnership events		X
	Driver/ Rider Behaviour	Drivers & Riders	<ul style="list-style-type: none"> Attitudes to driving Influences on your driving/riding behaviour 	X Partnership events		X
	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Morning After 	X Mocktails & advice events		X
All Year Round	Road Safety Education	Primary & Secondary Pupils, Colleges & Universities	<ul style="list-style-type: none"> The resource package has been developed for each year group that can be delivered in person or remotely online Road Accident data used to target message appropriately for each age group Particular emphasis on Secondary age group 	X Freshers Fayres and Partnership events in schools or remotely delivered		X An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC
		Adults of All ages including businesses & Older Drivers	<ul style="list-style-type: none"> Occupational Road Risk with Businesses 'Drive On' workshop with Older Road Users Adult events 	X		X As above
	Awareness Raising	All Road Users	<ul style="list-style-type: none"> Messages appropriate to the audience attending 	X Public and Partnership events		X As above
	Partnership Events & Campaigns	All Road Users as appropriate	<ul style="list-style-type: none"> Specific to target group e.g. Young Drivers Any activity will be 'data led' Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership 	X Partnership events Supporting Police	X Road side campaigns & targeted Police enforcement operations	X

Training

2021-22	Activity	Training Module	Target Age Group
Pedal Cycle Training (Bikeability) including school holidays	Bikeability Core Activities and Training	Level 1	Years 3 -6
		Level 2	Primary
		Level 3	Primary & Secondary
	Bikeability Plus Modules	Balance Bikes	KS1
		Learn to Ride	KS1 & 2
		Bikeability Fix	All Ages
		Family	Level 2 and above
		Adult	All levels
	Partnership events	Fix Track & Road	11-14 yr olds
	School Holidays: Easter, Summer and half-terms	Pre Driver Events	All day event

15 June 2021

Agenda Item:9**REPORT OF THE CORPORATE DIRECTOR, PLACE****NATIONAL BUS STRATEGY AND TRANSPORT UPDATE****Purpose of the Report**

1. Provide an update on the current impact of the Covid 19 pandemic on the provision of local bus services and ongoing Government funding.
2. Seeking approval to develop an Enhanced Partnership arrangement with bus operators for implementation in April 2022 and sign a Statement of intent with the bus operators for the 1st July 2021.
3. Seeking approval for the County Council's approach to National Bus Strategy , Zero Emission Bus Regional Areas bidding opportunity.

Information

4. The County Council using the powers from the 1985 Transport Act has a statutory duty to consider the introduction of bus services, when services are withdrawn or changed, but no obligation to provide them. The County Council current budget for local bus support is £3.9m which supports over 75 contracts supporting over 100 services.
5. Most local bus services are provided by commercial operators, but this does differ from area to area, with the Nottingham conurbation approximately 98% commercial, whilst in East Bassetlaw around 10-20% is commercial. There were approximately 27m passenger journeys in the County in 2019/20 of which 1.8m journeys were carried out on supported services.
6. Since the 1985 Transport Act all buses outside London operate in a deregulated environment. Subsequent Acts in 2000, 2008 and the Bus Act 2017 have enabled all Authorities to pursue re-regulation but to date no Authority has successfully done so. Mayoral Authorities/Devolved Regions have automatic powers to re-regulate bus services and ticketing and the Manchester Mayor, following consultation with residents, is aiming to introduce franchising between early 2023 and the end of 2025. Many Authorities have therefore opted to develop various Partnership arrangements (Advanced Quality Bus Partnerships and Enhanced Partnerships) to deliver improvements in bus services and bus service infrastructure; the County Council currently has two in Mansfield and in Beeston.
7. Pre- pandemic the three largest operators alone covered approximately 33m passenger km with approximately 400 buses, employing over 1300 drivers; so, they are not only important because they connect people to jobs, training, education, health and leisure opportunities but also contribute significantly to the local and national economy. Studies indicate that for every £1 spent on bus services it generates £2. 50 for the economy.

8. Investment in Electric buses and Hydrogen powered buses can also contribute to combating air pollution and climate change with the County Council investing in 6 electric vehicles following successful bids to the Government. The Council also successfully bid for Clean Bus Technology Fund monies to retrofit all buses passing through Air Quality Management Areas in the County as well as in the City. Over 39 buses so far have been retrofitted with a further 33 to be completed by the end of Summer 2021.
9. As part of the Local Transport Plan the Council encourages modal shift to the bus as it helps with the management of congestion and minimises air pollution and CO2 Emissions. The bus is inherently a cleaner way to travel as a fully loaded double decker can take up to 75 cars off the road and a Euro 6 standard bus emits few emissions than an average diesel Euro 6 car despite having 15 to 20 times the capacity.
10. The Council as the Highway Authority has invested significantly over the years in bus station, bus stop, bus priority, bus lane enforcement and public transport information facilities since the publication of the first Local Transport Plan. This investment has been informed by Bus operator investment, residents and councillors. Research indicates that for every £1 spent on public transport infrastructure generates £4.90 for bus priority measures and in the case of Mansfield Interchange £6.80.
11. The Council as Local Transport Authority consistently scores highly in national Transport Focus surveys for passenger satisfaction as do a number of local bus operators who are consistently in the top ten. However, through these surveys and stakeholder feedback there are several concerns from residents on service levels, access to employment and value for money especially around ticketing for young people and the lack of Integrated ticketing.

Covid 19 Update

12. Currently commercial and supported bus services are operating at near pre-pandemic service levels whilst bus patronage has risen to between 50 and 60% of pre-pandemic levels. There is a lot of uncertainty on whether patronage will return to the levels seen before the pandemic.
13. The government is currently funding the difference between income and expenditure on local bus services to ensure there is sufficient capacity within the bus network to enable people to access work, education, health and leisure activities and has refined the government message from 'Essential travel only' to a 'minimise travel' message. The Government has been making these Covid-19 Bus Services Support Grant payments directly to operators for commercial services and to the Council for supported services.
14. The government funding will continue beyond the Roadmap end date (21st June 2021), but is linked to Local Transport Authorities (LTA's) and bus operators signing up to an Enhanced Partnership (EP) by the end of June 2021. This is part of the National Bus Strategy requirements which is discussed in detail later in this report.

County Council Services and Facilities

15. Notts County Council operated bus services and contracted services have continued to operate throughout the pandemic and service levels are back to pre-pandemic levels. Patronage is currently at 50% of pre-pandemic levels.
16. Services were initially provided through a revised 'on-demand' booking process and then as numbers have increased all Fleet operated services have returned to full operation.

17. Fleet Transport have also helped provide additional and new services on behalf of Adult Social Care and have also supported the Meals service in their deliveries. Drivers have worked throughout the pandemic and essential services have been maintained throughout.
18. Mainstream School Transport and Special Educational Needs Transport has continued to be provided throughout the pandemic with additional services introduced in line with Government guidance to minimise covid-19 transmission; and will revert to normal operations from September 2021.
19. Many routes were re-planned to reduce passenger numbers and to split services which operated to multiple school sites.
20. The Transport Solutions and Mainstream schools' teams have worked throughout the pandemic to make the changes necessary as Government guidance evolved and working with colleagues in Children's Services, they have kept schools, parents and operators informed throughout.
21. Bus stations have largely remained open throughout the pandemic with covid-19 control measures in place.
22. Initially some bus stations were closed or operating hours reduced to reflect bus service levels and bus service operating hours. This has slowly changed as we have moved through the pandemic and all the bus stations are now operating at pre- pandemic levels.
23. Development and Partnerships and Catering and Facilities Management teams have worked throughout the pandemic, adapting service provision as required, to keep staff and passengers safe.

National Bus Strategy Background

24. In March 2020 the Government announced over £3bn to be invested in bus services and bus service infrastructure; including bus priority measures, bus stop improvements, ticketing, and Information. A 'Transport Review' paper was prepared for Committee in March 2020, outlining several National Bus Strategy bidding and funding opportunities and the Government's aspiration to publish a National Bus Strategy to help guide future investment. The strategy has been delayed because of pandemic.
25. The Council prepared a successful bid for Rural Mobility Fund monies (£1.497m) and will be introducing a number of Demand Responsive pilots in 2021/22 in South West Rushcliffe, Mansfield and the Ollerton area following consultation with residents.
26. The Government also provided some one-off funding of £648k to spend on Covid-19 affected services to aid the recovery.

National Bus Strategy for England - Bus Back Better

27. The Government published on the 15th March 2021 the national bus strategy for England which wants bus operators and LTA's to work more closely together to deliver better bus services. The Prime minister has stated that the 'The fragmented, fully-commercialised market, which has operated outside London since 1986, will end'

28. The government also sees the bus as important in the levelling up agenda with Grant Shapps stating that ‘The quality of bus service you receive shouldn’t be dependent on where you live. We will provide unprecedented funding, but we need councils to work closely with operators and the government, to develop the services of the future’
29. The government has announced £300m for the covid-19 recovery phase and this is only available to LTA’s and bus operators who sign up to a statement of intent by the 1st July 2021 to deliver an EP or Franchising. The EP would then start in April 2022 subject to successful negotiations with the bus operators.
30. As part of the EP the Council must produce a Bus Service Improvement Plan (BSIP) to access further funding for services and infrastructure from 22/23. These BSIP’s will help inform the Government approach to the allocation of £3bn over the coming years and will have to be completed by the end of October 2021. A further committee report on the BSIP will follow in due course.
31. The Government has also allocated £100k capacity funding to help the County develop an ambitious BSIP and EP. Further guidance is also expected over the coming weeks to assist the preparation of these key plans.
32. The government expectation for EP’s are as follows:
- Align with the Councils Local Transport Plan, Council Plan and Environment Strategy
 - Plans for Zero-Emission buses. The government is currently consulting on the end date for the sale of diesel buses.
 - Turn up and go services (every 15 mins) on many bus corridors
 - More evening and Sunday services, feeder services and Demand Responsive Transport solutions.
 - Better integration between modes -train, tram and cycling
 - Simple and accessible integrated information and branding reflecting the local area
 - Improved information accessible to everyone on bus and off bus.
 - Simpler and cheaper fares including Integrated ticketing and Young person ticketing
 - Contactless ticketing with fares always giving the best value
 - Bus priority measures, enforcement and improved public transport infrastructure to improve bus reliability and punctuality. Promoting bus service reliability will be an integral part of NCC Traffic Management Duties
 - Improved roadworks co-ordination to minimise disruption to buses and bus users.
33. As part of the EP process, consultation with members, residents and other stakeholders will be undertaken.

Zero Emission Bus Regional Areas scheme (ZEBRA)

34. The Government also announced £120m for LTA’s to bid for electric and hydrogen buses. LTA’s are being encouraged to bid for one self-contained operating area, as per the electric bus bid, but there is no requirement for all buses to be alternatively fuelled as required previously. The guidance acknowledges this may be difficult with longer distance services in the short term. The bids must be completed ‘at pace’ for the end of June 2021 for implementation in 2022/23.

35. The government, acknowledging the impact of the pandemic on bus companies' finances is looking for LTA's and bus operators to consider leasing arrangements to minimise upfront costs during this difficult time for bus operators and LTA's.
36. The County Council has engaged with adjoining Local Transport Authorities and local bus operators to scope out the preparation of a bid for ZEBRA either this year or next year when further bidding opportunities are likely to arise. This will be part of the EP negotiations with the bus operators.

Proposals

37. It is proposed that the County Council sign up to a statement of intent with the bus operators to develop an Enhanced Partnership and Bus Service Improvement Plan for 2022, in order to pursue the potential improvements outlined in paragraph 32.
38. That Officers prepare a Notts County Council bid for ZEBRA funding or provide support for adjoining LTA's preparing an expression of interest, which has positive outcomes for Nottinghamshire bus operators, services and residents.

Reasons for Recommendations

39. Not signing a statement of intent for an EP will mean bus companies and the County Council will not be able to access Covid-19 recovery funding from July 2021. This will mean a reduction in service provision and access to services and will damage the recovery process.
40. Not signing up to the development of an EP will mean the Council is unable to secure future government funding for the improvements outlined in paragraph 23, from April 2022.
41. A successful bid to ZEBRA, securing external funding, supports infrastructure improvements to make the County an attractive proposition for investment.

Public Sector Equality Duty Implications

42. Consideration will be given to our Public Sector Equality Duty and an Equality Impact Assessment will be conducted where necessary to assess the impact of any changes.

Statutory and Policy Implications

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

Implications for Service Users

44. The proposals outlined in this report support existing and future bus users to access employment, training, health and leisure facilities. These actions are also intended to minimise the impact of Covid-19 and aid the economic recovery.

Financial implications

45. The detailed financial arrangements for the National Bus Strategy are not yet known and will be subject to a future report.

RECOMMENDATIONS

- 1) Committee approves the signing of a statement of intent with the bus operators to an Enhanced Partnership arrangement from April 2022.
- 2) Committee approves the Council approach to the Zero Emission Bus Regional Areas scheme funding opportunity.
- 3) That a further update report on the National Bus Strategy is presented to this Committee in the Autumn

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Gary Wood, Group Manager, Highways and Transport / Pete Mathieson, Team Manager, Development & Partnerships

Constitutional Comments (AK 5/5/2021)

46. The report falls within the remit of Transport and Environment Committee under its terms of reference.

Financial Comments (RWK 20/05/2021)

47. There are no financial implications arising directly from the report. Any financial implications that arise from the National Bus Strategy or from any bids for funding will be considered in future reports to the Committee.

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.

- Communities and Place Committee: Transport Review update – 5th March 2020
- Communities and Place Committee: Transport Review update – 3rd September 2020
- **Useful links:**
- [Bus-Back-Better : national bus strategy for England](#)
- [DfT - Latest Transport documents](#)
- <https://www.gov.uk/government/consultations/ending-the-sale-of-new-diesel-buses/ending-of-the-sale-of-new-diesel-buses>

Electoral Divisions and Members Affected

- All

15 June 2021**Agenda Item:10****REPORT OF THE CORPORATE DIRECTOR, PLACE****UNDER-16 HOME TO SCHOOL TRANSPORT POLICY AND POST-16
TRANSPORT POLICY STATEMENT – 2021/2022 ACADEMIC YEAR****Purpose of the Report**

1. To approve the County Council's Under-16 Home to School Transport Policy and Post-16 Transport Policy Statement for the 2021/2022 academic year.

Information

2. Nottinghamshire County Council is required to publish its Under-16 Home to School Transport Policy and Post-16 Transport Policy Statement in accordance with the Education and Inspections Act 2006, which built on provisions in the Education Act 1996. If amendments are proposed, these must be subject to consultation and the agreed new policies published by 31 May each year.

Under-16 Home to School Transport Policy 2021/2022 Academic Year

3. The Under-16 Home to School Transport Policy sets out the County Council's provision of school transport services and travel assistance for statutory school aged pupils (4-16 years) in relation to qualifying criteria and processes as follows:
 - eligibility for travel assistance
 - how parents/carers may apply
 - how decisions are made
 - the type of assistance that may be available
 - how parents/carers may appeal against decisions they are unhappy with.
4. It is not proposed to make any material amendments to the Home to School Transport Policy for the 2021/22 academic year which will affect a young person's entitlements to travel assistance. It is proposed however to make some clarification and administration changes to the Policy:
 - Clarification regarding the conditions and arrangements for requesting a review of a transport decision. Section 6 of the Home to School Transport Policy
 - All dates will be amended to reflect the 2021/22 academic year

The proposed policy is attached at Appendix 1

Post-16 Transport Policy 2021/2022 Academic Year

5. The Post-16 Transport Policy consists of a travel scheme which aims to enable post-16 students to access education. The scheme is available to all Nottinghamshire County residents who meet the qualifying criteria. Where the County Council determines that a student has a special transport need, transport will be provided.
6. It is not proposed to make any material amendments to the Post-16 Transport Policy Statement for the 2021/22 academic year, it is proposed however to make some clarification and administration changes:
 - Clarification regarding the conditions and arrangements for requesting a review of a transport decision. Section 5 of the Policy Statement
 - All dates will be amended to reflect the 2021/22 academic year
 - Updated contact details for FE colleges and public transport providers
 - Updated information on concessionary tickets from public transport providers

The proposed policy is attached at Appendix 2

Consultation Process

7. As there are no material changes being proposed to the policies for the 2021/22 academic year, public consultation has not been undertaken.

Other Options Considered

8. None.

Reason/s for Recommendation/s

9. It is a requirement that the local authority reviews the Under-16 Home to School Transport Policy and the Post-16 Transport Policy each year, although it is not a requirement to make any changes to the policies if it is not felt necessary to do so. The two policies have been reviewed and they meet the statutory requirements of the local authority to provide transport to pupils and students in Nottinghamshire.

Statutory and Policy Implications

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

Financial Implications

11. There are no anticipated additional costs relating to the proposal not to make any changes to the Under-16 Home to School Transport Policy and the Post-16 Transport Policy.

Legal Implications

12. There are no anticipated legal implications relating to the proposal not to make any changes to the Under-16 Home to School Transport Policy and the Post-16 Transport Policy.

Implications for Service Users

13. It is anticipated that the effects, if any, of these recommendations on service users will not be significant in the 2021/22 academic year.

Public Sector Equality Duty Implications

14. As there are no changes being proposed to the policies for the 2021/22 academic year, an Equality Impact Assessment has not been undertaken.

Human Rights Implications

15. The provisions of the Equality Act 2010 and the European Convention on Human Rights are recognised throughout and in particular in sections relating to Special Educational Needs and Disability.

RECOMMENDATION

- 1) That Committee approves the Under-16 Home to School Transport Policy and the Post-16 Transport Policy Statement for the 2021/22 academic year.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Janie Goodman, Transport Solutions Manager, Tel: 0115 9939394

Constitutional Comments AK (03/06/2021)

16. This report falls within the remit of Transport and Environment Committee under its terms of reference.

Financial Comments [RWK 02/06/2021]

17. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All.



**UNDER-16 HOME TO SCHOOL
TRANSPORT POLICY**

2021/22 ACADEMIC YEAR

CONTENTS

1 INTRODUCTION

2 TRAVEL ASSISTANCE TO QUALIFYING SCHOOLS

- 2.1 Entitlements to home to school transport
- 2.2 Summary of entitlements
 - 2.2.1 Pupils aged four years old in full-time education
 - 2.2.2 Pupils aged 5–7 years
 - 2.2.3 Pupils aged 8–11 years
 - 2.2.4 Pupils aged 11–16 years
 - 2.2.5 Pupils aged 8–11 years in low income groups
 - 2.2.6 Pupils aged 11–16 years in low income groups
 - 2.2.7 Pupils aged 5–11 years in low income groups attending school on grounds of religion or belief
 - 2.2.8 Pupils aged 11–16 years in low income groups attending school on grounds of religion or belief
 - 2.2.9 Transport eligibility when school year repeated
 - 2.2.10 Travel assistance to catchment and preferred schools
- 2.3 Cases where travel assistance will not be provided
- 2.4 Single parents/carers and dual parental homes

3 ADDITIONAL TRAVEL ARRANGEMENTS AND ENTITLEMENTS

- 3.1 Pupils with Special Educational Needs and Disabilities
- 3.2 Children looked after by Nottinghamshire County Council
- 3.3 Pupils attending Education Other Than at School (EOTAS)
- 3.4 Long fixed term exclusions
- 3.5 Moving home and temporary accommodation
- 3.6 Managed moves

4 PROVISION OF TRAVEL ARRANGEMENTS

- 4.1 Measuring the statutory distances
- 4.2 Walking distance exemptions
 - 4.2.1 Special transport needs
 - 4.2.2 Medical grounds
 - 4.2.3 Disability of parents/carers
 - 4.2.4 Exceptional circumstances
- 4.3 Home to bus stop/bus stop to school walking distance
- 4.4 Parents/carers who are working at the time their children travel to and from school
- 4.5 Types of travel assistance
 - 4.5.1 Free pass
 - 4.5.2 A grant in lieu of free travel
- 4.6 Transport assistance for pupils attending a school on grounds of religion or belief
- 4.7 Reviews of transport arrangements

5 APPLYING FOR TRAVEL ASSISTANCE

- 5.1 Applying for under-16 travel assistance
- 5.2 Replacement passes
- 5.3 Lost/stolen passes
- 5.4 Provision and organisation of school transport services
 - 5.4.1 Provision of services
 - 5.4.2 Transport requirements
- 5.5 Information to schools, colleges and transport operators
- 5.6 Discipline on school transport services and misuse of travel passes
 - 5.6.1 Guidance
 - 5.6.2 Procedures
 - 5.6.3 Misuse of passes

6 REVIEW OF TRANSPORT DECISIONS

- 6.1 Stage One: Senior Officer review
- 6.2 Stage Two: Review by an independent appeal panel

7 DEFINITIONS

- 7.1 Qualifying schools
- 7.2 Suitable school
- 7.3 Catchment area schools
- 7.4 Coterminal and overlapping catchment areas
- 7.5 Designated schools
- 7.6 Preferred schools
- 7.7 Schools attended on grounds of parents/carers religion or belief
- 7.8 Walking routes and availability of walking routes
- 7.9 Measurement of distances
- 7.10 Low income

Appendix A Special Educational Needs and Disability Travel Policy

Appendix B Pupils attending Education Other Than at School (EOTAS)

ABBREVIATIONS AND ACRONYMS

EHCP – Education, Health and Care Plan
ICDS – Integrated Children’s Disability Service
ITT – Independent Travel Training
LA – Local Authority
Parents/carers – includes single parent/carer and child guardian(s)
SEN – Special Educational Needs
SEND – Special Educational Needs and Disability
TTS – Nottinghamshire Transport and Travel Services
FAP – Fair Access Protocol
EOTAS – Education Other Than at School

1 INTRODUCTION

This policy sets out Nottinghamshire County Council's provision of school transport services and travel assistance for school aged pupils living in the county of Nottinghamshire. It sets out the criteria for eligibility for travel assistance, how parents/carers may apply, how decisions are made, the type of assistance that may be available and how parents/carers may appeal against decisions with which they are unhappy.

The Home to School Transport policy of Nottinghamshire County Council will operate within the aims and objectives of the County Council's Strategic Plan and the Children and Young People's Departmental Strategy and ensures that the Council fulfils its statutory obligations for transporting pupils to school. However, it is still the legal responsibility of parents/carers to ensure their children who are of compulsory school age attend school.

The aim of the policy is to provide a quality transport service as efficiently and economically as possible, to ensure that pupils get to school within a reasonable time and travel in a safe and stress-free environment. The policy will have regard to the school admission arrangements within the County.

This policy can be viewed in conjunction with the following;

- Nottinghamshire Strategic plan 2017–2021
www.nottinghamshire.gov.uk/council-and-democracy/plans-policies-and-assessments/council-plans-and-policies/council-plan
- Nottinghamshire Children and Young People's Departmental Strategy
www.nottinghamshire.gov.uk/policy-library/44049/cyp-departmental-strategy
- Nottinghamshire Sustainable School Travel Strategy 2015
sustainable-school-travel-strategy.pdf (nottinghamshire.gov.uk)
- Nottinghamshire Post-16 Transport Policy Statement 2021/22 academic year
[Travel to schools | Nottinghamshire County Council](#)

This policy is compliant with the duties and powers of local authorities set out in the Education Act 1996 and the Education and Inspections Act 2006. It applies to all admissions to schools on and after 1 September 2021.

2 TRAVEL ASSISTANCE TO QUALIFYING SCHOOLS

2.1 Entitlements to Home to School Transport

The offer of a school place does not give a guarantee of home to school travel assistance from the Council. Parents/carers have a right to express a preference for a school, however this does not automatically carry with it the right to home to school travel assistance.

In Nottinghamshire, provision is made for eligible pupils attending their nearest available school or catchment. In addition to this, the Council provides additional support to low income families. Schedule 35B of the Education Act 1996 (inserted by the Education and Inspections Act 2006) includes an extension of rights to free school travel arrangements for pupils in low income groups.

2.2 Summary of entitlements

2.2.1 Pupils aged four years old in full-time education

Pupils aged four years old in full-time statutory education are entitled to free transport to their nearest suitable school from the start of the academic year in which they become five, if that school is two miles or more from home.

2.2.2 Pupils Aged 5–7 years

Pupils of compulsory school age who are under the age of eight are entitled to free transport to their nearest suitable school if it is two miles or more from home

2.2.3 Pupils aged 8–11 years

Pupils aged between eight and eleven are entitled to free transport to their nearest suitable school if it is three miles or more from home.

2.2.4 Pupils aged 11–16 years

Pupils of secondary school age 11–16 are entitled to free transport to their nearest suitable school if that school is three miles or more from home.

2.2.5 Pupils aged 8–11 years in low income groups

Pupils aged between eight and eleven from low income families are entitled to free transport to their nearest suitable school if that school is two miles or more from home.

2.2.6 Pupils aged 11 – 16 years in low income groups

Pupils of secondary school age from low income families are entitled to free transport if the school is between 2 and 6 miles and there are not three or more suitable nearer schools.

2.2.7 Pupils aged 5 – 11 in low income groups attending schools on grounds of religion or belief

Pupils of primary school age from low income families attending the nearest suitable school preferred on grounds of religion or belief are eligible for free transport where the school is between two and 20 miles from their home (see section 4.6 for details).

2.2.8 Pupils aged 11 – 16 in low income groups attending schools on grounds of religion or belief

Pupils of secondary school age from low income families attending the nearest suitable school preferred on grounds of religion or belief are eligible for free transport where the school is between two and 25 miles from their home (see section 4.6 for details).

2.2.9 Transport eligibility when school year repeated

Pupils who would ordinarily be eligible for transport support and who repeat a year in school will retain that transport eligibility whilst in that particular phase of education.

2.2.10 Travel Assistance to catchment schools and preferred schools

In Nottinghamshire your home address may be in a catchment area for a school which is recognised by the LA. (see section 7.3 for details)

Where a pupil attends the catchment school for their home address, they will be entitled to travel assistance in accordance with the distance criteria for their age.

Parents/carers have the right to express a preference for a school other than the nearest suitable or catchment school. This is known as a 'preferred school'.

School age pupils up to seven years of age attending a preferred school will be eligible for free transport if that school is the nearest available school and is two miles or more from home.

Pupils aged 8–16 attending a preferred school will be eligible for free transport if that school is the nearest available school and is three miles or more from home.

The Home to School Transport Policy does not make any additional free travel provision for pupils to attend preferred schools.

2.3 Cases where travel assistance will not be provided

Home to School Transport will only be provided at the standard start and finish times of the school/learning establishment, term time only, and does not cater for part day arrangements or for extended school opportunities or extended school provision.

Travel assistance will not be provided:

- To and from temporary addresses including family, friends and child minders where these arrangements are made by the family
- At times to suit the convenience of family arrangements including work commitments and when other siblings in the family must be taken to other schools
- For late arrival or early departure, for example due to illness or medical appointments
- To and from medical appointments
- Following detention
- To access breakfast or after-school clubs including out of school activities
- To work experience, taster or open days
- To provision off the school site organised by the school
- To provision off the school site as part of a transition programme to a new education setting
- For transfers between educational establishments during the school day
- For shorter than normal days e.g. during the exam season
- For a child whose level of attendance is a cause of concern, but for whom no eligibility criteria are met
- For students on exchange visits
- Where the behaviour of a young person is not acceptable or places other travellers at risk

In these circumstances' parents will be required to make alternative arrangements.

2.4 Single parents/carers and dual parental homes

No exemptions from the standard assessment criteria will be given to children with only one parent/carer.

For children whose parents/carers no longer live at the same address, it must be decided by the parents/carers which home is their chosen address for travel assistance purposes. This will normally be at the address at which the child spends three or more school nights (Sunday–Thursday). Assistance to both homes will not be provided.

3 ADDITIONAL TRAVEL ARRANGEMENTS AND ENTITLEMENTS

3.1 Pupils with Special Educational Needs and Disabilities

See Appendix A

3.2 Children looked after by Nottinghamshire County Council

Looked After Children (LAC) sometimes experience changes of foster placement at short notice. The Council aims to maintain a child's school placement wherever possible in order to minimise disruption to their schooling.

If a LAC moves foster placement, their travel assistance entitlement will be assessed in accordance with the normal home to school eligibility criteria set out in section 2 of this policy.

If a LAC is not entitled to travel assistance under the home to school policy, the Council expects that carers should make travel arrangements as part of their duties under the foster placement. Transport should normally be provided by foster carers or residential staff and funded out of the carer's allowance. If appropriate, a bus pass will be arranged. If neither of these is possible transport will be arranged, the cost of which may be shared between Children's Social Care and the Home to School Transport budget.

Where shared cost travel assistance is agreed this will be limited to a period of up to six months and subject to maximum distance of 25 miles or a travelling time of 75 minutes. These criteria will be waived if the child moves in the last two years of their compulsory secondary education or an education placement is named in their EHCP which is not deemed to be parental preference

Children looked after by the County Council who are entitled to travel assistance and who live in the area of another local authority will have their transport arrangements made by the other authority once Nottinghamshire County Council Children's Social Care has approved and agreed to meet the costs of the transport.

Children looked after by another local authority who are living in Nottinghamshire will not be entitled to free transport provision from Nottinghamshire County Council. However, following a request from the home authority, transport arrangements can be made by Nottinghamshire County Council provided the other authority has approved and agreed to meet the costs of the transport.

Children subject to a Special Guardianship Order (SGO) are not entitled to the same transport rights as LAC. Applications for transport for these children will be assessed in accordance with the home to school transport policy.

3.3 Pupils attending Education Other Than at School (EOTAS)

See Appendix B

3.4 Long fixed term exclusions

For fixed period exclusions beyond five days the school governing body is responsible for arranging full-time education provision. The County Council is responsible for meeting any resulting transport costs, e.g. if the pupil receives education at an alternative school site/learning centre.

3.5 Moving home and temporary accommodation

A pupil attending the qualifying secondary school who moves address in the last two years of their compulsory secondary education will be eligible for assistance if they remain at this school. Assistance will be based on the standard mileage and age criteria (see section 2) but will be restricted to a maximum travelling distance of eight miles and travelling time of 45 minutes.

Where parents/carers insist on a child attending a school to which the journey time exceeds these limits, the County Council will not be responsible for making, or meeting, the cost of travel arrangements.

The last year(s) of education will be deemed to begin on 1 September of the year in question. Therefore, those who move during the summer holidays before 1 September will not receive assistance.

Children of families who have to move into temporary accommodation for reasons outside their control may be eligible for travel assistance to the original qualifying school for up to a maximum of six months from the time of the move. Assistance will be restricted to a maximum travelling distance of 25 miles and travelling time of 75 minutes.

Assistance is not provided where parents/carers go abroad for extended periods and whose children are cared for at an alternative address.

3.6 Managed moves

Where a pupil is admitted to an alternative school following a managed move by the LA, then, subject to the advice of the LA authorising officer, the school shall be regarded as the designated suitable school for determining travel assistance. In normal circumstances, the LA authorising officer should pursue placement at the nearest suitable school to the home address.

Where a pupil is placed at a new school without the authorisation of the LA then it is the responsibility of parents/carers and the pupil's current school to make appropriate travel arrangements and fund where necessary.

In exceptional circumstances transport assistance may be considered by the LA and will be determined on a case by case.

4 PROVISION OF TRAVEL ARRANGEMENTS

4.1 Measuring the statutory distances

In most cases distances are measured from the home address to school, gate to gate, using the shortest available walking route. Walking routes and availability of walking routes are defined in section 7.8.

In the case of families who meet the low-income criteria the minimum statutory distances are measured by using the shortest available walking route. Distances above that are measured by using the nearest route accessible by a vehicle.

Where there is a change to the walking route (i.e. the building of a new road or path), which brings the home to school distance within the prescribed distance, pupils will no longer be entitled to free transport. This change will affect all children after parents/carers have been provided with a reasonable period of notice, which is normally one term.

4.2 Walking distance exemptions

In some circumstances pupils living within the available walking distance limits and attending the qualifying school may be eligible for free travel. The circumstances in which free travel may be considered are:

4.2.1 Special Transport Needs

See Appendix A

4.2.2 Temporary Medical Grounds

Transport may be provided for pupils who meet the eligibility criteria in Section 2 of this policy and who are temporarily incapacitated and unable to walk to or from school.

Parents/carers should apply for medical transport via the County Council's website with a certificate or letter from the medical professional stating that the pupil requires the provision of transport to enable them to access school. The authorisation should state specifically why the child is unable to travel to school accompanied by their parent/carer and for how long the assistance is required.

4.2.3 Disability of parents/carers

Parents/carers are expected to take reasonable steps to ensure their child gets to school. Travel assistance may be considered where the parent/carer has a disability which prevents them from doing this. Parents/carers should obtain a certificate or letter from a medical professional stating specifically why they are unable to accompany their child to school.

4.2.4 Exceptional Circumstances

Exceptional circumstances will be determined on a case by case basis by Transport and Travel Services.

4.3 Home to bus stop/bus stop to school walking distance

Pick-up and set-down points are made as near to home and school as possible bearing in mind road safety issues and the length/time of the journey. Pupils are expected to walk up to one mile from door to bus stop or from bus stop to school, or a combination of distances totalling not more than one mile in either direction each day. Pupils may be exempted from this on the recommendation of an appropriate medical professional or educational specialist

4.4 Parents/carers who are working at the time their children travel to and from school

No dispensation will be made for parents/carers who are working at the time their children travel to and from school. Parents/carers are expected to make other suitable arrangements for someone else to accompany their children as necessary.

4.5 Types of travel assistance

The aim of the policy is to achieve best value in providing a quality transport service as efficiently and economically as possible, to ensure that pupils get to school within a reasonable time and travel in a safe and stress-free environment.

The County Council provides for a return journey to/from home to school/college at the beginning and end of each official school/college day. Section 2.3 sets out instances when transport will not normally be provided.

Arrangements for travel assistance may take one of the following forms:

4.5.1 Free pass

A free travel pass will be issued where pupils qualify for free travel in Section 2. The pass will allow one return journey on school days only, on specified services between specified points.

4.5.2 A grant in lieu of free travel

In exceptional circumstances a grant will be given in lieu of a travel pass:

- If there are no suitable transport services available to the qualifying school, or if the distance from home to the nearest bus stop is greater than one mile by the shortest walking route, provided that the pupil qualified for free travel in accordance with the walking distance criteria (see section 2)
- Grants will only be made where no local transport exists and/or where the grant payment provides best value for money for the County Council.

- The grant is based on the distance of two return trips per day using the 'public transport rate' as the basis of calculation. Distance is measured along the shortest route taken by the vehicle.
- A grant in lieu of free travel will only be backdated to the start of the academic year in which the application is made.
- A grant in lieu of a free pass will be given to only one member of a family at any one time, where a sibling is attending the same school or site. Where a sibling is attending a different school on a different site, a grant will be paid for the total mileage.

4.6 Travel assistance for pupils attending a school on the grounds of religion or belief

Travel assistance will be by means of a travel pass at a subsidised rate to the nearest suitable school on payment of the appropriate contribution from parents/carers. These charges are subject to annual review.

The following detailed criteria will apply:

- The pupil must be admitted to the school on grounds of religion or belief. In the case of admission on denominational grounds, TTS will request confirmation of this from the school. In cases where the application is on grounds of other philosophy or belief (see section 7.7) the application will be assessed based on the supporting evidence provided.
- The pupil meets the appropriate distance criteria in parts 2.2.7 or 2.2.8 of this policy
- Using the available transport services, the pupil can travel within the maximum travelling time criteria of 45 minutes for primary pupils and 75 minutes for secondary pupils. Journey time is assessed by calculating the door-to-door time by use of public transport or the equivalent time it would have taken where no public transport exists and includes any journey time to a pick-up point, waiting time for connections and walking time from set down point to school.

Children from low income families meeting the criteria above are exempted from charges if they are entitled to free school meals or their parents/carers are in receipt of maximum level Working Tax Credit.

Where a family has three or more siblings attending the nearest suitable schools on denominational grounds (up to age 16) only the two youngest children will be subject to a charge. Free travel for older siblings will be on the condition that the family are paying the appropriate charge for the two youngest siblings. Passes will be withdrawn if this ceases to be the case.

4.7 Reviews of transport arrangements

Transport arrangements are subject to regular review to take account of pupils joining and leaving schools. In addition, there is a legal obligation that transport contracts are periodically re-tendered to achieve best value.

5 APPLYING FOR TRAVEL ASSISTANCE

5.1 Applying for under-16 travel assistance

The quickest way to apply for travel assistance is to apply online.

<https://www.nottinghamshire.gov.uk/education/travel-to-schools>

If you are unable to complete the form online, you can contact our Customer Service Centre on 0300 500 80 80 who will complete a mediated form for you.

It must be stressed that applications for travel assistance made on behalf of secondary age pupils must be accompanied by a current photograph, as this is necessary for the travel pass.

If assistance is being sought on the grounds of religion or belief the form must indicate this. The LA will verify with the school the grounds under which pupil has been admitted before travel assistance is approved.

Outcome of applications will be emailed to the parent/carer. Parents/carers of successful applicants will be sent details of the relevant transport arrangements.

5.2 Replacement passes

Where you require a pass to be changed to enable use on a different vehicle / boarding point please contact TTS who will advise you whether this is possible. Where agreed the replacement pass will be subject to an administration fee of £10.

Where the current pass contains incorrect information, the new pass will be issued free of charge

[Replacement passes | Nottinghamshire County Council](#)

5.3 Lost/stolen passes

Passes that have been lost or stolen can be replaced on payment of an administration fee of £10. In the case of pupils eligible for free travel, a temporary pass is available. For the replacement of passes not issued by TTS the full cost of replacement must be borne by the parents/carers, unless a locally arranged alternative scheme exists.

[Replacement passes | Nottinghamshire County Council](#)
Page 77 of 156

5.4 Provision and organisation of school transport services

5.4.1 Provision of Services

The arrangements for providing transport will be made in accordance with the requirements of the Education Acts 1996, 2002, the Education and Inspections Act 2006 and the Transport Acts 1985 and 2000.

The County Council will endeavour to ensure the safe movement of pupils and will coordinate exclusive school transport journeys and local bus services to ensure best value for money is achieved, in particular with respect to efficiency, effectiveness and economy (Transport Act 2000 s152).

5.4.2 Transport requirements

TTS will determine the level of service, vehicle type and seating capacity requirements. A continuing review of the services provided will be made to ensure that the travel needs of pupils are adequately met. Services will be organised as appropriate allowing for:

- The regulations relating to the provision of passenger transport services
- The school or college session times, provided that the appropriate statutory procedures required have been followed. Head teachers, Principals and Governing Bodies are requested to consult with TTS as soon as possible on proposed changes to session times, so that the effect of any change can be assessed. Advice will be given on whether the change can be accommodated within the transport network, the likely cost implications, and any subsequent effects on other establishments and the local community as a result of the change
- The fact that it is desirable in the interests of safety and comfort to provide a seat for each pupil. Legislation permits children under 14 to be seated three to each double seat on buses not equipped with seat belts. This arrangement will only be used to cope with a marginal excess of numbers above the available seating capacity. Children who reach the age of 14 during a school year are deemed to be less than 14 years of age until the last day of August following their 14th birthday
- The need to give appropriate notice to head teachers, parents/carers and other interested parties regarding proposed changes to the transport network
- The need to monitor the services and deal with complaints as soon as possible to ensure that an efficient and reliable service is provided
- Environmental and sustainability issues.
- Equal opportunities and social inclusion.

5.5 Information to schools, colleges and transport operators

When appropriate, TTS will issue notes of guidance to all head teachers, regarding school transport services, which will provide information relating to school closures, accidents and poor operation. The guidance will also include information relating to transport operations for pupils with special educational needs.

When appropriate, notes of guidance will be issued to all transport operators by TTS to assist them in the operation of school transport services and the procedures for checking of travel passes and dealing with emergencies and behaviour.

5.6 Discipline on school transport services and misuse of travel passes

5.6.1 Guidance

The County Council, schools and transport operators work closely together to encourage appropriate behaviour on transport to school and minimise travel problems.

Guidance notes to parents/carers and pupils are published on the County Council website

<https://www.nottinghamshire.gov.uk/education/travel-to-schools/under-16-travel-assistance>

5.6.2 Procedures

Except for serious incidents of indiscipline (which will be dealt with on an individual basis) the following procedures will normally apply:

- TTS, after consultation with the head teacher will advise parents/carers of the incident which occurred and issue a warning.
- If the problem continues the travel pass will be suspended for a set period or withdrawn permanently, depending on the seriousness of the incident(s). If, after reinstatement following a period of suspension, the difficulties continue, the travel pass (including free pass) or transport facility may be withdrawn permanently.
- In the event of suspension or withdrawal of a pass, parents/carers will be required to make their own transport arrangements. The transport operator will be informed of the action taken.

5.6.3 Misuse of passes including none payment for season passes

If a pass is withdrawn by an operator because of misuse including the use of out of date passes, the incident will be investigated, and a report sought from the school or college. Pupils will be responsible for the payment of fares during the period a travel pass is withheld because of misuse or none payment. At the same time a letter will be sent by TTS informing parents/carers of the actions of the County Council.

6 REVIEW OF TRANSPORT DECISIONS

A parent/carer has the right to a review of a decision if they believe that the County Council has assessed their entitlement to free travel incorrectly.

Parents/carers should complete an appeal form and specify precisely the nature of the appeal. Appeals regarding travel and transport decisions will be considered from one or more of the following categories:

- a child's eligibility – must identify which part of the policy the eligibility relates to
- the distance measurement in relation to the statutory walking distances as specified in Section 2 and Section 7.9 of the Policy
- the safety of the route as specified in Section 7.8 of the Policy
- the transport arrangements
- exceptional circumstances – corroborated by appropriate documentation or evidence to be included when making the appeal

The appeals process will not commence or be considered until a fully completed form and appropriate documentation is received.

The County Council will not consider appeals where:

- a child is not resident in Nottinghamshire (travel applications should be made to the LA in which you reside)
- a parent/carer disagrees with the cost of transport OR the reimbursement rates which have been agreed by the Council following due process
- a parent/carer has previously appealed against a decision and there have been no changes to the details of the appeal

6.1 Stage One: Senior Officer review

Parents/carers have 20 working days from receipt of the home to school transport decision to make a written request asking for a review of the decision. The written request should detail why the parent/carer believes the decision should be reviewed and give details of any personal and/or family circumstances they believe should be considered when the decision is reviewed.

Within 20 working days of receipt of the written request a senior officer will review the original decision and send the parent/carer a detailed written notification of the outcome of the review. This will explain the rationale for the decision reached and explain how, if they wish to do so, request their case to be taken to stage two of the appeal process

6.2 Stage Two: Review by an independent appeal panel

A parent/carer has 20 working days from receipt of the local authority's stage one written decision notification to make a written request for their case to be taken to stage two of the review process.

Stage two appeals will be considered within 40 working days of receipt. The independent appeal panel will consider both written and verbal representations from both parent/carer and officers involved in the case. A detailed written notification of the outcome will be sent to the parent/carer within five working days of the appeal panel.

The appeal panel members will be independent of the original decision-making process.

If a stage two appeal is unsuccessful, there is no further right of appeal within Nottinghamshire County Council. However, if a parent/carer is dissatisfied with the way the appeal has been conducted they may complain to the Local Government Ombudsman. The Local Government Ombudsman has no statutory power to overturn the decision of the Panel but can draw the County Council's attention to any misadministration leading to injustice.

If the parent/carer believes that the decision of the independent panel to be flawed on public law grounds, they may also apply for a judicial review.

Should a review find in the parents/carers favour, free travel will be backdated to when the original application was received by TTS or the start of the academic year in which the application is made, whichever is the later.

7 DEFINITIONS

7.1 Qualifying schools

- Community, foundation or voluntary schools
- Community or foundation special schools
- Academies
- Free Schools
- Independent non-maintained special schools

7.2 'Suitable' school

Suitable school is defined as the nearest qualifying school to the family home with places available that provides education appropriate to the age, ability and aptitude of the child, and any special educational needs that the child may have.

Please see parts 7.8 and 7.9 for information about how the distance between home and school is defined and measured.

7.3 Catchment area schools

In Nottinghamshire your home address may be in a catchment area, recognised by the local authority. It is worth noting that some own admission authority schools no longer recognise catchment areas in their admissions policy and therefore some home addresses will no longer have a catchment area school at secondary and /or primary.

Information about identifying your catchment school can be downloaded from the Nottinghamshire County Council Web Site, link given below:

<http://www.nottinghamshire.gov.uk/findmynearest>

7.4 Coterminous and overlapping catchment areas

In the event of two or more schools having a coterminous or overlapping catchment area the nearest of the schools to the home address will be regarded as the designated catchment school for transport purposes.

7.5 Designated schools

Nottinghamshire County Council may designate a school other than the catchment or nearest school as the qualifying school. This may be done either through an Education, Health and Care Plan (EHCP) or by an authorising officer of the County Council.

7.6 Preferred schools

Parents/carers have the right to express a preference for a school other than their nearest suitable qualifying school and this is known as a 'preferred school'.

7.7 Schools attended on the grounds of parents/carers religion or belief

'Religion' means any religion, and 'belief' means any religious or philosophical belief. References to religion or belief include references to lack of religion or belief. It therefore follows that this duty covers all religions and denominations, as well as philosophical beliefs.

7.8 Walking routes and availability of walking routes

The walking route is defined as the shortest available walking route between the home boundary gate and the nearest school gate. To be treated as a walking route the route must be available to be walked (accompanied as necessary by an adult) with reasonable safety – taking into account highway conditions only. Personal safety is a parental responsibility. TTS measures the distance involved and assesses availability against set criteria. Where statutory free travel is not automatically awarded, an appeal process exists, and the case can be reviewed (see Section 6)

7.9 Measurement of distances

All distance measurements are undertaken using the Council's approved specialist mapping tool. In order to determine which school is the nearest to a home address, the shortest available walking route between the home boundary gate and the nearest school gate is measured. Distances beyond the statutory walking distance or where there is no available walking route are measured by the shortest road route, i.e. a route passable by a motor vehicle. Road routes are measured from the centre line of the public highway immediately outside the home address to the nearest school or college pedestrian entrance.

Once the nearest school has been identified, to establish a child's transport eligibility, statutory walking distances (2 miles for primary aged children and 3 miles for secondary aged children) will be measured by the shortest available walking route from the boundary gate of the home address to the nearest school or college pedestrian entrance. The route measured may include footpaths, bridleways, and other pathways, as well as recognised roads where these are assessed to be available.

7.10 Low income

The Education and Inspections Act 2006 places a duty on local authorities to provide free transport for some of the most disadvantaged children, which is defined as those eligible for free school meals or whose parents/carers are in receipt of the maximum level of Working Tax Credit.

Special Educational Needs and Disability Travel Policy

1 Legal Requirements and general responsibilities

- 1.1 The legal requirements relating to the general duty of a Local Authority to provide transport from home to school are contained within Section 509 of the Education Act 1996. The duty to consider the provision of free or assisted travel applies equally to pupils with or without Special Educational Needs and Disabilities (SEND).
- 1.2 Some pupils with SEND may require assistance with their travel to school. Wherever possible and appropriate, pupils with SEND should be treated in the same way as those without, i.e. in general, they should walk to school, travel on public transport or be taken by their parents/carers. They should develop independent travel skills, which should be assessed at each annual review
- 1.3 The County Council will determine the appropriate travel assistance provided in accordance with the eligibility criteria in Section 2 of the Home to School Transport Policy and the County Council's aim to provide best value
- 1.4 Where pupils attend a school other than the nearest suitable or catchment school as the qualifying (designated) school, travel assistance will be determined in accordance with Section 2 of the Home to School Transport Policy
- 1.5 Where parents/carers choose to send their children to a preferred school, Section 2 of the Home to School Transport Policy will apply
- 1.6 Travel assistance may be provided for a pre-school age child who has an Education, Health and Care Plan (EHCP). In such cases, assistance may be provided to nursery schools, nursery classes or units and pre-school playgroups
- 1.7 If travel assistance is approved, this will normally take the form of one of the following:
 - Provision of a Direct Travel Assistance Payment (DTAP)
 - Parental mileage allowance
 - Provision of special/medical transport
- 1.8 Where special transport is agreed this will normally take up to 20 working days to arrange. The County Council will not reimburse any costs incurred by parents/carers taking their child to the establishment while special transport is being arranged.
- 1.9 Where special transport is provided this will normally be to and from a designated collection/drop off point located within one mile of the home address. A pick up and/or drop off at home will only be provided in exceptional

circumstances; additional medical information may be required to support the request

- 1.10 Parents/carers are responsible for escorting their child to and from the vehicle at the designated collection/drop-off point. Where a parent/carer consistently fails to deliver/receive their child at the pick-up/drop-off point at the agreed time, the provision of transport will be reviewed and may be withdrawn.
- 1.11 Where special transport is provided, it will normally be in the form of a shared vehicle. Individual transport will only be provided in exceptional circumstances: additional information may be required to support the request.
- 1.12 Except in exceptional circumstances, home to school transport will only be provided at the beginning and end of the normal school day during the normal school week (Monday to Friday), term time only.

2 Qualification by walking distance

The distance criteria described in Section 2 of the Home to School Transport Policy apply equally to pupils with and without SEN and disabilities. There are, however, a number of walking distance exemptions

Pupils living within the appropriate walking distance limits and attending the qualifying/designated school may be eligible for travel assistance if:

- The pupil has a special transport need that requires the provision of transport for them to access and attend school. The special transport need is assessed by the County Council, drawing upon medical and other professional advice, as required. A special transport need may arise where the pupil:
 - lives within the walking distance but is unable to walk/travel safely to school when accompanied by a parent/carer
 - is unable to use public transport when accompanied by a parent/carer

There may be exceptional circumstances which require the provision of special transport. Transport and Travel Services Team (TTS) will consider any exceptional circumstances in individual cases.

3 Escorts

TTS will utilise the advice received from education and medical professionals to determine whether it is necessary to provide an escort or other facilities.

4 Independent Travel Training (ITT)

The County Council operates an Independent Travel Training Programme, details can be obtained from:

www.nottinghamshire.gov.uk/travelling/travel/itt/
Page 85 of 156

Pupils/students will be enabled to undertake independent travel training unless they are assessed by an officer of the Council and school/college as being unlikely to benefit from such training.

Special transport provided by the County Council will not be available for pupils/students who are able but choose not to participate in the travel training programme.

Pupils/students who have successfully completed the ITT programme will be enabled to make the journey to school/college independently. Special transport will not be provided for these pupils/students unless their circumstances change significantly.

5 Residential Special Schools

- 5.1 Where the County Council has placed a pupil in a residential special school which is over the statutory walking distance from their home, parents/carers may be reimbursed at public transport rate or allocated a DTAP to transport their children to and from the school. Where parents/carers do not have access to transport, or where it is more cost effective, transport will be provided by the County Council
- 5.2 Weekly borders will be entitled to travel assistance at the beginning and end of the school week.
- 5.3 Termly borders will be entitled to travel assistance at mid and full-term holidays, or as determined by the pupil's EHCP.
- 5.4 Where pupils attend a residential special school on a 52-week placement, transport is not provided. If assistance with transport is required, the social care worker allocated to the family should be contacted.

6 Pupils Aged 16 and Under Attending Colleges or Alternative Provision

For pupils aged 16 and under who attend college or other alternative educational provision on a full-time basis, eligibility for travel assistance will be assessed as follows:

- If the placement has been made by a LA officer, then travel assistance will be in accordance with Section 2 of the Home to School Transport Policy
- If the placement is a parental choice, it is the responsibility of the parent/carer to provide transport.
- If the pupils designated school has arranged educational provision off-site, the school will be responsible for arranging and funding any necessary travel.

7 Cases where there will not normally be an entitlement to transport

- To and from temporary addresses including family, friends and child minders where these arrangements are made by the family
- At times to suit the convenience of family arrangements
- At times when other siblings in the family must to be taken to other schools
- For late arrival or early departure, for example due to illness or medical appointments
- To and from medical appointments
- Following detention
- To access breakfast or after-school clubs including out of school activities
- To work experience, taster or open days
- To provision off the school site organised by the school
- To provision off the school site as part of a transition programme to a new education setting
- For transfers between educational establishments during the school day
- For shorter than normal days e.g. during the exam season
- For a child whose level of attendance is a cause of concern, but for whom no eligibility criteria are met
- For students on exchange visits
- Where the behaviour of a young person is not acceptable or places other travellers at risk

8 Short Breaks/Respite Care

This is not covered by the Home to School Transport Policy. Transport requests should be made to Children's Social Care and Health.

9 Review of Transport Provision

Transport provision will be reviewed annually to determine whether the basis for entitlement has changed and whether the travel assistance provided remains appropriate.

10 Review of Transport Decisions

A parent/carer has the right to a review of a decision if they believe that the County Council has assessed their entitlement to free transport incorrectly. Please see Section 6 of Home to School Transport Policy for details

Pupils attending Education Other Than at School (EOTAS)

- 1 Home to School Transport in Nottinghamshire is provided for eligible pupils who meet the criteria as laid out in the Home to School Transport Policy. The policy sets out the Council's statutory duty to provide home to school transport to eligible pupils
- 2 Pupils of statutory school age not on a school roll, whose education is the responsibility of the LA either through a permanent exclusion or other circumstances, will have an alternative provision placement commissioned by the LA. In these cases, the placement will be classed as their designated school.
- 3 Where the placement at an alternative education provider is commissioned by a school, the parent/carer and school must have agreed how the young person is going to get there. There is no entitlement under the Home to School Transport Policy to provide travel assistance to an establishment other than to the one that the young person is on roll at.
- 4 Travel assistance will be awarded in accordance with the Home to School Transport Policy and parents/carers will be expected to complete the same application forms and provide medical/professional evidence where required
- 5 Some pupils may require special transport arrangements however where possible and appropriate, pupils should be treated in the same way as those attending a school i.e. in general, they should walk to the establishment, travel on public transport or be taken by their parents/carers.
- 6 Inter-site transport during the day
 - 6.1 Where an educational establishment arranges for pupils to attend different establishments during the school day it will be the responsibility of the establishment and parents/carers to arrange and fund transport
 - 6.2 Where a pupil receives home to school transport this will only be to one site and therefore any arrangements made by the establishment must take this into account, i.e. a pupil will not be picked up from a different establishment in the evening to the one at which they were dropped off in the morning
 - 6.3 Home to School transport is only provided at the beginning and end of a normal school day. No dispensation will be made for pupils not ready to be collected at the end of the school day
- 7 **Admission of pupils aged under 16 to Colleges of Further Education (CFE)**

For pupils aged 16 and under who attend a college of Further Education on a full-time basis, eligibility for travel assistance will be assessed as follows

- If the placement has been made by a LA officer, then travel assistance will be in accordance with Section 2 of the Home to School Transport Policy
- If the placement is a parental preference, it is the responsibility of the parent/carer to provide transport
- If the pupil's designated school has arranged educational provision off-site, the school will be responsible for arranging and funding any necessary travel.



**POST-16
TRANSPORT POLICY STATEMENT
2021/22 ACADEMIC YEAR**

CONTENTS

1. INTRODUCTION

2. AIMS AND OBJECTIVES

3. TRANSPORT AND TRAVEL SUPPORT

3.1. Nottinghamshire County Council support

- 3.1.1. Support for young people without special educational needs or a disability
- 3.1.2. Support for young people with special educational needs or a disability
- 3.1.3. Cases where LA travel assistance will not be provided
- 3.1.4. Independent Travel training
- 3.1.5. Apprenticeships

3.2. Concessionary tickets for young people 16 – 25 from public transport providers

3.3. Travel support from schools and colleges

3.4. Other sources of financial support

- 3.4.1. The 16-19 Bursary Fund
- 3.4.2. Care to Learn/Young Parents
- 3.4.3. Learner Support
- 3.4.4. Personal Independence Payment (PIP)

4. APPLYING FOR SUPPORT FROM NOTTINGHAMSHIRE COUNTY COUNCIL

5. REVIEW OF TRAVEL DECISIONS

1. INTRODUCTION

Local authorities do not have to provide free or subsidised post 16 travel support but do have a duty to prepare and publish an annual transport policy statement specifying the arrangements for the provision of transport or other support that the authority considers it necessary to make to facilitate the attendance of all persons of sixth form age receiving education or training.

Local authorities also have a duty to encourage, enable and assist young people with learning difficulties / disabilities to participate in education and training, up to the age of 25.

This policy uses the term 'Post 16' to include both learners of sixth form age and those with learning difficulties / disabilities up to the age of 25.

'Sixth form age' refers to those young people who are over 16 years of age but under 19 or continuing learners who started their programme of learning before their 19th birthday (years 12,13,14).

This policy document specifies the support that Nottinghamshire County Council considers necessary to facilitate the attendance of Post 16 learners receiving education or training.

Education or training refers to learning or training at a school, further education institution, a council maintained or assisted institution providing higher or further education. It can also be an establishment funded directly by the Education Skills Funding Agency or learning providers delivering accredited programmes of learning which lead to positive outcomes and are funded by the council, for example, colleges, charities and private learning providers.

As there is no automatic entitlement to transport assistance once a student is over the age of 16 parents/carers and students should ensure that they are aware of the availability and cost of transport and take this into account when making choices for post-16 education.

All young people carrying on their education post 16 must apply for travel support annually.

2. AIMS AND OBJECTIVES

The aim of this statement is to inform learners and their parents/carers of the support for travel that is available to help them access post-16 learning opportunities.

The statement includes information from the Council and provides links to enable learners and their parents/carers to access the most up to date transport and travel information from schools, colleges of further education, transport providers and other relevant sources. The aim is to provide the most up to date information about how to get to school or college.

The statement also explains the support available to learners with special educational needs and or learning/mobility difficulties and gives information about the Council's scheme of independent travel training.

3. TRANSPORT AND TRAVEL SUPPORT

3.1. Nottinghamshire County Council support

Nottinghamshire County Council's Post 16 Travel Assistance Scheme is available for eligible young people at the standard start and finish times of the learning establishment.

3.1.1. Support for young people without special educational needs or a disability

Post-16 Travel Assistance Scheme 2021/2022

Full conditions of the post-16 travel assistance scheme is available at

www.nottinghamshire.gov.uk/education/travel-to-schools/post-16-mainstream-travel-assistance

Scheme eligibility

To participate in the scheme a student must: -

- be a Nottinghamshire County resident (excludes students resident in Nottingham City)
- be attending a full-time course (a minimum of 540 guided learning hours per year over a period of a least 30 weeks) at a school (including academies), college of further education or independent specialist provider that is funded directly by the Education and Skills Funding Agency (ESFA). The scheme does not apply to fee paying independent schools, higher education courses or universities.
- live more than three miles from the school/college using the nearest available walking route
- be over compulsory school age but under 19 years of age on 1 September 2021

Travel assistance available

There are three types of travel assistance available. Students may apply for one of the following:

- An annual **Half Fare Pass** which entitles the student to travel at half the adult fare on a transport service to their school or college (currently not available on the tram). Full payment is required on application. The travel pass may be used on the designated-services ONLY, for one journey to and from school or college each day started before 10.00pm, Monday to Friday during term time.
- A **Season Pass** is available to students travelling on specific school bus services and some other services arranged by Nottinghamshire County Council. This will allow the student to travel between home and school/college without

having to pay a daily fare. The travel pass can ONLY be used on the designated bus service for one journey to and from school/college each day, started before 10.00pm, Monday to Friday during term time. If you indicate on the application form that you would like a season pass, a price quote will be sent to you. Students who purchase this pass may then travel without further daily payment on the specified service. You may pay for the season pass in full or by instalments as follows:

- Initial payment to be made when you accept the quote
 - 2nd instalment by 17th December 2021
 - 3rd instalment by 1st April 2022
- A **Travel Allowance** up to a maximum of £150 per academic year may be offered in exceptional circumstances instead of a half fare travel or season pass. To be considered for the travel allowance the following conditions should be met
 - a student must be attending the nearest school/college to their home address
 - no public transport or other transport services exist, or the school/college is outside the Nottinghamshire boundary
 - the travelling distance and travel times as calculated by Transport and Travel Services do not exceed 25 miles travelling distance and 75 minutes travelling time.

All travel allowances are paid termly in arrears and attendance must be certified by the school or college. Students sharing the same vehicle will be paid half the travel allowance each. Late applications made after the start of the academic year will result in a reduction in the amount of grant available.

3.1.2. **Support for young people with special educational needs or a disability (SEND)**

Some students with SEND may require assistance with their travel to school/college. Wherever possible and appropriate, students with SEND should be treated in the same way as those without, i.e. in general, they should walk to school/college, travel on public transport or be taken by their parents/carers. They should develop independent travel skills, which should be assessed at each annual review

A special transport need may arise where the student:

- is unable to walk or travel safely when accompanied to the special school, sixth form or college
- is unable to use public transport when accompanied.

A special transport need is assessed by the County Council, drawing upon medical and other professional advice as required.

Eligibility criteria

To apply for post-16 special transport, a student must: -

- be a Nottinghamshire County resident (excludes students resident in Nottingham City)
- be attending a full-time course (a minimum of 540 guided learning hours per year over a period of at least 30 weeks) at a school (including academies), college of further education or independent specialist provider that is funded directly by the Education and Skills Funding Agency (ESFA). The scheme does not apply to higher education courses or universities.
- be attending the nearest establishment that provides the chosen course and level of study and can meet the student's needs. This will normally be the establishment named in the student's Education, Health and Care Plan. This may be an establishment outside Nottinghamshire, but if a student chooses to attend a provision further afield when a more local educational institution can meet their needs, transport assistance will not be provided.
- be over the school leaving age (16) but under 19 years of age on 1 September 2021 or continuing to attend a course begun before they were 19 until it is completed, or they reach 25 years of age,

or

- aged between 19 and 24 on 1 September 2021 and have an Education Health and Care Plan (EHCP)

Travel assistance available

If travel assistance is approved, the Council will identify the most appropriate and cost-effective solution for each student.

Students assessed as requiring support will normally receive assistance to travel to and from the nearest suitable school, college or independent specialist provider that can meet their educational and support needs. This will ensure the effective use of resources whilst promoting choice and managing public funds in a prudent manner.

Travel assistance will normally take the form of one of the following:

- Provision of a Direct Travel Assistance Payment (DTAP)
- Parental mileage allowance
- Provision of special/medical transport

Where special transport is agreed this will normally take up to 20 working days to arrange. The County Council will not reimburse any costs incurred by parents/carers taking their child to the establishment while special transport is being arranged

Special transport will be provided to and from a designated collection/drop off point located within one mile of the home address. A pickup and/or drop off at home will only be provided in exceptional circumstances; additional medical information may be required to support the request

Special transport will normally be in the form of shared minibus, taxi or wheelchair accessible vehicle, with adult support in addition to the driver where appropriate.

Individual transport will only be provided in exceptional circumstances; additional medical information may be required to support the request.

Students may have to travel with other learners who attend different sites and/or follow courses with different timetables. Shared transport helps to achieve sustainable transport outcomes, reduce congestion and secure cost-efficient transport arrangements. This could result in longer travelling times and waiting times at college. It may therefore be necessary for some students to make use of opportunities for additional study or enrichment activities at college.

For parents/carers who wish to convey the student to/from school/college using their own vehicle, parental mileage may be agreed. The Council will consider paying a grant (currently 22.6p a mile) for two return journeys a day, based on the shortest distance by car between home and school/college.

For parents/carers of young people with an EHCP they may wish to consider applying for a Direct Travel Assistance Payment (DTAP). This method of travel assistance can provide families with more flexibility as they are able to decide how the payment is used to support their child to attend education.

Transport arrangements are subject to regular review to take account of pupils joining and leaving school/college. In addition, there is a legal obligation that transport contracts are periodically re-tendered (generally every 2-3 years) to achieve best value.

Where a student with special transport needs is placed in a residential care setting, including independent living, transport costs will be shared with either Children's Social Care or Adults Social Care, as appropriate. It is the responsibility of Social Care (Children or Adults) to provide the appropriate expenditure codes prior to travel assistance being commissioned.

3.1.3. Cases where LA travel assistance will not be provided

Transport services provide one journey to and from school/college at the start and the end of the normal school/college day. Transport is not provided for students to travel other than to and from the designated pick-up/set down point, or to access extra-curricular or off-site courses or activities, e.g. taster days, induction days, enrichment activities, work placements, work experience etc

Travel assistance will not be provided for the following:

- To and from temporary addresses including family, friends and child minders where these arrangements are made by the family
- At times to suit the convenience of family arrangements
- At times when other siblings in the family have to be taken to other schools/colleges
- For late arrival or early departure, for example due to illness or medical appointments
- To and from medical appointments
- Following detention
- To access breakfast or after-school clubs including out of school/college activities

- To work experience, taster or open days
- To provision off the school/college site organised by the school/college
- To provision off the school/college site as part of a transition programme to a new education setting
- For transfers between educational establishments during the school/college day
- For shorter than normal days e.g. during the exam season
- For a young person whose level of attendance is a cause of concern, but for whom no eligibility criteria are met
- For students on exchange visits
- Where the behaviour of a young person is not acceptable or places other travellers at risk

In these circumstances' parents/carers will be required to make alternative arrangements.

3.1.4. Independent Travel Training

All students will be enabled to undertake independent travel training (ITT) unless they are assessed by the County Council and student's school/college as being unlikely to benefit from such training.

Special transport provided by the County Council will not be available for students who are deemed to be suitable for ITT but who choose not to participate in the programme.

Students who have successfully completed the ITT programme will be enabled to make their journey to school/college independently. Special transport will not be provided for these students unless their circumstances have changed significantly.

Details of the County Council's travel training programme can be obtained from

www.nottinghamshire.gov.uk/transport/public-transport/independent-travel-training

3.1.5. Apprenticeships

For students on traineeships or apprenticeships, the learning provider is responsible for ensuring that reasonable expenses are met in full where they are needed to overcome barriers to learning. These may include the cost of travelling to or from the place of learning or work placement. Please contact your learning provider for more information

3.2. Concessionary tickets for young people 16 – 25 from public transport providers

For many students living in Nottinghamshire travelling to college using the local and public transport network will be the most convenient and cost-effective solution. Many of our local transport providers currently offer student season passes and discounts which enable more flexibility for travel which is often required by Post 16 students. To assist parents/carers and students, information about public transport services is available at:

www.nottinghamshire.gov.uk/transport/public-transport

This includes routes and timetables (including timetable changes), maps and a journey planner, as well as contact details for transport providers, from whom information is available about any season ticket offers for students. Travel information is also available by ringing Traveline on 0871 200 2233.

Students living and travelling within the City and Greater Nottingham area can purchase a Robin Hood U19 or Student Season Card, which allows unlimited travel on most bus, tram and train services. For more details please visit www.robinhoodnetwork.co.uk

Students living and travelling in areas served by Trent Barton can purchase a Student MANGO or a Young Person's Mango which can be used on most Trent Barton bus services. Student Mangos are also available for young people on an apprenticeship. For more details please visit www.trentbarton.co.uk/mango or call 01773 712265.

Students living and travelling in areas served by Stagecoach can purchase Mega Rider season tickets which offer reductions on the daily fare. For more details please visit www.stagecoachbus.com/

The 16-25 Railcard offers young people aged 16 to 25 years a third off Standard Anytime, Off-Peak, Standard Advanced and First-Class Advanced fares. For more information, please visit www.railcard.co.uk

The 16-17 Railcard offers young people aged 16 and 17 years a 50% discount on most rail travel. For more information please visit www.railcard.co.uk

3.3. Travel support from schools and colleges

Information regarding transport services for Nottinghamshire schools can be accessed on the County Council website. This includes contact details and links to individual school websites, which contain information about any bus services operated by the County Council or the school.:

www.nottinghamshire.gov.uk/transport/public-transport/school-bus-timetables

Sixth form colleges and further education colleges can assist students with information on transport. Some colleges (such as Bilborough College) also provide private contracted bus services to areas which are not well served by commercial bus services. College bus services normally operate at the start and the end of the college day only. You should contact Student Services at the college:

Bilborough Sixth Form College	bilborough.ac.uk/students/student-support/
Chesterfield College	www.chesterfield.ac.uk/knowledge-base
Derby College	www.derby-college.ac.uk/student-support/derby-college-transport

Doncaster Communication College	www.deaf-trust.co.uk
Doncaster College	www.don.ac.uk/student-services
Grantham College	www.grantham.ac.uk/student-life/advice-services
Landmarks	www.landmarks.ac.uk
Lincoln College (including Newark College campus)	www.lincolncollege.ac.uk/support
Loughborough College	www.loucoll.ac.uk/student-services
Nottingham College	www.nottinghamcollege.ac.uk
North Notts College	www.nnc.ac.uk/
Portland College	www.portland.ac.uk/
Rotherham College	www.rotherham.ac.uk
West Notts College	www.wnc.ac.uk/Facilities-and-services

3.4. Other sources of financial support

3.4.1. The 16-19 Bursary Fund

The 16 to 19 Bursary Fund provides financial support to help young people overcome specific barriers to participation, so they can remain in education.

There are 2 types of 16 to 19 bursaries:

Vulnerable bursary of up to £1,200 a year depending on your circumstances and benefits

Discretionary bursary for young people who do not qualify for a vulnerable student bursary and may require financial assistance. Schools and colleges have their own criteria for discretionary bursaries and will make awards to meet individual needs, for example, help with the cost of transport, meals, books and equipment

Schools and colleges are responsible for managing both types of bursary. Young people who want to apply for support from the bursary fund should contact their chosen school or college to make an application.

Further information can be found at www.gov.uk/ search for 16-19 Bursary Fund.

3.4.2. Care to Learn / Young Parents

If you are a young parent under 20, Care to Learn can help pay for your childcare and related travel costs, up to £160 per child per week, while you're learning.

Care to Learn can help with the cost of:

- childcare, including deposit and registration fees
- a childcare 'taster' session (up to 5 days)
- keeping your childcare place over the summer holidays
- taking your child to the childcare provider

For more information please visit <https://www.gov.uk/care-to-learn/how-to-claim>

3.4.3. Learner Support

If you are aged 19 or over, on a further education course and facing financial hardship, you may be entitled to Learner Support. The amount paid depends on individual circumstances and is decided by the learning provider, dependent on their scheme. Further information on Learner Support can be found by visiting <https://www.gov.uk/learner-support>

3.4.4. Personal Independence Payment (PIP)

Post-16 students with a disability may be entitled to the Personal Independence Payment (PIP), to help with some of the extra costs caused by long-term ill-health or a disability. The rate depends on how the condition affects the student, not the condition itself. For more details visit www.gov.uk/pip

4. APPLYING FOR SUPPORT FROM NOTTINGHAMSHIRE COUNTY COUNCIL

Full conditions of the post-16 travel assistance scheme is available at

Mainstream

www.nottinghamshire.gov.uk/education/travel-to-schools/post-16-mainstream-travel-assistance

SEND

[Travel assistance for children and young people with special transport needs | Nottinghamshire County Council](#)

5. REVIEW OF TRAVEL DECISIONS

A parent/carer has the right to a review of a decision if they believe that the County Council has assessed their entitlement to free travel incorrectly.

Parents/carers or student should complete an appeal form and specify precisely the nature of the appeal. Appeals regarding Post 16 travel and transport decisions will be considered from one or more of the following categories:

- a young person's eligibility – must identify which part of the policy the eligibility relates to
- the qualifying course and establishment
- the transport arrangements
- exceptional circumstances – corroborated by appropriate documentation or evidence to be included when making the appeal

The appeals process will not commence or be considered until a fully completed form and appropriate documentation is received.

The County Council will not consider appeals where:

- a student is not resident in Nottinghamshire (travel applications should be made to the LA in which you reside)
- a parent/carer/student disagrees with the cost of transport OR the reimbursement rates which have been agreed by the Council following due process
- a parent/carer/student has previously appealed against a decision and there have been no changes to the details of the appeal

Stage one: Officer review

Parents/carers/students have 20 working days from receipt of the home to school transport decision to make a written request asking for a review of the decision. The written request should detail why the parent/carer believes the decision should be reviewed and give details of any personal and/or family circumstances they believe should be considered when the decision is reviewed.

Within 20 working days of receipt of the written request a senior officer will review the original decision and send the parent/carer a detailed written notification of the outcome of the review. This will explain the rationale for the decision reached and explain how, if they wish to do so, request their case to be taken to stage two of the appeal process

Stage Two: Review by an independent appeal panel

A parent/carer/student has 20 working days from receipt of the local authority's stage one written decision notification to make a written request for their case to be taken to stage two of the review process.

Stage two appeals will be considered within 40 working days of receipt. The independent appeal panel will consider both written and verbal representations from both parent/carer and officers involved in the case. A detailed written notification of the outcome will be sent to the parent/carer/student within five working days of the appeal panel.

The appeal panel members will be independent of the original decision-making process.

If a stage two appeal is unsuccessful, there is no further right of appeal within Nottinghamshire County Council. However, if a parent/carer/student is dissatisfied with the way the appeal has been conducted they may complain to the Local Government Ombudsman. The Local Government Ombudsman has no statutory power to overturn the decision of the Panel but can draw the County Council's attention to any misadministration leading to injustice.

A parent/carer/student may also complain to the Secretary of State for Education if they are unsatisfied with the outcome. To complain to the Secretary of State, young people or their families should use the contact form on gov.uk www.education.gov.uk/help/contactus. Any complaint should outline the case, set out the decision taken by the local authority and include any other relevant documentation, for example any advice or decisions from LGO where appropriate.

Should a review find in the parents/carers/students favour, free travel will be backdated to when the original application was received by TTS or the start of the academic year in which the application is made, whichever is the later.

15 June 2021

Agenda Item:11

REPORT OF THE CORPORATE DIRECTOR, PLACE**PERIPATETIC COMMUNITY HEALTH WORKERS PERMIT****Purpose of the Report**

1. Following the success of the County Council's NHS/Key Workers parking permit during the Covid pandemic, it is proposed to utilise the technology developed to introduce a longer term permit to assist peripatetic community health workers access patients more efficiently with a 'virtual' parking permit.

Information

2. On 3rd April 2020, the Ministry of Housing, Communities and Local Government (MHCLG) announced that there would be a national parking permit for NHS and Key Workers to enable them to access parking concessions during the Covid-19 emergency response period whilst on duty. That permit was available through NHS Trusts, local authorities and the Royal Voluntary Service. The idea behind the scheme was to assist those workers faced with large parking fees whilst they were engaged in Covid-19 response work through the initial lockdown. The pass enabled workers to park in residents' parking areas, on some single yellow lines and in publicly owned car parks for free and would assist those who had to work in the community delivering care or medical assistance, relating to the pandemic to do so more efficiently.
3. A simple widely available printed parking pass issued by the Central Government was identified as presenting significant operational problems, so the County Council quickly launched a local version that created an electronic permit exempting a particular vehicle registration number approved after a simple application process.
4. All NHS workers who presented an ID badge were accepted for the permit regardless of the nature of their role on the presumption that many would be involved in the emergency response. Key workers were principally social services staff and carers. In total over 3,800 permits were issued for use whilst on emergency Covid duty within the community.
5. The system works by logging a vehicle registration number that is then linked instantly with the handheld devices used by the Civil Enforcement Officers. This was new technology for the Council that was quickly developed and rolled out with relatively few operational issues.
6. In May 2021, MHCLG announced that the national permit scheme was to be withdrawn by the 21st June 2021 to coincide with the proposed step four of the lockdown roadmap. The car parks in the County are already seeing a significant rise in patronage since the non-essential shops re-opened on the 12th.

7. There have been requests from people involved in community health work (Carers, Midwives, Health Workers, etc) for a permit to be available that allowed them to undertake routine essential home visits more efficiently in areas where parking is restricted. Typically this would be in residents' parking areas that are in and around all town centres in the county. The feedback we have received is that whilst visitor permits work in principle, when health workers are attending the homes of elderly, frail and often ill patients, the acquisition and subsequent display of a the resident's permit inevitably significantly delays their work.
8. A paper pass for health workers was considered previously but the difficulties in administering such a scheme proved prohibitive. There are a large number of health and social care workers that need to visit people in their homes and a paper pass would be expensive and difficult to administer. Officers have noted, however, that the technology developed for the NHS and Key Workers Covid e-permit does present a much simpler and much cheaper solution and would allow them to simply park and not have to be concerned with displaying and then returning the physical permit thus improving efficiency without compromising parking / traffic management. Health workers would apply electronically supplying appropriately-verified proof of their job and then once approved, their vehicle would be listed as exempt from enforcement within the terms of the scheme. Appropriate terms and conditions would remind the user that the exemption can only be utilised for prescribed work purposes.
9. The costs of this would be minimal;the software supplier has already effectively set up the necessary infrastructure so there would be minimal staff time required to amend this. Approving applications has been streamlined into a relatively simple process;there is no need to mail anything out as the applicant will receive a text message or email informing them when they have been accepted into the scheme. If they change their vehicle at any time, they will be able to do this online. It is not therefore proposed at this time to introduce any charge for this service that should provide wider benefits to health care.
10. We have been contacted by healthcare providers in the County offering their assistance in developing the detail of the new scheme and if the new permit is approved, we will use their expertise to refine the details of the scheme to best effect. One suggestion for example would be that the exemption is time limited to say an hour to comfortably allow for an appointment but dissuade users from all day parking. It is currently anticipated that around 300-500 of these e-permits would be issued across the County and that the scheme may be operational, subject to approval, within the next two to three months. The District and Borough Councils will also be consulted although they have indicated their support in-principle for such a permit, albeit currently for on-street use only. Several of the District and Borough Councils already offer free short-stay parking in their car parks which would be an alternative option.
11. The new permit would be valid within Residents' Parking Zones and on single yellow lines more than 10 metres from a junction across the County (excluding Nottingham City).

Other Options Considered

12. A paper permit has been considered but this would be expensive and difficult to administer. Alternatively, the current system of expecting health care workers to use visitor permits within residents areas can be continued but the development of the virtual permit technology presents a simple opportunity to improve upon this.

Statutory and Policy Implications

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

Data Protection and Information Governance

14. A Data Impact Assessment will be completed prior to commencement to consider any further implications of storing contact details of applicants. The database will only be used for the purpose of contacting permit holders in the event of an issue with their permit or a change to the terms and conditions.

Financial Implications

15. The introduction of a virtual health permit scheme will require minimal staff time to set up and administer in comparison with a traditional paper-based permit system. Applicants will provide the data online and all approvals are done within the secure database operated by the County Council. There will be no printing or postage costs as all contact is done through text or email.

Human Resources Implications

16. The introduction of a virtual health permit scheme will require no additional resources and can be administered within the Council's Central Processing Unit.

Implications for Service Users

17. The introduction of a virtual health permit scheme is anticipated to significantly improve efficiencies for health workers and in turn those in need of community healthcare.

RECOMMENDATIONS

1) That Members approve the introduction of a peripatetic community health workers e-permit scheme and that authority be delegated to the Corporate Director (Place), in consultation with the Head of Legal Services, to finalise the details of the scheme.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Gareth Johnson, NCC Traffic Manager,
Tel: 0115 8040388

Constitutional Comments (SJE – 04/06/2021)

18. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to parking provision, traffic management and traffic regulation orders has been delegated.

Financial Comments (RWK 02/06/2021)

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

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

15 June 2021

Agenda Item:12

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (SLACK WALK AND
ALDERSON ROAD AREA, WORKSOP) (PROHIBITION OF WAITING
AND PARKING PLACES) TRAFFIC REGULATION ORDER 2020
(1246)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made, as advertised, subject to the amendments shown on drawing H/JAB/3334/01/B.

Information

2. Slack Walk is located to the south-west of Worksop town centre and is within a short walking distance of the town centre shops and offices. The north-eastern half of Slack Walk currently has double yellow lines on its north-western side though no such restrictions on the opposite side. The south-western half of Slack Walk has residential properties on both sides and junctions with other residential roads, part of the wider housing estate. The roads included in the order are all residential and are subject to varying degrees of on-street parking, including that from town centre shoppers and workers. The town centre car parks charge a fee for parking; it is thought that some drivers try to avoid the charge by finding alternative parking opportunities on the adjacent Highway network.
3. On behalf of residents the former County Councillor requested measures to address highway safety issues arising from parking in the vicinity of Slack Walk. As a result of this request a letter was sent to residents in June 2019 asking for their opinions and suggestions on to inform a preliminary design.
4. In response to comments received regarding the initial consultation a proposal was drawn up and sent out for public consultation between 15th January 2020 and 14th February 2020 (as shown on drawing H/JAB/3334/01). During the consultation period 19 responses were received many of which requested additions and changes to the proposals.
5. After consideration of these comments a revised scheme was drawn up in March 2020 but, due to the effects of the Covid 19 restrictions, could not be sent out for consultation until September 2020. The revised consultation was carried out between 23rd September and 23rd October 2020. The revisions included the removal of all the previously proposed limited waiting (two-hour) parking bays on Slack Walk and some of those proposed for Humphries

Gardens. In response to requests by residents some of the previously proposed double yellow lines, on Slack Walk and Hartland Road, were lengthened and extra single yellow lines (no waiting on Monday to Saturday between 8am and 6pm) were proposed for Alder Close.

6. The majority of the two-hour parking bays were removed from the revised scheme due to concerns that the restrictions would push long-term commuter parking further into the surrounding residential streets. On Humphries Gardens some of the limited waiting bays were retained to give the residents and their visitors more opportunities and flexibility to park on-street. The revised proposals are shown on drawing H/JAB/3334/01/A.
7. Ten responses were received to the revised consultation, three of which made requests or expressed support for the proposals. In response to further requests received, it is proposed to amend the advertised proposals to shorten the double yellow lines outside 22 Slack Walk and outside 8 Hartland Road, as detailed on drawing H/JAB/3334/01/B. The remaining seven responses are considered to be outstanding objections to the scheme.

Objections Received

8. Objection – Does not want parking bay opposite their property.
The objector felt that the introduction of a parking bay (up to two hours waiting, with no return for one hour, Monday to Saturday between 8am and 6pm) on the southern side of Humphries Gardens would make it difficult to turn into their driveway (located on the northern side of the road) if there was a car parked in the bay.
9. Response – Does not want parking bay opposite their property
The proposed parking bay is intended to provide short-term parking opportunities for visitors to Humphries Gardens. Concerns had been raised by residents that all on-street parking availability would be used by long-term parking commuter vehicles, leaving no opportunity for visitors and carers to park. Vehicles currently park in this location and the situation will not be worsened by converting the area into a limited waiting parking bay.
10. Objection – Want the two-hour parking bays reinstating from original consultation/Lack of visitor parking
Five of the residents of Humphries Gardens requested that the parking bay (up to two hours parking) at the western end of Humphries Gardens, proposed on the original consultation, be reinstated. One respondent cited their need for a family member to visit to assist in caring for their disabled child. Other comments were that residents did not want non-resident vehicles parking on the road and felt that insufficient space was available for residents' parking.
11. Response – Want the two-hour parking bays reinstating from original consultation/Lack of visitor parking
The bay was removed from the proposals, as it was not outside any residential properties and will provide a longer stay, on-street, parking facility for residents, visitors and other users. The retention of sections of unrestricted parking on Humphries Gardens and Slack Walk will reduce the potential for long-stay parking to migrate further into the wider residential area. On the opposite side of the road double yellow lines (no waiting at any time) will ensure that vehicular access into Humphries Gardens is unobstructed at all times; a concern raised previously in the consultation process. Two limited waiting parking bays are proposed for Humphries Gardens, the first is located between numbers 2/4 and the turning head which can accommodate up to three cars; the second is located between the turning head and the

end of the road and can accommodate two cars. The bays are intended to accommodate parking demand from visitors to Humphries Gardens, the restricted time period will increase turnover of the spaces and therefore increase the supply of free on-street parking; it is anticipated that there will be spaces available at most times of the day. Overnight (between 6pm and 8am) and on Sundays the bay would be available to all vehicles, providing additional on-street parking for residents' or visitor vehicles.

12. Objection – Disabled resident wants to be able to park outside their property at all times

The objector currently owns two cars and would like to be able to park one of the cars directly outside their property. The proposals include a single yellow line outside the property (no waiting on Monday to Saturday between 8am and 6pm) and a parking bay opposite (up to two hours waiting with no return for one hour on Monday to Friday between 8am and 6pm). The resident requires level access to be able to get in and out of their car.

13. Response – Disabled resident wants to be able to park outside their property at all times

The respondent has off-street parking which can accommodate the vehicle used by the disabled resident. The respondent's household has two vehicles, their other car could be parked outside the property overnight (between 6pm and 8am) and all day Sunday. At other times the car could be parked in either of the parking bay on the opposite side of Humphries Gardens (for up to two hours) or at any time on the length of road between Slack Walk and numbers 6 and 8. The removal of the parking restrictions outside the property was not considered as the road would be obstructed if a car was parked in the bay and on the carriageway in front of the property throughout the day.

14. The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety.

15. It is recognised that demand for free on-street parking exists, particularly in residential areas close to town centres. With that balance in mind the limits of the restrictions have been kept to the minimum length and duration considered possible to ensure the effective and safe operation of the highway. It is acknowledged that this may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.

16. The restrictions will maintain visibility at junctions and at bends to ensure that these stretches of road remain clear of parked vehicles to enable travelling vehicles to safely pass each other. The restrictions are designed to improve highway safety by prohibiting parking on areas of road where parked vehicles would obstruct visibility or safe movement along the highway and through junctions.

Other Options Considered

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

Comments from Local Members

18. Councillor Nigel Turner, elected on 6th May 2021, has expressed his support for the proposals.

Reasons for Recommendations

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

Statutory and Policy Implications

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

Crime and Disorder Implications

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

Financial Implications

22. The scheme is being funded through the 2020/21 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

25. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Implications for Sustainability and the Environment

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

RECOMMENDATION

It is recommended that:

- 1) The Nottinghamshire County Council (Slack Walk and Alderson Road Area, Worksop) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2020 (1246) is made as advertised, subject to the amendments shown on drawing H/JAB/3334/01/B and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Helen North – Improvements Lead, Tel: 0115 9772087/ Sonya Hurt – Team Manager (Major Projects and Improvements)

Constitutional Comments (SJE 01/06/2021)

27. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to parking provision, traffic management and traffic regulation orders has been delegated.

Financial Comments (SES 28/04/2021)

28. The financial implications are set out in paragraph 22 of the report. The scheme is being funded through the 2020/21 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

Background Papers

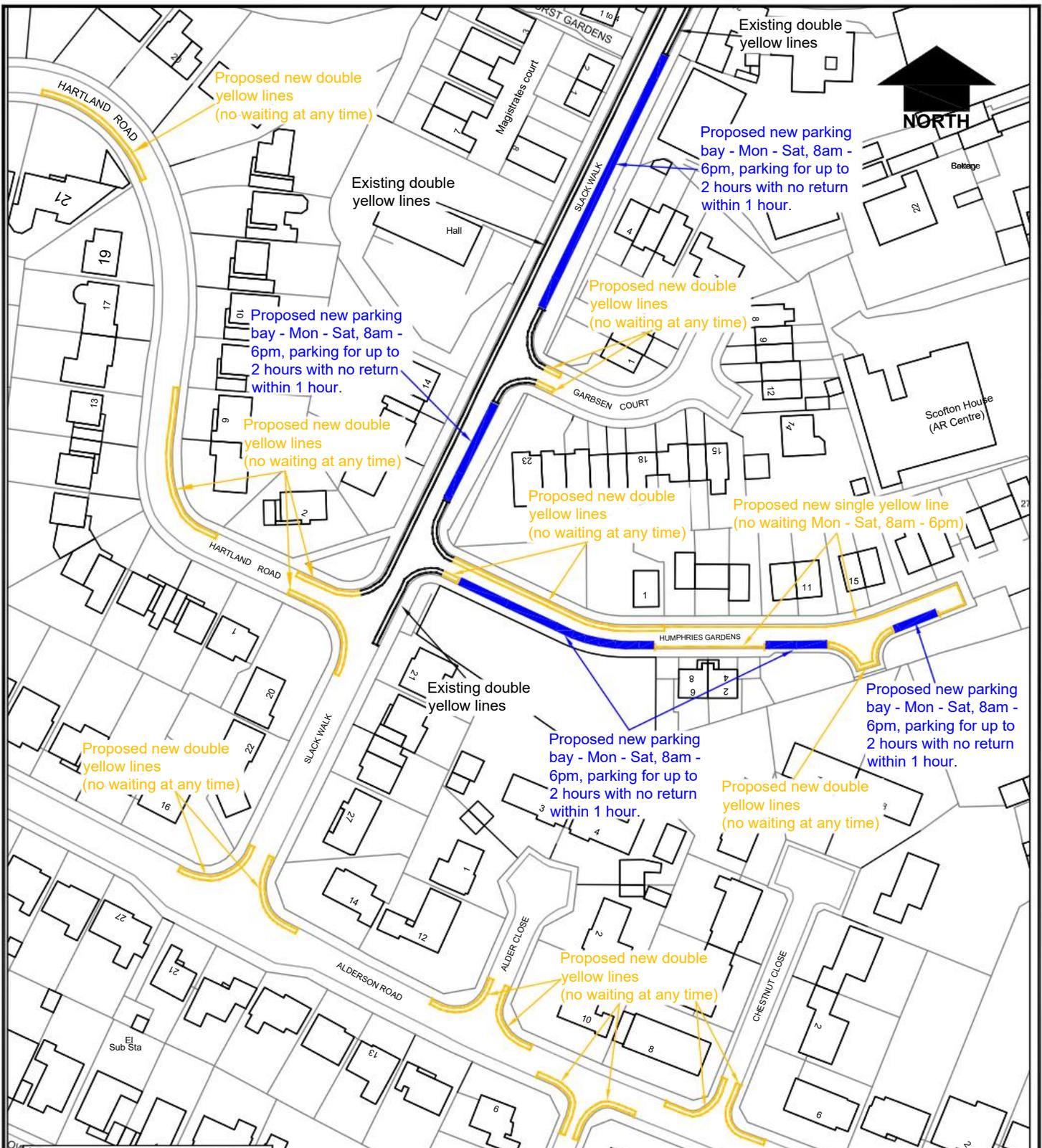
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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

- Equality Impact Assessment: Proposed parking restrictions in Humphries Gardens, Worksop

Electoral Division(s) and Member(s) Affected

- Worksop South ED Councillor Nigel Turner



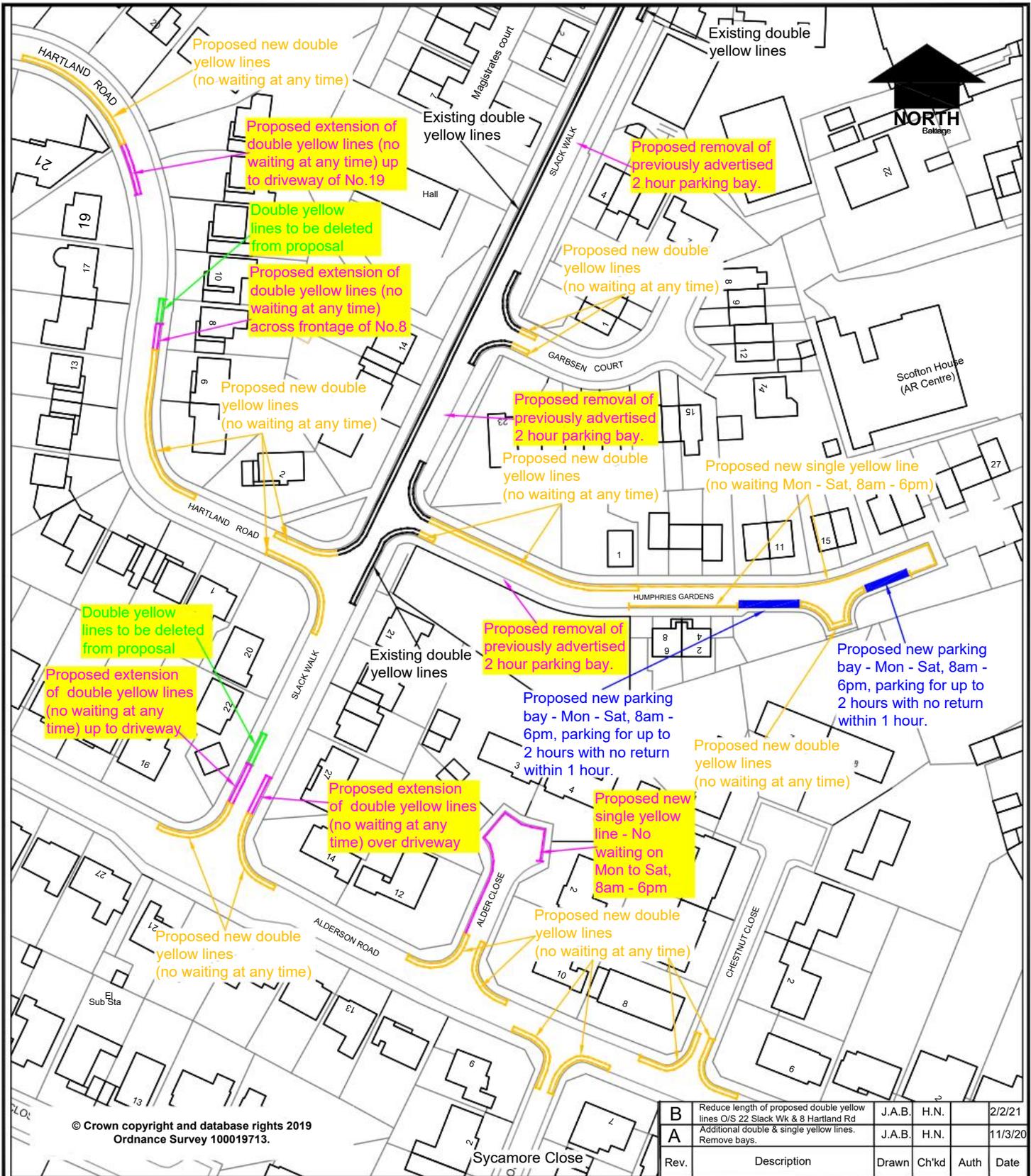
© Crown copyright and database rights 2019
Ordnance Survey 100019713.


 in partnership with

www.viaem.co.uk Tel 0115 804 2100
 Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe,
 Nottinghamshire, NG22 8ST

Rev.	Description	Drawn	Ch'kd	Auth	Date
		J.A.B.			Dec. 19
		H.N.			Dec. 19
Status	Project No.		TRO 1246		
Drawing Title				Scale	
Proposed Waiting Restrictions and Parking Bays				1:1250 @A4	
Drawing No.				Rev.	
H/JAB/3334/01				0	

Jan 08, 2020 - 8:50am I:\Highways\Design and Construction\Roads and Highways\Projects\19-20\300030277 Slack Walk Area Workshop TRO\Improvements\CAD\Works Plan - Helm.dwg



© Crown copyright and database rights 2019
Ordnance Survey 100019713.

B	Reduce length of proposed double yellow lines O/S 22 Slack Wk & 8 Hartland Rd	J.A.B.	H.N.		2/2/21
A	Additional double & single yellow lines. Remove bays.	J.A.B.	H.N.		11/3/20
Rev.	Description	Drawn	Ch'kd	Auth	Date

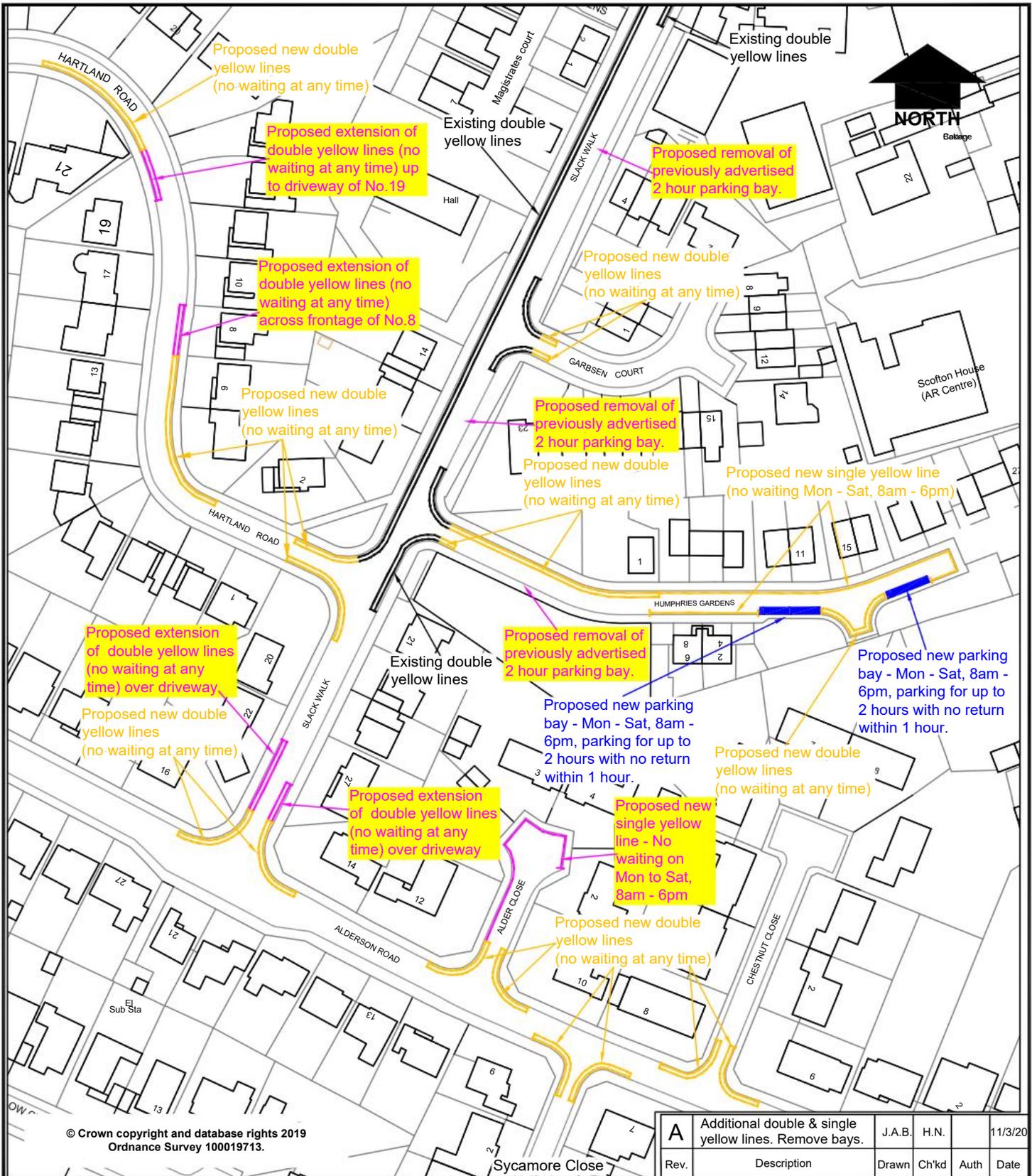
Project		Drawn	Date
Slack Walk Area, Workso		J.A.B.	Dec. 19
Status	Project No.	Ch'kd	Date
	TRO 1246	H.N.	Dec. 19
Drawing Title		Auth	Traced
Proposed Waiting Restrictions and Parking Bays			
Drawing No.		Scale	
H/JAB/3334/01		1:1250 @A4	
		Rev.	
		B	



in partnership with



www.viaem.co.uk Tel 0115 804 2100
Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire, NG22 8ST



© Crown copyright and database rights 2019
Ordnance Survey 100019713.

A	Additional double & single yellow lines. Remove bays.	J.A.B.	H.N.		11/3/20
Rev.	Description	Drawn	Ch'kd	Auth	Date

Slack Walk Area, Worksp

Drawn	Date	J.A.B.	Dec. 19
Ch'kd	Date	H.N.	Dec. 19
Status	Project No.	Auth	Traced
	TRO 1246		
Drawing Title	Proposed Waiting Restrictions and Parking Bays		Scale
			1:1250 @A4
Drawing No.	H/JAB/3334/01	Rev.	A


 in partnership with


www.viaem.co.uk Tel 0115 804 2100
 Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe,
 Nottinghamshire, NG22 8ST

Mar 12, 2020 - 2:38pm I:\Highways\Design and Construction\Roads and Highways\Projects\19-20\3000030277 Slack Walk Area Worksp TRO\Improvements\CAD\Works Plan - Helicadwg

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Proposed parking restrictions in Humphries Gardens, Worksop

Details are set out:

The Nottinghamshire County Council (Slack Walk and Alderson Road Area, Worksop)(Prohibition of Waiting and Parking Places) Traffic Regulation Order 2020 (1246)

Officers undertaking the assessment:

Helen North – Improvements Manager, Via East Midlands Ltd
Joanne Horton – Service Manager Highway Management, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date: 1 June 2021

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

Slack Walk is located to the south-west of Worksop town centre and is within easy walking distance of the town centre shops and offices. The north-eastern half of Slack Walk has double yellow lines on its north-western side and on-street parking on the opposite side. The south-western half of Slack Walk has residential properties on both sides and junctions with other residential roads, part of the wider housing estate. The roads included in the order are all residential and are subject to varying degrees of on-street parking from town centre shoppers and workers. The town centre car parks charge a fee for parking; it is thought that some drivers try to avoid the charge by finding alternative parking spaces on the adjacent Highway network.

On behalf of residents the former County Councillor requested measures to address highway safety arising from parking in the vicinity of Slack Walk. Three rounds of consultation were undertaken regarding the proposals, with revisions made in light of comments received. The final consultation was carried out between 23rd September and 23rd October 2020.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age

Positive

Negative

Neutral Impact

Disability	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race <small>including origin, colour or nationality</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation <small>including gay, lesbian or bisexual</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

Ten responses were received to the revised consultation, three of which made requests or expressed support for the proposals. In response to requests received, it is proposed to amend the advertised proposals to shorten the double yellow lines outside 22 Slack Walk and outside 8 Hartland Road, as detailed on drawing H/JAB/3334/01/B. The remaining seven responses are considered to be outstanding objections to the scheme.

Within those objections, two respondents raised concerns about health and wellbeing issues relating to their disability. One respondent cited their need for family member to visit to assist in caring for their disabled child. Another respondent requested that all parking restrictions be removed from outside their property to allow them to park a second car there at all times.

The proposals for Humphries Gardens incorporate a mixture of unrestricted kerb space, which can be used for parking and also limited waiting parking bays. The unrestricted section of highway is not directly outside any residential property and will provide a longer stay, on-street, parking facility for residents, visitors and other users. The retention of sections of unrestricted parking on Humphries Gardens and Slack Walk will reduce the potential for long-stay parking to migrate further into the wider residential area. On the opposite side of the road double yellow lines (no waiting at any time) will ensure that vehicular access into Humphries Gardens is unobstructed at all times; a concern raised previously in the consultation process. Two limited waiting parking bays are proposed for Humphries Gardens, the first is located between numbers 2/4 and the turning head and can accommodate up to three cars. The second is located between the turning head and the end of the road and can accommodate two cars. The bays are intended to accommodate parking demand from visitors to Humphries Gardens, the restricted time period will increase turnover of the spaces and therefore

increase the supply of free on-street parking; it is anticipated that there will be spaces available at most times of the day. Overnight (between 6pm and 8am) and on Sundays the bay would be available to all vehicles, providing additional on-street parking for residents' or visitor vehicles.

The second respondent has off-street parking which can accommodate the vehicle used by the disabled resident. The respondent's household has two vehicles. The other car could be parked outside the property overnight (between 6pm and 8am) and all-day Sunday. At other times the car could be parked either in of the parking bays on opposite side of Humphries Gardens (for up to two hours) or at any time on the length of road between Slack Walk and numbers 6 and 8. The removal of the parking restrictions outside the property was not considered as the highway would be obstructed if a car was parked in the bay and on the carriageway in front of the property throughout the day.

The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety.

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

The restrictions will maintain visibility at junctions and at bends to ensure that these stretches of road remain clear of parked vehicles to enable travelling vehicles to safely pass each other. The restrictions are designed to improve highway safety by prohibiting parking on areas of road where parked vehicles would obstruct visibility or safe movement along the highway and through junctions. No further alteration to the scheme is proposed as a result of the EqIA.

Completed EqIAs should be sent to equalities@nottsc.gov.uk and will be published on the Council's website.

15 June 2021

Agenda Item:13

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (NEW LANE,
BLIDWORTH) (PROHIBITION OF WAITING) TRAFFIC REGULATION
ORDER 2021 (3322)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Blidworth village is located approximately 7km south-east of Mansfield. In October 2020 planning permission was granted by Newark and Sherwood District Council for a new housing development of 81 properties on land off New Lane, to the south-west of the village centre (Planning reference 20/00475/FULM). The Planning Authority's decision incorporates comments made by Nottinghamshire County Council Highway Development Control Officers, regarding the impacts of the proposed development on the local Highway and the mitigation required to address this impact.
3. The proposed measures meet the requirement of planning conditions relating to the development. The proposals comprise of the construction of two new build-outs, which will create a priority movement for westbound traffic. The eastern-most build-out will be supplemented by new double yellow parking restrictions (No Waiting at Any Time) to facilitate the operation of the highway. The proposals are designed to ensure sufficient unobstructed carriageway is available along New Lane to facilitate the safe movement of vehicles and pedestrians and thereby the efficient operation of the Highway.
4. The proposals were publicly advertised between 14th December 2020 and 15th January 2021 and are detailed on the attached drawing, H/MN/3607/01.
5. In total 91 responses were received to the consultation, three of which made observations or expressed support for the proposals. In response to one request, it is proposed to install bollards within the verge on the northern side of New Lane, to the west of the proposed restrictions, to prevent parking on the verge. The remaining 88 responses, including from the former County Councillor and Parish Council, are considered to be outstanding objections to the proposals.

Objections Received

6. Objection – Development should not have been granted planning permission
A common theme amongst the majority of objectors was that the development site was unsuitable for housing, particularly the numbers proposed, and that the development should not have been permitted to proceed.
7. Response – Development should not have been granted planning permission
It is acknowledged that the new development has caused concern amongst residents of Blidworth. However, the site was allocated for development as part of the local plan and the decision to allow development lies with Newark and Sherwood District Council as the planning authority for the area. Planning approval was granted on 2nd December 2020 after a full planning consultation, which attracted a large number of stakeholder and public comments. The Planning Authority's decision incorporates comments made by Nottinghamshire County Council Highway Development Control Officers, regarding the impacts of the proposed development on the local Highway and the mitigation required.
8. The subject of this consultation relates to the proposed introduction of waiting restrictions only, not the development itself. The development has received approval to proceed from the relevant body and it is not within the scope of the County Council's powers to challenge this decision. The proposed restrictions reflect conditions placed upon that development by the Planning Authority and will enable the eastern build-out on New Lane to operate safely, which is of course the prime concern regarding any new highway infrastructure.
9. Objection – Loss of on-street parking / parking migration
A common theme amongst the majority of objectors was that the proposed double yellow lines would result in a loss of on-street parking provision near the village centre. Respondents stated that this loss would be detrimental to business, and inconvenient for shoppers and other visitors. Comments were made that parking would migrate to surrounding residential areas causing congestion and inconvenience for residents. Several respondents stated that the County Council, as Highway Authority, had a duty under section 122 of the Road Traffic Regulation Act (1984) to provide on-street parking. An officer at the local fire station expressed concern that parked vehicles would increase congestion on the routes around Blidworth and increase journey times.
10. Response – Objection – Loss of on-street parking / parking migration
It is acknowledged that convenient, free on-street parking opportunities are keenly valued in any village or town centre. However, New Lane is relatively narrow and as such parking along its length can already cause congestion and impede the movement of larger vehicles. This would be exacerbated as traffic levels increase during the construction and subsequent occupation of the new development; the proposed build-outs and associated parking restrictions are required to mitigate these issues and safely manage traffic flows. Alternative parking facilities are available on adjacent roads, particularly Mansfield Road where dedicated parking bays are already in place directly outside the Post Office and in front of the shops. In addition, unrestricted parking is available along the south-western side of Mansfield Road.
11. The respondents have incorrectly interpreted Section 122 of the Road Traffic Regulation Act (1984) as placing a duty on the Highway Authority (HA) to provide parking opportunities. Case law has determined that parking is a de facto obstruction of the highway and that the primary duty of a highway authority is the expeditious, convenient and safe movement of vehicular and other traffic. This is supported by the more recent Transport Management Act 2004 which, under section sixteen, identifies the expeditious movement of traffic as the primary duty of the HA.

12. The reference in Section 122 to the provision of parking is a recognition that, where it is appropriate to manage demand for parking, that the HA has a duty to do so providing such management can be done without detriment to the movement of traffic. This may mean that limited waiting parking bays are introduced in a town centre for instance. This does not confer a general duty on the HA to supply on-street parking bays for any or every user. No right to park (in a designated parking bay) has been removed or affected by the proposed restrictions and there is no duty on the HA to provide alternative provision.
13. Objection – Impact on disabled users / mobility impaired of new waiting restrictions
Several respondents stated that the proposed restrictions would impact adversely on disabled users / the mobility impaired.
14. Response – Impact on disabled users / mobility impaired of new waiting restrictions
Whilst there are no designated disabled parking bays in the area, disabled drivers are entitled to park for up to three hours on single and double yellow lines, where such parking will not cause an obstruction. The prohibition of parking on the lower section of New Lane will ensure that no pavement parking occurs, which obstructs pedestrian movements and is particularly detrimental to the disabled or those who use pushchairs or motorised scooters. Due to historic highway constraints, the southern footway narrows towards its eastern end and, as it approaches the junction, one part becomes too narrow for use by mobility scooters. An additional pedestrian crossing point, at the eastern build-out, and a section of new footway on the northern side of the road at this location is proposed. This will provide access to the wider footway available on the northern side of the road between the eastern build-out and Mansfield Road, which is of suitable width for mobility scooter users. The new footway and crossing point are shown on the attached plan H/MN/3607/04.
15. The introduction of the restrictions will also ensure that the existing pedestrian dropped kerbs, installed over New Lane at its junction with Mansfield Road will not be obstructed. The restrictions will remove parked vehicles from the vicinity of the junction and therefore ensure that pedestrians have a clear view of approaching vehicles when crossing and as such will facilitate safer pedestrian movements in this busy retail location.
16. Objection – New Lane unsuitable for increased vehicle movements / detriment to road safety
Several respondents stated that New Lane was narrow, lacked a footway on its western extent and was unsuitable for increased use by motor vehicles. Comments included that accesses would be obstructed by queuing traffic and that the New Lane / Mansfield Road junction was unsuited to additional traffic movements and that this would result in a rise in road traffic collisions. Requests were made for a roundabout or traffic signals to be installed at the Mansfield Road / New Lane junction. Respondents also stated that the width of the section of footway, opposite the eastern build-out, was insufficient.
17. Response – New Lane unsuitable for increased vehicle movements / detriment to road safety
Documents submitted with the planning application included a detailed Transport Assessment and formed part of the decision making process undertaken by Newark and Sherwood District Council. The planning decision was also informed by comments from Nottinghamshire County Council Highway Development Control Officers, regarding the potential impact of the development on the local Highway and the mitigation required. Amendments to the Highway layout were required by the planning process to mitigate the impacts of increased traffic and included the creation of a priority system for westbound traffic on New Lane, through construction of the build-outs. The proposed waiting restrictions reflect planning conditions made on that development and will enable the eastern build-out on New Lane to operate safely, which is of course the prime concern regarding any new Highway infrastructure.

18. The restrictions will remove parked vehicles from the vicinity of the junction and therefore ensure that visibility is maintained for pedestrians and vehicles passing through the junction, facilitating its safe operation. The restrictions will also ensure sufficient unobstructed carriageway is available for vehicles to travel along New Lane and pass waiting traffic at the eastern build-out.
19. The footway on New Lane is being extended and predominately will be between 1.5 and 2m wide along its length. Due to historic highway constraints, the southern footway narrows towards its eastern end and, as it approaches the junction one part becomes too narrow for use by mobility scooters. The footway remains above minimum standards to a point just east of the eastern build-out and the additional pedestrian crossing point installed at the build-out will allow users to cross to a new section of footway on the northern side. This will enable users to access the existing footway on this side, which is of suitable width for mobility scooter users. Additionally, the proposed waiting restrictions will ensure that the entire width remains available for use as it will not be obstructed by vehicles parked partially on the pavement, which is particularly detrimental to the disabled or those who use pushchairs or motorised scooters.
20. Objection – Increased traffic levels
Several respondents stated that the development would result in additional traffic in the area and that New Lane and adjacent roads, such as New Road were unsuited to accommodate such additional vehicles. Also, that the increase in vehicles would negatively impact on the environment of Blidworth and residents' quality of life. Requests for further traffic restrictions, such as prohibitions for turning movements onto New Road and traffic calming were made, stating that this was required to prevent additional traffic using other residential roads in the area. Comments were made that the additional vehicle movements would cause congestion at the New Lane / Mansfield Road junction and that traffic would divert to adjacent roads and junctions, which the respondents considered unsuitable or unsafe for additional vehicle movements.
21. Response – Increased traffic levels
The Transport Assessment submitted by the developer as part of the planning application considered the additional vehicle movements likely to be generated by the development. The proposed priority build-out system was presented by the developer in mitigation for this and accepted by Newark and Sherwood District Council. The Transport Assessment contains analysis of the current traffic patterns and states that the Mansfield Road / New Lane junction is currently operating with substantial spare capacity and the modelling (to 2025) shows that it would continue to do so if the development was constructed. The potential for congestion along New Lane, will be minimised by the proposed waiting restrictions which will remove parked cars and so ensure unobstructed carriageway is available for vehicles. These waiting restrictions will facilitate the movement of traffic and minimise vehicle waiting times at the build-outs, reducing potential for drivers to seek alternative routes and therefore no significant increase in rat-running is anticipated.
22. Objection – TRO process not followed properly
Several respondents stated that the Traffic Regulation Order process had not been followed correctly and that the County Council had therefore not complied with their statutory duties as the Highway Authority.

23. Response – TRO process not followed properly

Nottinghamshire County Council, as Highway Authority, has the power to create Traffic Regulations Orders under the Road Traffic Regulation Act 1984, as amended. The statutory duties for this process are prescribed in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

24. The Highway Authority is required to undertake a meaningful consultation on the creation of an Order. In response to this duty a comprehensive consultation was conducted, using a number of different media. Letters were sent to all fronting properties to the proposed restrictions, as the Highway Authority can reasonably consider that these properties will be affected by the changes directly outside their property curtilage. The Authority is, of course, aware that such changes will be of interest to others beyond those properties directly affected. As such notices about the scheme were also erected on the street, the proposals were publicised in the local press and on the County Council's consultation website and document packs were available by post on request. The proposals have also been sent to all statutory consultees which includes the District Council, bodies such as public transport operators and the emergency services.
25. In response to the Covid-19 pandemic the Government passed emergency legislation on 23rd May 2021, temporarily amending primary legislation relating the creation of Traffic Regulation Orders. One effect of this legislation was to remove the requirement to put documents on deposit at local authority offices or other premises currently closed to the public; these documents are now published online and this process has been followed for the consultation relating to New Lane.
26. Before making an order, Nottinghamshire County Council has a responsibility to consider all outstanding objections. Nottinghamshire County Council's process for undertaking this duty is for the objections to be reported and a formal decision to be taken by either senior management or by Members through the relevant Committee.
27. The consultation has been undertaken in line with, and in fact exceeds, the Authority's statutory duties as prescribed in law and the objections are represented within this report for consideration.

Other Options Considered

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

Comments from Local Members

29. Councillor Tom Smith, elected on 6th May 2021, stated his objection to the proposal and the related development.

Reasons for Recommendations

30. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the new Highway layout with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the

developments planning conditions and are considered appropriate response to the primary requirement to ensure the Highway operates safely and efficiently.

Statutory and Policy Implications

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

Crime and Disorder Implications

32. Nottinghamshire Police made no objection to the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

33. This scheme is being funded by the developer with an estimated cost to implement the traffic regulation order of £5,000.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

36. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report

Implications for Sustainability and the Environment

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

RECOMMENDATION

It is recommended that:

- 1) The Nottinghamshire County Council (New Lane, Blidworth) (Prohibition of Waiting) Traffic Regulation Order 2021 (3322) is made as advertised and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

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

Constitutional Comments (SJE – 01/06/2021)

38. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to parking provision, traffic management and traffic regulation orders has been delegated.

Financial Comments (RWK - 03/06/2021)

39. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

Background Papers

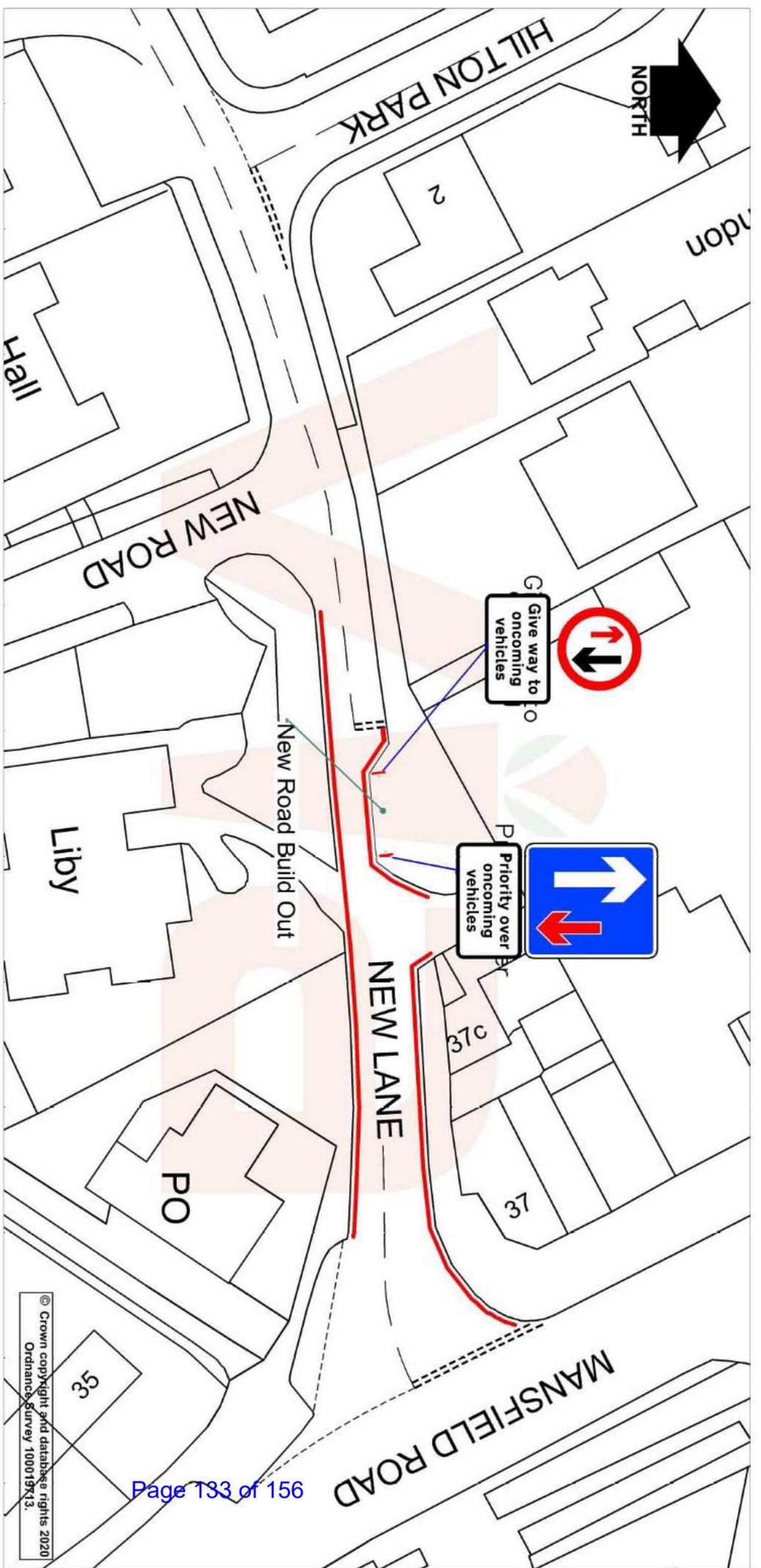
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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

- Equality Impact Assessment: New Lane, Blidworth - Traffic Regulation Order 2021 (3322)

Electoral Division(s) and Member(s) Affected

- Blidworth ED Councillor Tom Smith



KEY

Proposed Double Yellow Lines
(No Waiting At Any Time)

© Crown copyright and database rights 2020
Ordnance Survey 100019713



in partnership with
**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 804 2100
Bilshorpe Depot, Bilshorpe Business Park, Bilshorpe,
Nottinghamshire, NG22 8ST

New Lane, Blidworth

Project: TP2050859-TRO 3322

Proposed Parking Restrictions - Advert

H/MN/3607/01

Rev.	Description	Drawn	Chkd	Auth	Date
		MN			Dec 2020

Drawn	Date
SLW	Dec 2020

Rev.	Scale
0	1:500 @A4

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

New Lane, Blidworth - Traffic Regulation Order 2021 (3322)

Details are set out:

The Nottinghamshire County Council (New Lane, Blidworth)
(Prohibition of Waiting) Traffic Regulation Order 2021 (3322)

Officers undertaking the assessment:

Helen North – Improvements Manager, Via East Midlands Ltd
Shaun Brown – Highway District Manager (Newark & Sherwood), Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date: 1 June 2021

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

Blidworth village is located approximately 7km south-east of Mansfield. In October 2020 planning permission was granted by Newark and Sherwood District Council for a new housing development of 81 properties on land off New Lane, to the south-west of the village centre (Planning reference 20/00475/FULM). The Planning Authority's decision incorporates comments made by Nottinghamshire County Council Highway Development Control Officers, regarding the impacts of the proposed development on the local Highway and the mitigation required to address this impact.

The proposed measures meet the requirement of planning conditions relating to the development. The proposals comprise of the construction of two new build-outs, which will create a priority movement for westbound traffic. The eastern-most build-out will be supplemented by new double yellow parking restrictions (No Waiting at Any Time) to facilitate the operation of the highway. The proposals are designed to ensure sufficient unobstructed carriageway is available along New Lane to facilitate the safe movement of vehicles and pedestrians and thereby the efficient operation of the Highway.

The proposals were publicly advertised between 14th December 2020 and 15th January 2021 and are detailed on the drawing, H/MN/3607/01.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race <small>including origin, colour or nationality</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation <small>including gay, lesbian or bisexual</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

In total 91 responses were received to the consultation, three of which made observations or expressed support for the proposals. In response to a request it is proposed to install bollards within the verge on the northern side of New Lane, to the west of the proposed restrictions, to prevent parking on the verge. The remaining 88 responses are considered to be outstanding objections to the proposals.

Within those objections, two respondents raised concerns about health and wellbeing issues relating to their disability. Both respondents stated that they had limited mobility and needed to access the village centre by car in order to access local shops and services.

Whilst there are no designated disabled parking bays in the area, disabled drivers are entitled to park for up to three hours on single and double yellow lines, where such parking will not cause an obstruction. Alternative parking facilities are also available on adjacent roads, particularly Mansfield Road where dedicated parking bays are already in place directly outside the Post Office and in front of the shops. In addition, unrestricted parking is available along the south-western side of Mansfield Road.

The prohibition of parking on the lower section of New Lane will ensure that no pavement parking occurs, which obstructs pedestrian movements and is particularly detrimental to the disabled or those who use pushchairs or motorised scooters. Due to historic highway constraints, the southern footway narrows towards its eastern end and, as it approaches the junction one part becomes too narrow for use by mobility scooters. An additional pedestrian crossing point, at the eastern build-out, and a

section of new footway on the northern side of the road at this location is proposed. This will provide access to the wider footway available on the northern side of the road between the eastern build-out and Mansfield Road, which is of suitable width for mobility scooter users.

The introduction of the proposed waiting restrictions will also ensure that the existing pedestrian dropped kerbs, installed over New Lane at its junction with Mansfield Road will not be obstructed. The restrictions will remove parked vehicles from the vicinity of the junction and therefore ensure that pedestrians have a clear view of approaching vehicles when crossing and as such will facilitate safer pedestrian movements in this busy retail location. No further alteration to the scheme is proposed as a result of the EqlA.

Completed EqlAs should be sent to equalities@nottsc.gov.uk and will be published on the Council's website.

15th June 2021

Agenda Item:14

REPORT OF THE CORPORATE DIRECTOR, PLACE**A616, OLLERTON ROAD, LITTLE CARLTON AND SOUTH MUSKHAM -
PROPOSED EXPERIMENTAL 40 MPH SPEED LIMIT ORDER (TRO3331)****Purpose of the Report**

1. To seek approval for the introduction of an Experimental Traffic Regulation Order (ETRO) to implement a 40mph speed limit on the A616 Ollerton Road in Little Carlton and South Muskham.

Information

2. Little Carlton is a small village located approximately 5km north-west of Newark on Trent. The majority of the village is located off Bathley Lane, which runs north from its junction with the A616. Approximately 13 properties front directly onto the A616, and a number of further properties are located close to it, served by small parallel service roads. The A616 Ollerton Road is predominately unlit and is subject to a 50mph speed limit.
3. The local Member and South Muskham and Little Carlton Parish Council have raised concerns regarding the speed of vehicles using the A616 Ollerton Road. They feel that the speed of vehicles on the road is adversely affecting residents and creating community severance. Traffic survey data suggests that, on average, the route is used by around 6,700 vehicles every day with 85th percentile speeds of 53mph over a 24hr period.
4. The concern is focussed on the effect of vehicle speed on vulnerable users, such as pedestrians, cyclists and equestrians who also use or cross the route to access bus stops for commercial and school transport, and a riding stable on the southern side, connecting to the wider bridleway network.
5. The latest recorded Personal Injury Collision data for this section of the A616 shows that in the period 1/1/18 to 1/1/21 there has been one reported injury collision, classed as 'slight' resulting from a collision between a motorist and a cyclist. The collision data does not justify reducing the speed limit on road safety grounds alone.
6. Nottinghamshire County Council uses several factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" which draws on a number of contributory factors, such as average vehicular speeds, road function and collision history. The objective when setting speed limits is to set a limit that is appropriate and in keeping with the road environment so that the majority of motorists comply, therefore making the road safer and improving quality of life for residents. An assessment of these factors does not provide a clear case for the introduction of a permanent lower speed limit on this section of the A616 Ollerton Road.

7. However, the concerns of residents are acknowledged and therefore a trial of a lower 40mph speed limit along the A616 Ollerton Road in Little Carlton and South Muskham is proposed. This can be delivered through an Experimental Traffic Regulation Order (ETRO). The introduction of an experimental rather than a permanent order provides the County Council with an opportunity to assess the impact of the reduced speed limit and, if required, to make changes based on data collected throughout the ETRO being in place.
8. Budgetary approval for the experimental scheme was included in the approved 2021/22 highway programme (revenue traffic management), approved by Communities and Place Committee in January 2021. The location of the proposed ETRO is shown on the attached drawing H/MN/3714/01.

Experimental Traffic Order Process

9. An ETRO allows the scheme to be implemented as a trial and forms part of the decision-making process. It enables decisions to be taken on the actual effects of the scheme. The experimental order will enable the effect on driver behaviours to be monitored, in identifying whether traffic speeds are reduced by the new limit. It will also provide an opportunity to identify and assess any unforeseen consequences of the new limit.
10. The experimental 40mph speed limit on the A616 Ollerton Road in Little Carlton and South Muskham would be introduced for a period of up to 18 months. The first 12 months of this period would consist of an evaluation period. This process will enable Nottinghamshire County Council to gather data, to determine the effect of the speed limit changes on driver behaviour, and to obtain people's views of the scheme.
11. The first six months of the Order constitutes the statutory period within which anyone may submit written objections to the scheme. Feedback is welcome from road users during the first six months and any objections received would be considered using the same process agreed for the introduction of permanent traffic regulation orders.
12. It is proposed that any objections to the scheme will be considered, along with the traffic data collected, at the end of the 12 month evaluation period. However, the Order can be revoked or made permanent earlier if deemed necessary. It is currently intended that the Order will be made permanent if considered appropriate after the evaluation period. The ETRO would remain in place, for up to a period of 18 months, until the relevant Committee has reached a decision. It is considered that the introduction of the ETRO represents a cost effective solution to assess the impact of the lower speed limit to address the concerns raised locally.
13. Appropriate signing, designed in line with national guidance, would be implemented to inform drivers of the new highway arrangements. These measures will be designed to be utilised if the restrictions are made permanent to minimise any abortive works.

Other Options Considered

14. Other options considered were to introduce a permanent 40mph speed limit order or to leave the speed limit unchanged. Given that neither the collision data nor an assessment using the DfT's criteria provides a clear case for the introduction of a permanent lower speed limit, the experimental order is considered to be the most effective option as it will enable the County Council to assess the impact of the reduced speed limit and, if required, to make changes.

Comments from Local Members

15. Councillor Laughton stated his support for the proposed experimental speed limit reduction.

Reason for Recommendation

16. The proposed experimental traffic regulation order will address community concerns by enabling a lower 40mph speed limit to be introduced for a trial period and the impact assessed.

Statutory and Policy Implications

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

Crime and Disorder Implications

18. Nottinghamshire Police have been informally consulted on the proposal and have expressed their support. No additional crime or disorder implications are envisaged.

Financial Implications

19. The scheme is being funded through the 2021/22 Traffic Management Revenue budget for Newark and Sherwood with an estimated cost to implement the works and traffic order of £5,000.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

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

Implications for Sustainability and the Environment

15 June 2021

Agenda Item:15

REPORT OF CORPORATE DIRECTOR, PLACE**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council at its 25 March 2021 meeting.

Information**A. “Make Ambleside, Gamston, Safer” (Ref:2020/0409)**

2. A 69 signature petition was presented to the 25 March 2021 meeting of the County Council by County Councillor Kay Cutts.
3. The petition requests that traffic calming features and a weight restriction are installed on Ambleside at Gamston; in addition to the road being resurfaced.
4. The Authority actively promotes road safety on the County’s network and we have previously implemented a number of features on this stretch of road in a bid to lower traffic speeds and improve safety. Examples of these are ‘Children’ warning signage, white centre line hatching, SLOW road markings, a signalled crossing facility, pedestrian refuges and an interactive speed sign.
5. Following a recent assessment of Ambleside, its current safety record, at the present time, does not warrant any intervention measures such as physical traffic calming. This will however, continue to be monitored.
6. Environmental weight restrictions have in the past been implemented in urban residential areas, but there are exemptions that apply to HGVs accessing the area for delivery purposes. In this instance, if a weight restriction were to be in place on Ambleside, HGVs using the route for deliveries within the housing estate would be exempt therefore not achieving the desired result and disproving any illegal usage would be extremely difficult in terms of the level of enforcement required.
7. In relation to the request for Ambleside to be resurfaced, the road features on our candidate list for inclusion in a future financial year’s resurfacing programme.
8. It is recommended that the lead petitioner be informed accordingly.

B. Trial Road Closure in West Bridgford (Ref:2020/0411)

9. A 22 signature petition was presented to the 25 March 2021 meeting of the County Council by Councillor Jonathan Wheeler requesting a trial closure for through traffic on Devonshire Road at West Bridgford.
10. The petition has been raised by local residents who have concerns regarding the volume and speed of traffic that utilises the road, conflict of two way traffic due to the presence of the railway bridge; in addition to safety worries for cyclists that use this route. Residents also feel that closing the road will encourage locals to walk or cycle, instead of using their cars.
11. Nottinghamshire County Council takes road safety very seriously and has consistently invested in highway improvements in a bid to reduce accidents and increase safety on the County's network for drivers, pedestrians and cyclists.
12. The Authority are unable to accede to the closure requested, as Devonshire Road provides one of only two points south of Melton Road where the highway crosses the former railway line and its closure would cause significant severance to cyclists, as well as other road users. It would also have significant adverse impacts on the Melton Road and Musters Road junction. In addition, a closure would also cause difficulties for vehicles, due to the lack of turning area available on the road and the inability to create such an area.
13. The Authority have however previously implemented features on this road in a bid to lower traffic speeds. For example, a mandatory 20mph speed limit was recently introduced in order to incorporate the road in our strategic cycle network. This is in addition to 'children' warning signage incorporating a 'school' plate. We will however, undertake a traffic count to monitor the effectiveness of these measures.
14. It is recommended that the lead petitioner is informed.

C. Resurfacing Surgeys Lane (Ref:2020/0413)

15. A 162 signature petition was presented to the 25 March 2021 meeting of the County Council by Councillor Michael Payne requesting that Surgeys Lane in Arnold is fully resurfaced as a matter of urgency.
16. The petition states that Surgeys Lane is a thoroughfare to hundreds of homes in Arnold and also serves as part of a major bus route meaning it is subject to a high volume of vehicular traffic. It also states that Surgeys Lane is covered in a patchwork quilt of repairs and potholes and seriously defected at intervals along its entire stretch.
17. The most recent condition survey of the County's Unclassified road network has shown that resurfacing work is required on some major sections of Surgeys Lane. All sites are assessed for a variety of observed damage, including cracking, rutting, subsidence, patching, crazing (so-called 'crocodile cracking'), chipping loss and general ride quality. All sites which required work will be subsequently prioritised (assessed against similar sites) and priority given to those locations which already attract a significant amount of reactive maintenance (potholes) and provide the highest usage (measured by traffic counts, bus routes, number of commercial, retail and domestic properties) along with their amenity value in terms of the location of schools, health centres, emergency services and so on.
18. This is not to say that those streets which do not have high amenity value or usage are simply left behind as the process requires us to strike a balance between the percentage of the site

which is in poor condition alongside the overall usage. Lower amenity sites will still score highly if the overall condition is poor enough.

19. Surgeys Lane does not currently feature in the Capital Maintenance Programme for 2021/22, however, it may still be near the top of the prioritised listings once the process is completed. It should be borne in mind that the prioritisation of all sites is the only fair way in which the County Council is able to allocate available funds to the correct sites, in the correct order.
20. Until such time as Surgeys Lane can be resurfaced, it will continue to be inspected regularly and any safety defects attended to in line with the County Council's 'Highway Inspection & Risk Manual'
21. It is recommended that the lead petitioner is informed.

D. Request to fully resurface Lodge Farm Lane in Redhill (Ref:2020/0414)

22. A 59 signature petition was presented to the 25 March 2021 meeting of the County Council by Councillor Michael Payne requesting that Lodge Farm Lane in Redhill is fully resurfaced as a matter of urgency.
23. The petition states that Lodge Farm Lane is a thoroughfare to hundreds of homes in Redhill and subject to a high volume of vehicular traffic, covered in a patchwork quilt of repairs and potholes and seriously defected at intervals along its stretch.
24. The most recent condition survey of the County's Unclassified road network has shown that resurfacing work is required on Lodge Farm Lane. The worst section appears to be the opening 280m or so from Redhill Road up to Houldsworth Rise. All sites are assessed for a variety of observed damage, including cracking, rutting, subsidence, patching, crazing (so-called 'crocodile cracking'), chipping loss and general ride quality.
25. All sites which required work will be subsequently prioritised (assessed against similar sites) and priority given to those locations which already attract a significant amount of reactive maintenance (potholes) and provide the highest usage (measured by traffic counts, bus routes, number of commercial, retail and domestic properties) along with their amenity value in terms of the location of schools, health centres, emergency services and so on. This is not to say that those streets which do not have high amenity value or usage are simply left behind as the process requires us to strike a balance between the percentage of the site which is in poor condition alongside the overall usage. Lower amenity sites will still score highly if the overall condition is poor enough.
26. Lodge Farm Lane does not currently feature in the Capital Maintenance Programme for 2021/22, however, it may still be near the top of the prioritised listings once the process is completed. It should be borne in mind that the prioritisation of all sites is the only fair way in which the County Council is able to allocate available funds to the correct sites, in the correct order.
27. Until such time as Lodge Farm Lane can be resurfaced, it will continue to be inspected regularly and any safety defects attended to in line with the County Council's 'Highway Inspection & Risk Manual'.
28. It is recommended that the lead petitioner is informed.

E. Request for a pedestrian crossing on Wellin Lane, Edwalton (Ref:2020/0412)

29. A 342 signature petition was presented to the 25 March 2021 meeting of the County Council by Councillor Jonathan Wheeler requesting the installation of a zebra crossing on Wellin Lane, Edwalton near Edwalton Primary School.
30. Wellin Lane has a school crossing patrol site near the school but unfortunately the site has been vacant for some time. A school crossing patrol, operating at the start and end of the school day, is still considered to be the most appropriate form of crossing to help Edwalton Primary School pupils cross at this location. Via EM Ltd has therefore worked with the school and advertised locally around the site and on its website, but have so far been unsuccessful in finding a replacement patrol. In the future Via EM Ltd are looking to develop a technique using social media adverts targeted at local areas, key demographics and times of day. In the meantime Via EM Ltd will look to include the school patrol position in their next round of recruitment advertising.
31. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people. For road safety reasons formal crossings are also currently only installed where they are used by pedestrians throughout the day.
32. A pedestrian and traffic survey will therefore be undertaken to determine whether a pedestrian crossing at this location should be prioritised for future funding. At locations where formal crossings aren't provided, alternative measures are also considered to help overcome issues raised. The Council will therefore also carry out an assessment of the site to determine if there are alternative options to a formal crossing that could be considered for inclusion in a future years' highways programme.
33. It is recommended that the lead petitioner is informed.

Statutory and Policy Implications

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

RECOMMENDATIONS

It is recommended that:

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

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Items A to D – Joanne Horton, Via EM Ltd Service Manager Highway Management, Tel: 0115 804 0123

Item E – Sean Parks, Local Transport Plan Manager, Tel: 0115 977 4251

Constitutional Comments (SG 29/04/2021)

35. This decision falls within the Terms of Reference of the Transport and Environment Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

Financial Comments (SES 28/04/2021)

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

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Arnold North – Councillor Michael Payne and Councillor Pauline Allan
- Radliffe on Trent – Councillor Roger Upton
- West Bridgford South – Councillor Jonathan Wheeler

15 June 2021

Agenda Item:16

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2020-2021

Information

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

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

Constitutional Comments (CEH 27/05/2021)

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

Financial Comments (SES 26/05/2021)

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

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
15 JUNE			
June	T&E	TRO Slack Walk, Worksop	Derek Higton, SD / Gary Wood, GM/ Naomi Cook, VIA
June	T&E	TRO New Lane, Blidworth	Derek Higton, SD / Gary Wood, GM / Sonya Hurt, TM (VIA)
June	T&E	National Bus Strategy and Transport Update	Gary Wood, GM/Peter Mathieson, TM
June	T&E	Responses to Petitions	Sean Parks, LTP Manager/Joanne Horton VIA
June	T&E	Highways Review	Gary Wood (awaiting)
June	T&E	Highways Capital & Revenue Programmes 21/22	Sean Parks, LTP Manager
June	T&E	Home to School Transport Policy	Gary Wood/Chris Ward
June	T&E	A616 Ollerton Road, Little Carlton	Gary Wood
June	T&E	Health Worker Permits	Gary Wood
July	T&E	Environment Strategy	Mick Allen
July	T&E	Flood Risk Management Update	Gary Wood/Sue Jaques
Sep			
Oct	T&E	Finance and performance report (Q1- delayed from July due to changed which need to be made on BMS)	Chris Williams/Stephanie Shardlow
Oct	T&E	Highways Winter Maintenance 2021/22	Gary Wood
Oct	T&E	EV Charging Update	Gary Wood
Oct	T&E	LCWIP Priorities for Future Investment	Gary Wood
Oct	T&E	Draft Joint Waste Local Plan for Nottinghamshire and Nottingham	Sally Gill/Stephen Pointer
Nov	T&E	National Bus Strategy	Gary Wood/Chris Ward/Pete Mathieson
Nov	T&E	Civil Parking Enforcement and Permit Scheme Update	Gary Wood/Gareth Johnson
Dec	T&E	Finance and performance report Q2	Chris Williams/Steph Shardlow
Dec	T&E	Flood Risk Management Strategy 2021 -	Gary Wood/sue Jaques
Dec	T&E	Highway Drainage Programmes	Gary Wood/Martin Carnaffin
Dec	T&E	Gedling Access Road	Gary Wood/Via
Jan	T&E	Provisional Highways Capital & Revenue Programmes 2022/23	Gary Wood

Feb	T&E	Charging for Highways and Transport Services	Gary Wood
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
Apr	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood
Apr	T&E	LTP Implementation Plan	Gary Wood/Sean Parks
May			