

Appendix 1 Highways Committee Report – Year End Performance 2012-13

Report Author: Andrew Warrington Service Director Highways

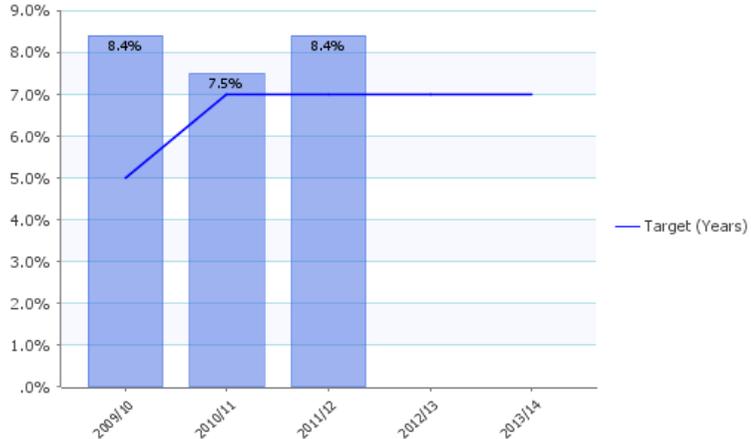


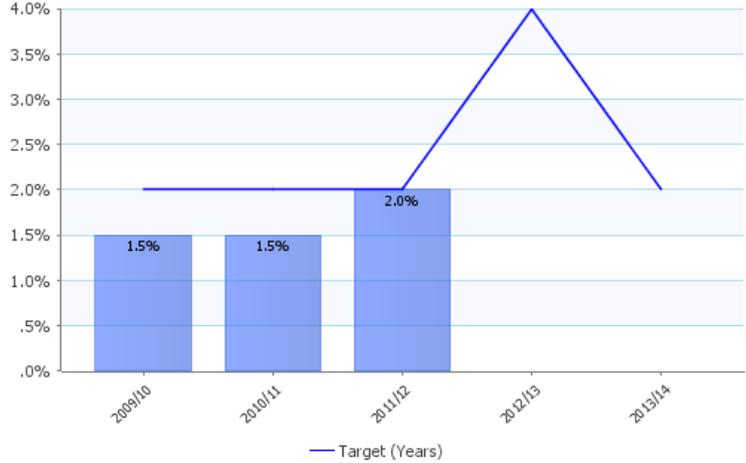
Priority A1 to foster aspiration, independence, and personal responsibility

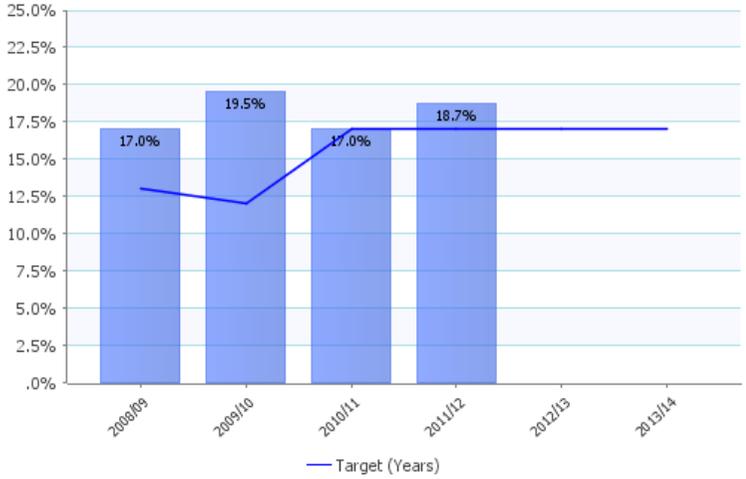
Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	<p>A joint funded (NCC/T&PC or similar) Lengths-man Scheme</p> <p>NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar</p> <p>Snow warden scheme to support local community action to clear snow.</p> <p>Employ farmers to assist with snow clearance</p>	<p>Pilot schemes established in 2012/13</p> <p>T&PC delivery on-going</p> <p>Implemented 2011/12 Ongoing</p> <p>Implemented 2011/12 Ongoing</p>
To provide the opportunity for local people to influence decisions	Advance publication and regular updates of planned (capital) programmes of work	From June 2012 monthly bulletins issued to all Councillors.
	Continued delivery of effective consultation for all improvement schemes	On-going
	Notification of all highway works	Development of Road-Works Charter on-going
To encourage personal responsibility	<p>Encourage snow clearance of footways</p> <p>Encourage direct intervention in endorsement maintenance of highways</p> <p>Encourage self preparation where risk of property flooding</p>	<p>On-going</p> <p>On-going</p> <p>Continue to support EA, LRF and other partners with media promotion, flood fairs etc.</p>

Priority B: To promote the economic prosperity of Nottinghamshire and safeguard our environment

Action	Description	Progress
To support the provision of transport infrastructure associated with new developments	Supporting Planning Authorities in the development of Local Development associated traffic modelling and infrastructure plans	Individual Districts are at different stages of the LDF process and are being supported by NCC in the production of the framework documents, with varying completion dates between 2012 and 2014.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																														
Strategic Action: SBA06 Monitor, maintain and seek to improve the condition of the County roads network (The 4,391km local network)																																		
SBP09 Roads where maintenance should be considered - non-principal (Annual indicator unchanged from previous quarter)	Aim to Minimise	<p>Actual (data available year-end 2012/13)</p> <p>Target 7.0%</p>  <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>7.0%</td> <td>8.4%</td> </tr> <tr> <td>2010/11</td> <td>7.0%</td> <td>7.5%</td> </tr> <tr> <td>2009/10</td> <td>5.0%</td> <td>8.4%</td> </tr> </tbody> </table>		Target	Actual	2011/12	7.0%	8.4%	2010/11	7.0%	7.5%	2009/10	5.0%	8.4%	 <table border="1"> <caption>Actual vs Target Data</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>8.4%</td> <td>5.0%</td> </tr> <tr> <td>2010/11</td> <td>7.5%</td> <td>7.0%</td> </tr> <tr> <td>2011/12</td> <td>8.4%</td> <td>7.0%</td> </tr> <tr> <td>2012/13</td> <td>-</td> <td>7.0%</td> </tr> <tr> <td>2013/14</td> <td>-</td> <td>7.0%</td> </tr> </tbody> </table>	Year	Actual	Target	2009/10	8.4%	5.0%	2010/11	7.5%	7.0%	2011/12	8.4%	7.0%	2012/13	-	7.0%	2013/14	-	7.0%	<p>The year-end actual figure of 8.4% had missed the target of 7.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual																																
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<p>SBP08 Roads where maintenance should be considered - principal (KPI)</p> <p>(Annual indicator unchanged from previous quarter)</p>	<p>Aim to Minimise</p>	<p>Actual (data available year-end 2012/13)</p> <p>Target 4.0%</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>2.0%</td> <td>2.0%</td> </tr> <tr> <td>2010/11</td> <td>2.0%</td> <td>1.5%</td> </tr> <tr> <td>2009/10</td> <td>2.0%</td> <td>1.5%</td> </tr> </tbody> </table>		Target	Actual	2011/12	2.0%	2.0%	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%		<p>The Highway Services Structural Maintenance Capital Programme 2012/13 was delivered for the financial year.</p> <p>The Highway Maintenance Capital Programme (2011/12) was fully delivered</p> <p>The year-end actual figure of 2.0% had achieved the target of 2.0%.</p> <p>The County Council continues to maintain the road networks in a steady state condition as a result of a continuing and sustained level of investment. This is reinforced by a continual safety inspections and maintenance work by Highway Services being undertaken on parts of the network.</p>
	Target	Actual														
2011/12	2.0%	2.0%														
2010/11	2.0%	1.5%														
2009/10	2.0%	1.5%														

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements												
<p>SBP10 Roads where maintenance should be considered - unclassified (KPI)</p> <p>(Annual indicator unchanged from previous quarter)</p>	<p>Aim to Minimise</p>	<p>Actual (data available year-end 2012/13)</p> <p>Target 17.0%</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>17.0%</td> <td>18.7%</td> </tr> <tr> <td>2010/11</td> <td>17.0%</td> <td>17.0%</td> </tr> <tr> <td>2009/10</td> <td>12.0%</td> <td>19.5%</td> </tr> </tbody> </table>		Target	Actual	2011/12	17.0%	18.7%	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%		<p>The year end actual figure of 18.7% has missed the target of 17.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance, highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual														
2011/12	17.0%	18.7%														
2010/11	17.0%	17.0%														
2009/10	12.0%	19.5%														

Strategic Action: SBA05 Transport infrastructure developments

SBP07
Journey time per mile during the morning peak (average mins)
(Annual indicator unchanged from previous quarter)

Aim to Minimise

Indicator is measured in academic year from Sept to Sept each year.

Journey time survey data is provided by the DfT and the actual data for 2012/13 will be made available in May 2014.

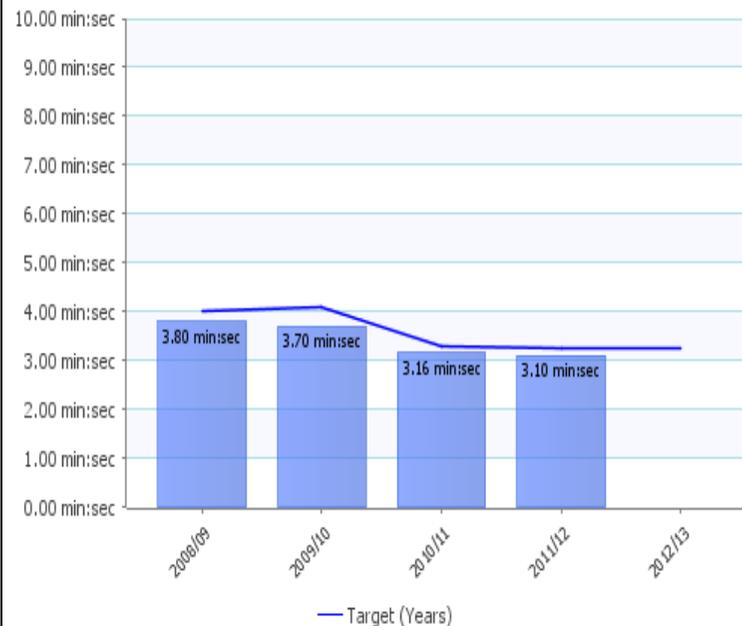
Actual 3.10 min:sec

Target 3.26 min:sec



Previous Years Data

	Target	Actual
2011/12	3.26	3.10
2010/11	3.30	3.16
2009/10	4.10	3.70



A453 dualling scheme

DfT announced approval of the A453 widening scheme in March 2012. Advanced works on the scheme are on-going with the completion of archaeology works. Construction works began on 7 January 2013 starting with works accesses and compound constructions. Main Contractor Laing O'Rourke and design consultants WYG have taken possession of the main compound offices at West Leake. Detailed scheme design has begun. It is anticipated that the urban section will be open March 2015 with the rural section scheduled for May 2015.

Improvements to Hucknall Town Centre

Government has provisionally approved an £8.5 million contribution to the project subject to required statutory procedures being followed by NCC.

Following consultation carried out during 2012 and following comments received as part of an earlier planning application several subtle changes have been built into the project to try and remove a number of local concerns. A planning application including these changes was submitted to Nottinghamshire County Council Planning Department in December 2012. The scheme includes pedestrianising the High Street between the South Street /Baker Street junction and Watnall Road junction and the construction of a new road running parallel with the High Street to accommodate the displaced traffic. The scheme has yet to go before the Planning and Licensing Committee, due in part to objections raised by the Environment Agency which have hopefully now been resolved.

Subject to procedure being concluded it is anticipated that works could commence during Winter 2014/15 with completion scheduled for Spring/Summer 2016.

Mansfield Bus Station

				<p>The new bus station was opened on 18 March 2013 by the Secretary of State for Transport and the Chair of the County Council. The new bus station became operational on 31 March 2013. Surveys to determine the numbers of users at the old bus station were undertaken before it closed and further surveys will be undertaken at the new bus station later in the financial year.</p> <p>A614 Rose Cottage signalisation New traffic signals have been installed at the junction of the A614 and B6034 (to Edwinstowe) known locally as Rose Cottage. The scheme aims to reduce journey time delays for traffic joining the A614 from the B6034 (including traffic from the nearby Center Parcs holiday village); improve road safety at the junction; as well as improve accessibility to Rufford Country Park for pedestrians and cyclists travelling from Edwinstowe and Center Parcs. The new signals become operational on 23 February 2013.</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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Performance measures without a strategic action

DC01
% of development control applications dealt with within 21 days
(Quarterly)

Aim to Maximise

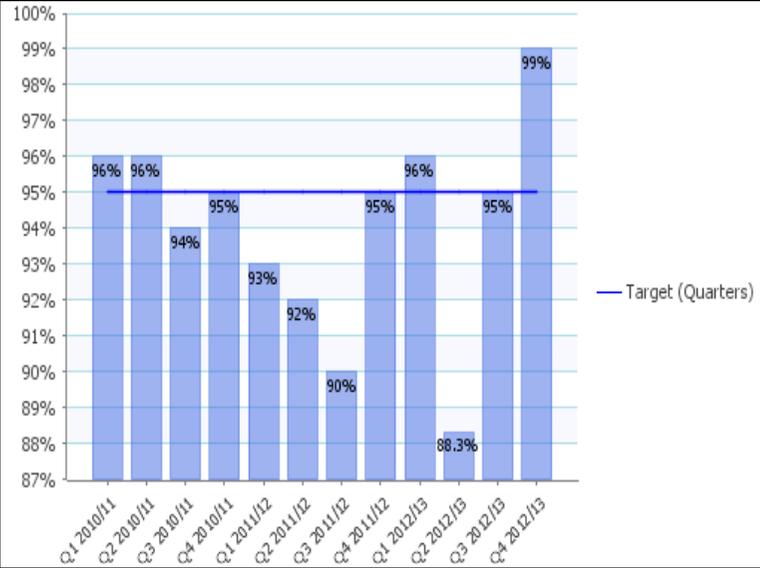
Actual 99%

Target 95%



Previous Years Data

	Target	Actual
2012/13	95%	94%
2011/12	95%	95%
2010/11	95%	95%



A total of 617 applications dealt with in the 4th quarter of which 8 were dealt with outside the 21 day period resulting in an significant improvement in performance of 99% compared to the previous quarter. This may be as a result of extra resources being put into the team.

DC02
 % of development control pre-application/informal enquiries dealt with within 21 days
 (Quarterly)

Aim to Maximise

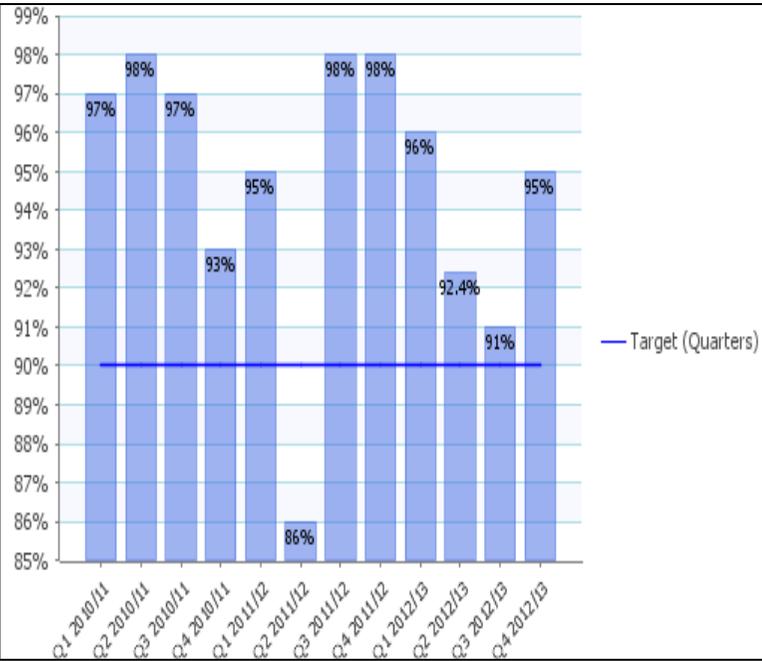
Actual 95%

Target 90%



Previous Years Data

	Target	Actual
2012/13	90%	94%
2011/12	90%	98%
2010/11	90%	93%



A total of 154 pre application enquiries dealt with in the 4th quarter of which 8 were dealt with over the 21 day period resulting in an improved performance of 95% compared to the previous quarter. This may be as a result of additional resources being put into the team.

SPL32 Number of LIS carried out in rural/market towns
(Quarterly)

Aim to Maximise

Actual 147

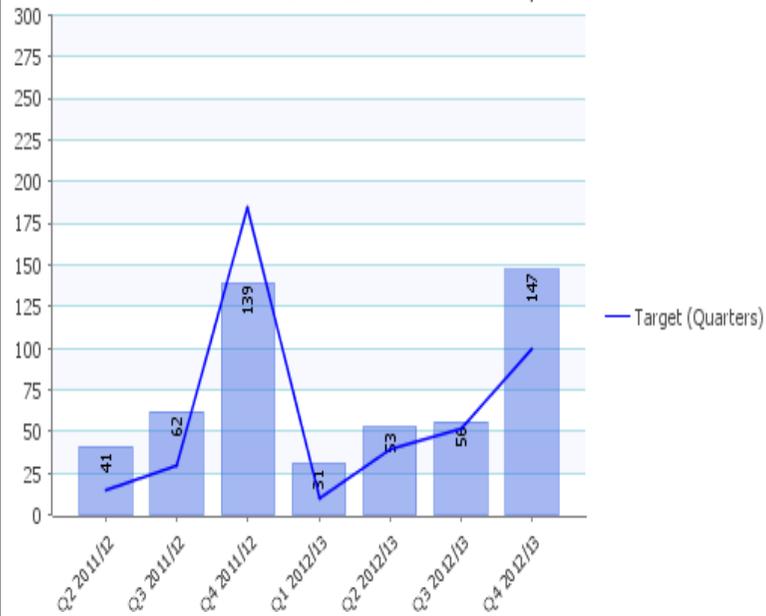
Target 100



Previous Years Data

	Target	Actual
2012/13	202	287
2011/12	234	261
2010/11	70	76

SPL32 version 2 Number of LIS carried out in rural/market towns



During 2012/13, we had completed 203 local schemes in rural / market towns against a target of 173.

At the end of the financial year LIS has delivered over and above the number of schemes originally programmed.

Additional schemes have been accommodated and facilitated as external funding has been attracted and delivery capacity becomes available.

Priority C: to make Nottinghamshire a safe place to live

Action	Description	Progress
Improve the perception of how safe people feel in their area	Management of traffic speed Pedestrian accessibility	Action is supported by a programme of spend on speed management, including interactive signs, pedestrian access improvements and pedestrian crossing facilities.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
Strategic Action: SCA07 Through our road casualties reduction plan, work to further reduce the number of road deaths and serious injuries on Nottinghamshire roads				

SCP16/CS101
 People killed or seriously injured
 in road traffic accidents (KPI)
 (Quarterly)

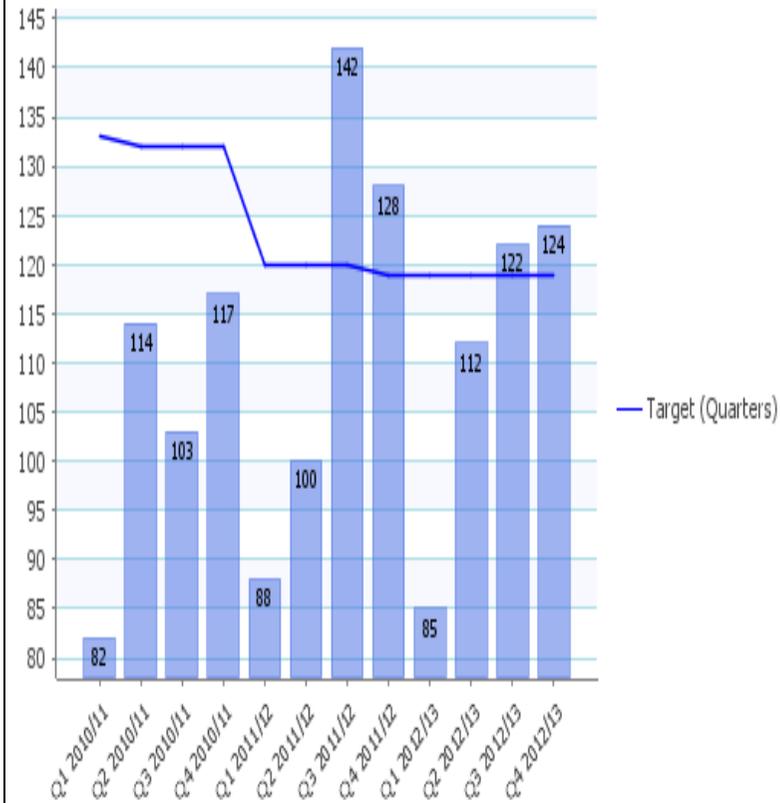
Aim to
 Minimise

Actual 124
 Target 119



Previous Years Data

	Target	Actual
2012/13	479	443
2011/12	479	458
2010/11	529	416
2009/10	529	446

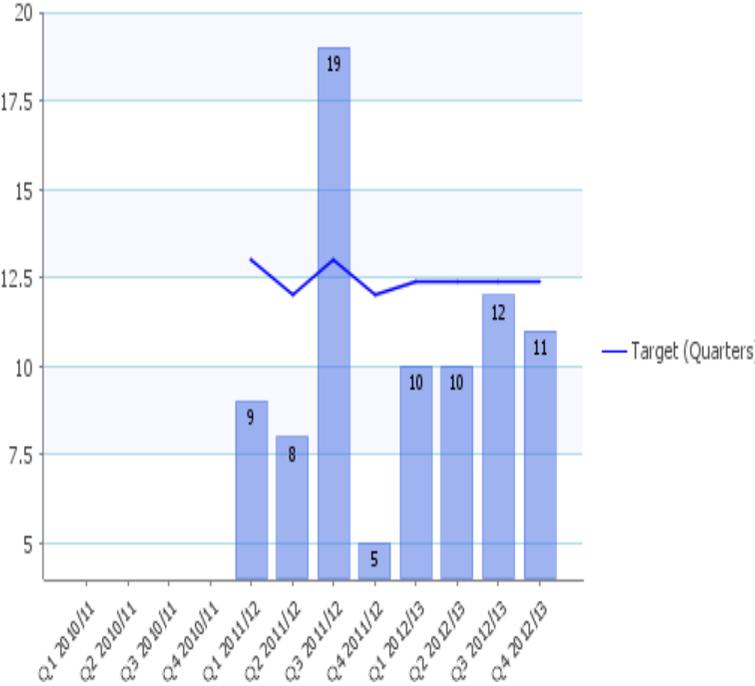


A 14.2% reduction has been achieved on this indicator, from 516.6 to 443, when comparing the 2005-2009 average with 2012. This puts us on line to achieve the 2020 target

This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the County Council is committed to reducing casualties on the A614 and has recently implemented safety cameras from Leepool to Ollerton Roundabout to ensure drivers travel at a safe speed.

Introduction of a pedestrian campaign, in which messages to teenagers encourage them to "Ditch the Distraction" and focus on the traffic.

Progress has been made against the measures identified in "Nottinghamshire's Decade of Action for Road Safety" – an action plan for the period 2011-2020.

<p>CS102 Number of children killed or seriously injured in road traffic accidents (against 2020 target) (Quarterly)</p>	<p>Aim to Minimise</p>	<p>Actual 11 Target 12.4</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2012/13</td> <td>50</td> <td>43</td> </tr> <tr> <td>2011/12</td> <td>50</td> <td>41</td> </tr> </tbody> </table>		Target	Actual	2012/13	50	43	2011/12	50	41	 <table border="1"> <caption>Quarterly Data from Trend Chart</caption> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Target (Quarters)</th> </tr> </thead> <tbody> <tr><td>Q1 2010/11</td><td>-</td><td>12.4</td></tr> <tr><td>Q2 2010/11</td><td>-</td><td>12.4</td></tr> <tr><td>Q3 2010/11</td><td>-</td><td>12.4</td></tr> <tr><td>Q4 2010/11</td><td>-</td><td>12.4</td></tr> <tr><td>Q1 2011/12</td><td>9</td><td>12.4</td></tr> <tr><td>Q2 2011/12</td><td>8</td><td>12.4</td></tr> <tr><td>Q3 2011/12</td><td>19</td><td>12.4</td></tr> <tr><td>Q4 2011/12</td><td>5</td><td>12.4</td></tr> <tr><td>Q1 2012/13</td><td>10</td><td>12.4</td></tr> <tr><td>Q2 2012/13</td><td>10</td><td>12.4</td></tr> <tr><td>Q3 2012/13</td><td>12</td><td>12.4</td></tr> <tr><td>Q4 2012/13</td><td>11</td><td>12.4</td></tr> </tbody> </table>	Quarter	Actual	Target (Quarters)	Q1 2010/11	-	12.4	Q2 2010/11	-	12.4	Q3 2010/11	-	12.4	Q4 2010/11	-	12.4	Q1 2011/12	9	12.4	Q2 2011/12	8	12.4	Q3 2011/12	19	12.4	Q4 2011/12	5	12.4	Q1 2012/13	10	12.4	Q2 2012/13	10	12.4	Q3 2012/13	12	12.4	Q4 2012/13	11	12.4	<p>A 19.8% reduction has been achieved on this indicator, from 53.6 to 43, when comparing the 2005 – 2009 average with 2012. This puts us on line to achieve the 2020 target</p> <p>This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the County Council is committed to reducing casualties on the A614 and has recently implemented safety cameras from Leapool to Ollerton Roundabout to ensure drivers travel at a safe speed.</p> <p>Introduction of a pedestrian campaign, in which messages to teenagers encourage them to “Ditch the Distraction” and focus on the traffic.</p> <p>Progress has been made against the measures identified in “Nottinghamshire’s Decade of Action for Road Safety” – an action plan for the period 2011-2020.</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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<p>BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority (Quarterly)</p>	<p>Aim to Minimise</p>	<p>Actual 7.77 Target 7.00</p>  <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2012/13</td> <td>7.0</td> <td>8.91</td> </tr> <tr> <td>2011/12</td> <td>7.0</td> <td>7.36</td> </tr> <tr> <td>2010/11</td> <td>7.0</td> <td>6.03</td> </tr> <tr> <td>2009/10</td> <td>7.0</td> <td>6.02</td> </tr> </tbody> </table>		Target	Actual	2012/13	7.0	8.91	2011/12	7.0	7.36	2010/11	7.0	6.03	2009/10	7.0	6.02		<p>A total of 5078 street lighting faults were reported in the 4th quarter which is a reduction from the previous quarter. Operation response time has continued to fall each quarter. The average repair time has fallen by 0.82 days to 7.77 days.</p> <p>Automatic email warning information is now sent to the responsible engineers to allow them to take prompt corrective action and along with awareness raising sessions there is an improved response. Further improvements are expected as the new processes are consolidated.</p>
	Target	Actual																	
2012/13	7.0	8.91																	
2011/12	7.0	7.36																	
2010/11	7.0	6.03																	
2009/10	7.0	6.02																	
<p>Highways TPP01 Number of defects identified/reported</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator and definitions to be developed using analysis information from Highways Asset Management system.</p>															
<p>Highways TPP02 Average number of days to repair a category 1 (urgent) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>															
<p>Highways TPP03 Average number of days to repair a category 2 (high) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>															
<p>Highways TPP04 Average number of days to repair a category 2 (low) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>															

<p>PI Status</p>	<p>Long Term Trends</p>	<p>Short Term Trends</p>
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	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				