

## Place Select Committee

**Wednesday, 11 January 2023 at 10:30**

County Hall, West Bridgford, Nottingham, NG2 7QP

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### AGENDA

- |   |  |         |
|---|--|---------|
| 1 | Place Select Committee Minutes 12 October 2022   | 3 - 8   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Highways and Road Safety   | 9 - 24  |
| 5 | Waste Management in Nottinghamshire  | 25 - 32 |
| 6 | Statutory Flood Risk Management Scrutiny Report  | 33 - 54 |
| 7 | Work Programme Report  | 55 - 66 |

### 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:-

- (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 Kate Morris (Tel. 0115 804 4530) 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>

## COUNCILLORS

Nigel Moxon (Chairman)  
Tom Hollis (Vice-Chairman) **Apologies**

Richard Butler  
Anne Callaghan BEM  
Penny Gowland  
Mike Introna  
John Ogle

Stephen Garner **Absent**  
Roger Upton  
Jonathan Wheeler  
Elizabeth Williamson

## SUBSTITUTE MEMBERS

Councillor Francis Purdue-Horan for Councillor Tom Hollis

## OTHER COUNCILLORS IN ATTENDANCE

Councillor Neil Clarke MBE

## OFFICERS

Martin Elliott	Senior Scrutiny Officer
Derek Higton	Service Director, Place and Communities
Pete Mathieson	Team Manager, Commissioning and Policy
Kate Morris	Democratic Services Officer
Gary Wood	Head of Highways and Transport

### 1. MINUTES

The minutes of the last meeting held on 6 July 2022, having been previously circulated, were confirmed and signed by the Chairman.

### 2. MEMBERSHIP – TO NOTE THE APPOINTMENT OF COUNCILLOR STEPHEN GARNER TO THE SELECT COMMITTEE IN PLACE OF COUNCILLOR NIGEL TURNER

The Committee noted the membership update.

### 3. APOLOGIES FOR ABSENCE

Councillor Tom Hollis (Other reasons)

### 4. DECLARATIONS OF INTERESTS

There were no declarations of interest.

## 5. PUBLIC TRANSPORT AND LOCAL BUS OVERVIEW

The Cabinet Member for Transport and Environment, the Service Director, Place and Communities, the Team Manager - Commissioning and Policy and the Group Manager - Highway Planning Access & Commissioning attended the meeting to provide a presentation that gave an overview of the Council's public transport and local bus arrangements in Nottinghamshire, a **summary** of the presentation is detailed below:

- Transport provision was an important element of the Nottinghamshire Plan being integral to a number of the key ambitions set out within the plan.
- That the budget for public transport provision was £30million, supplemented by additional grant funding.
- Public transport provision was delivered in partnership with internal and external partners, including the Children and Families Department and the Adult Social Care and Public Health Department within the Council and alongside commercial bus operators.
- How Nottinghamshire County Council compared favourably in its support for public transport in comparison to other similar local authorities.
- The overarching objective of the service was to deliver reliable, resilient public transport that supported growth, a thriving economy and healthy travel. This was enabled by:
  - Ensuring access to key services such as employment opportunities, and maximising opportunities to improve the environment.
  - Enhanced partnerships, demonstrating strong but balanced working relationships with commercial bus operators were established in April 2022 and are due for reaffirmation in November 2022
  - Strong working relationships with district and borough Councils and other neighbouring authorities
  - Information sharing with universities, businesses, and Chamber of Commerce to inform decisions
  - Consideration of feedback from service users and members to inform operational context
- There were a number of challenges facing public transport that included:
  - Inflationary costs of current contracts, and running costs
  - Difficulties with driver recruitment, that was also a problem across the country
  - The ending of Government funding in April 2023 that had been in place during the pandemic to support and protect public transport
  - Increased numbers of SEND students and adults with specific needs who required access to transport
  - A reduction in passenger numbers, compared to before the pandemic.

- The Council had a number of statutory duties around maintained school transport and SEND. It was noted that the Council transported around 10,000 mainstream students and 1,500 SEND students a year. Discretionary transport to Faith schools and post-16 provision was also provided. There was a budget of £15million for these services.
- The Independent Travel Training scheme had run since 2011 and aimed to ensure individuals had the confidence and skills to travel independently. Eight Special schools and twenty maintained schools were participants in the programme with more than 400 students taking part. Nottinghamshire County Council was recognised nationally as being at the forefront of this provision and had supported other authorities in establishing similar schemes.
- Fleet services that provided transport to day-care had been integrated with local bus services. There were 65 vehicles in total, and the process of diversifying the fleet had started with the introduction of electric buses.
- There were over 80 routes currently being supported by the Council with a further 20 being supported through service recovery, post pandemic.
- The Nottsbus “On Demand” service was operating in three pilot areas. These services could be booked either through an app or by phone and aimed to link passengers into the existing transport network.
- A full review of the bus network was being undertaken that would take into account feedback and demand and projected passenger figures. A new three-year plan would be produced following the full review that would allow time for the operating environment to stabilise and for additional funding from Government to be provided.
- Investment in the network had been ongoing and since 2007 there had been four new bus stations built across Nottinghamshire. There were also district hubs and on-street interchanges as well as with over 6,000 bus stops and shelters. Other transport infrastructure that was provided included bus lanes, Traffic Regulation Orders, Bus Stop Clearways and traffic light priorities, all maintained in partnership with commercial operators.
- Timetabling information for all services was available both online and at bus stops with real time updates being available at stops across the majority of the network.
- The Council issued 153,000 concessionary passes, 10,000 disabled concessionary passes and 3,500 companion passes. It was noted that there were plans to look at the possibilities for an under-22’s scheme and a job seekers scheme as part of the Bus Service Improvement Plan.

In the discussion that followed, members raised the following points:

- The Nottsbus “On Demand” pilot scheme was welcomed by Committee members and they questioned if there were any plans to extend it. They also commented that marketing material should be made available to all groups, including elderly residents, unable or unlikely to access online services.
- A review of concessionary fares was requested that would look at valid times for travel and the financial impact that that they had. Concerns were raised that isolated, elderly, or vulnerable citizens may choose not to travel using the current scheme due to bus reliability, further isolating them. There were also queries around the potential for NHS staff and Care Workers to receive concessionary passes which would support additional busses by encouraging more people to use the routes. Members also whether concessionary fares could be used on both bus and rail networks.
- Members asked several questions around the processes around which bus routes that were selected to receive financial support from the Council.
- Concerns were raised about the accuracy of the real time bus information displays and around the accuracy of the information that was fed into the system.
- Committee Members asked what lobbying was taking place around De-Regulation and the budgetary challenges causing risk to service provision.
- Committee Members highlighted the importance of supporting services, not only based on service cost, but on how they supported growth, the environmental benefits, how they supported vulnerable people, and increased access to key services all supported by a regular and reliable service.
- The presentation only considered the bus network, it did not address the tram or train network, or cycle infrastructure. Committee members asked that a wider review be considered to include the rail and Tram network in the future.

In response to the points raised the Cabinet Member the Service Director, Place and Communities, the Team Manager - Commissioning and Policy and the Group Manager - Highway Planning Access & Commissioning provided the following responses:

- The Nottsbus “On Demand” was not a “door to door” service but a way for communities that had limited access to public transport to link with exiting public transport networks. Following the initial trial scheme, data would be analysed before the scheme was extended. Feedback would be sought from service users and Councillors from the areas covered by the scheme. It was noted that initial feedback from service users had been positive.
- The Council, jointly with Nottingham City Council, was one of only 17 authorities across the country to be successful in its bid for grant funding

and had received £30million as part of the National Bus Service Improvement Plan. A Joint Development team had been established with the colleagues from the districts and boroughs to consider joint funding options, planning issues and travel plans.

- Meetings had recently taken place with the commercial bus operators to discuss services and how the Council could support the drive for recruitment of new drivers in order to improve service reliability.
- Passenger numbers remained below those seen before the pandemic. This was likely due to a variety of reasons including change in work and leisure habits, and a reduction in public confidence in using public transport.
- Officers confirmed that they were able to liaise with the commercial operators around the time concessionary fares were offered and make suggestions, but they could not mandate companies to alter their policies. There was also the issue of funding and how alterations to the schemes would impact service budgets.
- Officers summarised the processes used, and the factors taken into consideration when deciding which services to support that included, passenger numbers and demand, the Index of Multiple Deprivation, car ownership levels and the alternative transport options that were available. Services were regularly monitored to ensure that the right ones were being supported.
- Difficulties with the real time update information system had recently been compounded by technical difficulties and by service reliability due to driver availability. It was noted that information fed into the real-time system came directly from the bus operators and that sometimes changes came in quick succession, and bus cancellation could be last minute with little notice. These factors could then impact on the information being presented on the information displays.
- The Cabinet Member for Transport and Environment confirmed that the Leader of the Council, Councillor Ben Bradley MP, had recently secured a parliamentary debate on Transport in Nottinghamshire escalating and promoting local issues and pushing to promote improvement. In terms of deregulation there is a function that allows the Mayor or Combined Authority to step in, but only after the service is determined to no longer be functioning properly.
- Officers confirmed that a wider review of public transport could be undertaken, and that the initial focus had been the bus network in order to establish the Committee's areas of interest for further scrutiny.

The Chairman thanked the Cabinet Member for Transport and Environment and the Service Director, Place and Communities, the Team Manager, Commissioning and Policy and the Group Manager, Highway Planning Access & Commissioning etc for the attending the meeting and answering members' questions.

## **RESOLVED 2022/001**

1. That the report be noted.
2. That a member-led review be carried out on the Council's Concessionary Travel Scheme by members of the Place Select Committee.
3. That as soon as available, full performance data on all aspects of the "On Demand" bus services be circulated to members of the Place Select Committee.
4. That members of the Place Select Committee be given the opportunity to feed into the development of the scheduled Bus Services Review.
5. That as soon as available, details of the promotional campaign to encourage bus use in Nottinghamshire be circulated to members of the Place Select Committee.
6. That information on the Council's policy for providing school transport for Looked After Children be circulated to members of the Place Select Committee.
7. That a report be brought to a future meeting of the Place Select Committee on the subsidies and support provided by the Council for bus services in Nottinghamshire.

## **6. WORK PROGRAMME**

The Committee considered its Work Programme.

## **RESOLVED 2022/002**

1. That the Work Programme be noted.
2. That committee members make any further suggestions of items for inclusion on the work programme to the Chairman and Vice-Chairman (subject to consultation with the relevant Cabinet Member(s) and senior officers and the required approval by the Chairman of the Overview Committee).

The meeting closed at 12:18pm

**CHAIRMAN**

## **REPORT OF CABINET MEMBER, TRANSPORT AND ENVIRONMENT**

### **HIGHWAYS AND ROAD SAFETY**

#### **Purpose of the Report**

1. The purpose of the report, which will be accompanied by a presentation at the meeting, is to provide the Committee with an update on the implementation of the recommendations of the Highways Review and an overview of the County Council's road safety arrangements to inform the scrutiny process.

#### **Information**

2. The Council's highways review has considered a number of key strands of activity and on 15<sup>th</sup> December 2022 Cabinet considered progress and outputs from the review which has been taking place following on from the motion agreed at Full Council on 27<sup>th</sup> May 2021. The Cabinet report is included at Appendix 1 to this report. As well as a full update on progress, the Cabinet report also details the background to the review and gives a detailed breakdown of the review process. The review has involved regular meetings of a cross-party Member panel, input from the Local Government Association, with support from external sector expertise and an officer group to steer and progress the work.

The key strands of activity reviewed are:

- *Vision, Strategy and Policy*
- *Capital Maintenance Programme*
- *Revenue Maintenance Programme*
- *Operational Improvements*
- *Drainage*
- *Neighbourhood (Streetscene) Maintenance*
- *Street works and Utility Permit Schemes*
- *Communications*
- *Performance Management*
- *Functional Split and Leadership*

3. At the 15<sup>th</sup> December 2022 meeting Cabinet approved that a formal approach to continuous improvement is embedded in our highway's functions with the creation of a joint continuous improvement plan across the activities of NCC and Via East Midlands, and more details of this will be provided in the presentation.

4. The County Council has a fully integrated road safety function which is in the main delivered through Via East Midlands. There are a number of strands of activity which contribute towards the aims of the service and these are grouped around the themes of education, enforcement and engineering. The County Council has been successful in reducing casualties over many years and has exceeded the national targets and continues to invest in and progress this important work.
5. The accompanying presentation provides further information on each of the areas of improvement from the Highways Review and an overview of the Council's approaches to Road Safety activity to inform the Committee's considerations.

### **Financial Implications**

6. Budgetary information for highways and road safety functions will be set out in the accompanying presentation.

### **Public Sector Equality Duty implications**

7. Equality Impact Assessments are carried out where appropriate for any changes to policy or highways / road safety processes.

## **RECOMMENDATION/S**

1. Members consider and comment on the report and accompanying presentation.

**Councillor Neil Clarke MBE**  
**Cabinet Member, Transport and Environment.**

**For any enquiries about this report please contact:**  
Gary Wood – Head of Highways and Transport

### **Constitutional Comments**

### **Financial Comments (SES 07/12/2022)**

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

### **Background Papers and Published Documents**

- Reports to Transport and Environment Committee June 2021 to May 2022 – Highways Review
- Full Council papers 27<sup>th</sup> May 2021
- Full Council papers 20<sup>th</sup> Jan 2022
- Reports to Policy Committee 2<sup>nd</sup> December 2021 and 15<sup>th</sup> December 2022

**Electoral Division(s) and Member(s) Affected**

All



**REPORT OF THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT****HIGHWAYS REVIEW****Purpose of the Report**

1. The purpose of this report is to share the findings of the Highways Review, seek approval for the resulting Highways Asset Management Strategy and Policy and agree the creation of a joint innovation and continuous improvement plan.
2. This is a Key Decision because it will have significant effects on two or more electoral divisions.

**Executive Summary**

3. The activities described in this report have formed a significant change programme across the Council's highways functions, which has been embraced by Council and Via staff. The change programme has been closely steered and monitored by a cross-party Councillor panel and the outputs are closely aligned with the Council Plan and are resident focussed. The work has utilised sector best practice and been guided and challenged by external critical support.
4. The recommendations from the review have been supported by additional investment from the Council in the form of a £15m reserve for Highways and Environmental initiatives created by the Council last year. This is covered in more detail in the report.
5. Key benefits arising from the review are summarised below:
  - A new three-year highways capital programme has been introduced and approved for the first time, marking a move away from annual programmes, and enabling the longer-term and more efficient planning and coordination of repairs.
  - A move to a right repair, right first time, approach that delivers permanent repairs whenever possible. Via have increased the number of structural patching gangs that operate on the highways network from four to eight. This has allowed more work to be done to tackle the areas of the highway most affected by repeat visit pothole repairs, and support the adoption of a right repair, right first-time approach.
  - Via have reviewed its use of plant and labour to maximise efficiency and effectiveness. Output per gang per day has increased from 50m<sup>2</sup> to 100m<sup>2</sup> since the start of the highways review. 67,000m<sup>2</sup> of repairs have been completed this year (up to Sept 2022), with the annual volume of works set to be four times higher than in previous years due to the combination of the additional investment and increased efficiency of the operation. These professional long-term repairs are generally focussed on the unclassified network.

- Via have established an operational Hub bringing together staff from different highways disciplines to coordinate maintenance works. This has improved efficiency and productivity and ensures a whole street approach to highway maintenance is provided
- Significantly, as a result of the above approaches and new investment, the amount of cold lay treatments used for emergency Category 1 defects has reduced substantially. Current figures show a 61% reduction in the use of cold lay bagged materials such as Viafix since the start of the highways review.
- The lengthsman scheme has been relaunched, allowing local community groups (mostly Parish Councils) to be funded to undertake some locally important highway maintenance activities including drainage. This has been taken up by 41 parish/town councils and community groups at present and four training events have taken place this year for the councils/community groups involved. The reintroduction of this scheme has been well received.
- A refreshed communications and engagement plan has been developed, embracing the need for the Council/Via to be pro-active and better inform and engage with residents on our highways activity, for example by increasing the use of video explainers, providing more opportunities for feedback from residents, and improving the quality and accessibility of highways information to a wider audience through traditional, digital and social media.

## Information

6. The Transport and Environment Committee of 15<sup>th</sup> June 2021 agreed to the commencement of a cross-party highway review. A summary of the agreed scope of the review is set out below:
  - To review relative performance against national and council metrics.
  - To review practice, policy and guidance
  - To review the capital maintenance programme including funding allocation methodologies across the county for the annual capital maintenance repair methods, use of technology and innovation.
  - To review the revenue maintenance programme, including the use of Viafix and the use of technology and innovation.
  - To review utility works – including coordination, traffic management and damage to infrastructure.
  - Review work quality and value for money - review processes to ensure good quality work and value for money is delivered.
  - Review performance management arrangements and contract management of Via.
  - Review highways related public communications.
  - Review drainage, tree maintenance and verge maintenance arrangements.
  - Review the functional split between the Council and Via, and leadership arrangements.
7. A cross party highways review panel was established to oversee and direct the review. At its October 2021 meeting, members were able to bring together the knowledge and inputs from the following:
  - 5 cross-party panel meetings.
  - 3 additional “fact finding” panel meetings with highways lead members and officers from Derbyshire, Staffordshire, and Hertfordshire County Councils.

- The outcomes from an LGA Peer Review of highways services, conducted between 21-23 September 2021, and involving members and officers from Kent, Cumbria, Oxfordshire, Warwickshire, and Wiltshire County Councils. The focus of the Peer Review was to consider the progress made and emerging outputs from the highways review work. A significant part of the LGA Review was interviews with stakeholders including Councillors and external partners. In total 40 people were interviewed as part of the LGA review and information was gathered from 33 meetings, with a total of 230 hours spent to determine the Review findings. This work complemented the call for evidence issued to all County Councillors.
  - WSP, an international highways and engineering consultancy, were engaged to provide external sector expertise and input into the review. WSP has many years' experience of working in the highways sector and currently has clients in over 20 highway authorities providing guidance and support on highways reviews and highway asset management and maintenance practice.
  - Knowledge from the Future Highways Research Group
8. At the October 2021 panel meeting, members agreed a summary of the key findings and highways issues facing Nottinghamshire:
- *“Whilst the condition of the County’s A and B/C roads is good and stable, with the standard of these roads being in the top quartile of all Counties, the unclassified network condition requires improvement. Here, the overall standard of these roads sits within the third quartile of all Counties.*
  - *Overall national funding levels for highway maintenance have fallen by 40%+ over the last decade. As a result, the long-term deterioration of the condition of roads is an issue for all local authorities. In Nottinghamshire, the backlog of works required to fully address this long-term deterioration would be in the region of £150m.*
  - *Nottinghamshire faces similar issues in terms of funding, road condition and public perception as other county areas. A particular local factor, however, is the use of Viafix and current practice around pothole/patching repairs.*
  - *The Council’s highways policy framework is sound overall. However, some aspects of it require updating, including the provision of greater clarity on the funding allocation model in use, and the development of a refreshed approach to asset management that reflects national best practice.*
  - *The current approach to capital/revenue highways programming – based around one-year plans for each - is a barrier to long term planning.*
  - *The establishment and development of Via as the Council’s highways service provider and contractor is seen as a positive vehicle for service delivery overall. However, with the Via contract at its midpoint, and with Via now in the ownership of the Council, there are opportunities to improve and refine the arrangement to benefit highways and residents.”*
9. This situational analysis informed the detailed recommendations of the panel. At the November 2021 Transport and Environment Committee, councillors approved the improvement outcomes and recommendations from the cross-party highways review panel. The recommendations were summarised as follows and are included in full at Appendix 1:

We will:

- *Move to a right first-time approach to our highway maintenance and reduce the need to use reactive short-term maintenance.*
- *Recognise that prevention is better than cure and that whole street approaches are desirable.*

- *Publish a longer-term programme of capital works to support our ability to plan for the long term and keep residents well informed about this.*
- *Maintain our overall network condition and seek to improve it within financial constraints, whilst prioritising local roads (the unclassified network) alongside our footways wherever possible.*
- *Improve our communications, so that residents are better informed about our work, and understand our approaches.*
- *Improve our major capital programme management*
- *Increase our effectiveness and efficiency, maximising the return on our investment in highways by ensuring that our highways policies and strategy drive our maintenance priorities and treatments/techniques, alongside our increased use of innovation and technology.*

## **Highways Improvement Plan and Additional Investment**

10. In view of the volume, range, and scope of the panel's recommendations, a detailed Highways Improvement Plan was developed to support the successful delivery of the recommendations. The Plan identified responsibility for delivery, sequencing and timelines, and the cost implications for individual actions. In order to develop and implement this significant piece of work, the support of an external partner WSP was procured, and they have provided additional technical expertise and continuing challenge, based on their leading position in the sector. There were approximately 50 recommendations from the Panel.

11. Additional investment was considered as part of the new operating model, utilising the £15m reserve for Highways and Environmental initiatives created by the Council in 2021. This is covered in more detail below.

12. The Highways Improvement Plan was approved at the 9<sup>th</sup> February 2022 Environment and Transport Committee. Monitoring of the plan has continued through an officer working group with membership from the Council, Via and WSP. The cross-party member panel has continued to meet to monitor the Plan, with Councillors able to steer progress and add direction. The cross-party panel has met on four occasions since February 2022, with a further meeting planned for 16<sup>th</sup> December.

## **Current Progress and Outcomes**

13. Significant progress has been made against all the original recommendations and actions in the Highways Improvement Plan, with over 85% of the original recommendations completed and 15% in progress. Progress and outcomes are detailed below:

### *(i) Vision Strategy and Policy*

A revised Asset Management Policy and Strategy have been produced and are attached at Appendix 2 and 3 respectively. These documents clearly align the Council's approach to highways to the 2021-31 Council Plan ambitions and reflect the latest national policy as well embedding a "right repair, right first time" approach.

A revised highways asset management plan which contains the detailed plans and processes flowing from the principles set out in the Policy and Strategy is also complete and will be presented to the Cabinet Member for Transport for approval early in the New Year.

Key principles in the new asset management suite of documents are:

- *Communicate with customers and service users and take account of their needs*
- *Innovate by investing in new processes and using digital technologies*
- *Deliver modern, efficient, effective and value-for-money services*
- *Adhere to the relevant statutory requirements for the highway service.*
- *Develop sound long-term strategic and financial support for our highway maintenance programmes.*
- *Identify the pressures that new infrastructure projects and development place on maintenance budgets*
- *Seek to remove redundant assets from the network*
- *Manage, review and apply continual improvement to the risk-based approach used for maintenance activities in accordance with UK Roads Liaison Group (UKRLG) document Well-Managed Highway Infrastructure: A Code of Practice (WMH)*
- *Take account of the environmental impact and sustainability of plans and operations*
- *Identify areas of the network which are vulnerable to adverse weather events and take steps to mitigate this where practicable*
- *Deliver a safe, serviceable and resilient highway network*

This suite of documents has been produced with the support of WSP and in conjunction with Via. An updated set of documents with the contents embedded into operational practice is a requirement for the Council to continue to access capital funding from the Department for Transport.

## (ii) *Capital Maintenance Programme*

The Council has now moved from an annual single year programme to a multi-year approach. A draft three year rolling capital maintenance programme was approved at Transport and Environment Committee on 23<sup>rd</sup> March 2022, with the final programme approved by the Cabinet Member for Transport and Environment on 26<sup>th</sup> Sept 2022. This new capital programme covering the financial years 2022/23, 23/24 and 24/25 will support the long term efficient planning and coordination of repairs, scheduling and delivery and continues to incorporate the annual member request process, which now takes place as part of Councillors' regular meetings with district managers.

The capital programme now places an increased emphasis on the unclassified local road network, footways, and drainage, taking a 'whole street' approach where it is prudent to do so, as these were priorities identified by the highways review panel. The programme continues to include early intervention/prevention treatments such as surface dressing and microasphalt to extend the sustainable and effective life of the highway

The indicative programme for year 2 (2023/24) currently utilises 75% of anticipated funding, and year 3 (2024/25) utilises 50% of anticipated funding. The remaining anticipated funding is to allow for future member requests and any unforeseen impacts on the network that may emerge. In 2022/23 the highway capital maintenance block accounts for 81% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout Nottinghamshire.

There are 381 individual road, footway and drainage schemes in the programme and an increase in spend on footway improvements and drainage repairs, with a total spend of £55m planned for

22/23. The programme includes the in-situ recycling of materials where this is possible and where it makes environmental and budgetary sense to do so. The programme includes an additional Council allocation of £12m over the next four years for additional structural patching activity.

A formal “cross asset” prioritisation process to improve targeting of investment and maintenance treatments for all highways assets including drainage has been developed and will be implemented for the 23/24 programme onwards. This process will continue to incorporate the prioritisation of footways, the unclassified road network of local roads (with weighting to reflect both highway hierarchy and condition) and drainage. In addition, the capital programme is now better driven by the use of insurance claim data and new video survey techniques.

The final part of the Capital Maintenance Programme improvement strand has been to improve the management oversight and quality assurance of sub-contractors. Via have introduced a refreshed sub-contractor framework embedding quality assurance and moving towards forming longer term partnerships with contractors to provide a higher quality delivery arrangement.

### (iii) *Revenue Maintenance Programme*

In order to move to a right repair, right first time, approach that delivers permanent repairs whenever possible, Via have increased the number of structural patching gangs that operate on the highways network from 4 to 8. This has allowed more work to be done to tackle the areas of the highway most affected by repeat visit pothole repairs, whilst also enabling repairs to remain within standard response times for Category 2 and 3 highway defects. For emergency Category 1 highway defects, the use of cold lay treatments to protect the safety of road users has continued, though the additional capacity provided by the patching gangs has enabled follow up permanent repairs to be undertaken more frequently. The new gangs have been funded from the additional £12m investment in highway maintenance (over 4 years) provided by the County Council.

The core specification for highway defect repairs has been reviewed and Via has reviewed plant use to maximise efficiency and effectiveness. Output per gang per day has increased from 50m<sup>2</sup> to 100m<sup>2</sup> since the start of the highways review. 67,000m<sup>2</sup> of repairs have been completed this year (up to Sept 2022), with the annual volume of works set to be 4 times higher than in previous years due to the combination of the additional investment and increased efficiency of the operation. These professional long-term repairs are generally focused on the unclassified network.

In addition to the plane/patch operations, Via continue to operate a spray injection patching machine, which has completed 15,900m<sup>2</sup> of repairs. These works have continued to be successful and are generally focussed on the more rural network.

Significantly, as a result of the above approaches and new investment, the amount of cold lay treatments used for emergency Category 1 defects continues to reduce. Current figures show a 61% reduction in the use of cold lay bagged materials such as Viafix since the start of the highways review.

### (iv) *Operational Improvements – Via*

Via has established an operational Hub bringing together staff from different disciplines to coordinate maintenance works to improve efficiency and productivity and ensure a whole street approach to highway maintenance is provided. System awareness, process development and delivery planning including workshops with staff have been carried out which have ensured the smooth transition to this coordinated approach. The Hub has been operational since the spring

and is proving to be very effective in ensuring resources are deployed to get the best outcomes for the public. All of the plane/patch gangs are coordinated from the Hub. Mobile devices are being deployed to all operational gangs involved in plane/patch activity; this will enable works to be managed more efficiently, and support a move to a paper free system of works management.

Further staff training programmes in Via have been established to strengthen the focus on customer care, work quality and performance. To further improve the professionalism and quality of scheme delivery, leadership and operative training has been carried out across all front-line operational areas.

Via continues to seek out, test and trial new plant and maintenance techniques. For example, Pacopatch (Polymer Modified Mastic Asphalt Reinstatement) is being trialled around ironworks and manhole covers to improve the quality of these repairs.

Via has ordered new vehicles and plant for the delivery of the preventative maintenance activity, further improving the quality and productivity of works and reputationally improving the image of the teams. These vehicles are due for delivery in Spring 2023.

#### (v) *Drainage*

As a result of the review, funding has been increased for core drainage activity and drainage repairs and this has allowed:-

- Via to commence establishing a register of drainage verge grip and ditch locations and delivering a planned periodic maintenance programme rather than a reactive approach.
- Via to establish a register of sensitive carrier drains and other drainage assets and deliver a programme of planned inspections and cleaning.
- The establishment of a planned priority programme of soakaway rephelacements.
- The updating of the MyNotts app to allow easier drainage issue reporting.

Part of the income generated from utility permit scheme management has been used to employ additional compliance inspectors to undertake enhanced inspections of utility works that take place in the vicinity of drainage assets, strengthening the approach to third party damage recovery and prevention.

#### (vi) *Neighbourhood (Streetscene) Maintenance*

The Council, working closely with Via, has relaunched the lengthsman scheme. This enables the Council to fund local community groups (mostly Parish Councils) to undertake some locally important highway maintenance activities, including drainage. This has been taken up by 41 parish, town councils and community groups at present and four training events have taken place this year for the councils and community groups involved. The reintroduction of this scheme has been well received with positive feedback from the groups involved.

Regular meetings are now held with District and Borough Councils, focusing on partnership working for areas such as town centre maintenance, weed spraying and litter collection, as well as collaboration over winter maintenance for town centre footways. This is leading to better coordination of these activities.

Weed spraying activities have been reviewed and several alternatives have been trialled and discounted as not being effective. A further trial of alternative approaches will take place next summer. In addition, areas of wildflower verge continue to increase with a process being put in place for local communities to nominate areas of verge to be considered for wildflowers and reduced verge maintenance. This is all being done whilst maintaining safety and visibility at junctions.

Following the activity described above it is intended in 2023 to consider further community partnership opportunities for neighbourhood maintenance.

#### (vii) *Street works and Utility Permit Schemes*

The approach to street works and the utility permitting scheme introduced in April 2020 continues to be enhanced. In what is thought to be a unique way of delivering the service, Via provide the operational team that processes over 25,000 applications for works annually. The Council has developed several performance indicators on the service to help drive continual improvements. Since the introduction of the scheme, the following measurable improvements have been made:-

- Utility companies are now routinely challenged over their requested duration for works, and co-ordination officers who receive the permit applications have pushed works durations down by 17% in 2021/22. This results in significantly reduced delays across the network for the travelling public.
- In addition, utilising an additional number of dedicated inspectors, the close monitoring of utility works has increased with 850 Fixed Penalty Notices issued in 2021/22 for non-compliant works. Through close inspection and regular meetings with the utility companies the Council plays a stronger role in ensuring quality of signing and guarding of works, adequate preplanning of road closures and utilisation of traffic management as well as quality of reinstatements.

The Council has recently commissioned a feasibility study into the potential future introduction of a lane rental scheme for Nottinghamshire. This will potentially provide a further opportunity to coordinate roadworks, and reduce impacts on the travelling public.

#### (viii) *Communications*

A refreshed communications and engagement plan has been developed by the Council and Via, recognising the need to be pro-active in informing and engaging with residents on highways activity. This has generated improvements including:

- A campaign-led approach to communications using an 'Inform, Celebrate, educate' model across additional highways activities and areas, including winter maintenance, seasonal maintenance, surfacing and third-party works
- the use of MyNotts app – adding additional reporting functionality
- scheme information letters and signage better promoting the benefits of highway works
- increased use of video explainers with more involvement from Councillors and front-line staff
- Capturing feedback by the use of QR codes on scheme letters and the use of “pop-up” surveys to gather feedback on highway works
- A pro-active media and PR programme with more regular generated PR and a full forward calendar of positive opportunities and releases
- Improving the quality and accessibility of highways information to a wider audience through traditional, digital and social media

- Celebrating the positive impact on communities, people and environment through the delivery of highways services
- Improving the visibility and branding of highways services.

Current work involves further reviewing all standard correspondence and web content to ensure we are effectively communicating with service users.

Communication with Councillors has also been reviewed, with an improved offer of regular District Manager meetings incorporating an enhanced report showing planned activities in each Councillor's area. This allows individual Councillors to use this information when updating their local communities such as Parish Councils.

Additional dedicated staffing resource is now in place in the Council and Via Communications Teams to support the new joint communications work.

#### (ix) *Performance Management*

A new performance management framework (PMF) for the Council's highway activity including the service contract with Via has been developed. The new framework links clearly to the Council Plan and builds on best practice to incorporate resident focused outcomes. It has been developed with support with WSP and will now be embedded in operational practice. The updated PMF is included at Appendix 4. It is intended that benchmarking against other local authorities continues to take place and that regular performance reports are provided to the Cabinet Member for Transport and Environment.

Now that the new performance management framework has been adopted, Via are currently reviewing how this framework is embedded in sub-contractor and partner frameworks. Training and additional monitoring is planned to ensure that the resident focused outcomes incorporated in the PMF flow through all the organisations delivering the highways service for the council.

The Council's commissioning arrangements continue to be reviewed with greater coordination between commissioners and Via to ensure a consistent approach and improved programme coordination and delivery

#### (x) *Functional Split and Leadership*

A detailed review of the division of responsibility between the Council and Via in key areas including policy and strategy, core asset management and works/scheme/treatment prioritisation, major capital programme management and the interface with members and residents, including District Managers has been completed. This has led to the strengthening of the Council's client team in these areas. A report setting out the changes was presented to Transport and Environment Committee on 4<sup>th</sup> May 2022.

Dan Maher was appointed as Managing Director of Via following the retirement of Doug Coutts earlier this year. Dan brings a wealth of experience from his Managing Director role in the Arc partnership. In addition, following a competitive process Matthew Lugg OBE has been appointed as the new Chair of the Via Board. Matthew supported the Highways Review process in his role in WSP and has many years experience of working with Government in the highways arena and leading national sector bodies.

## Road Safety

14. Following a motion to full Council on 20<sup>th</sup> January 2022, the highways review member panel has been exploring the feasibility of implementing a 20MPH speed limit on residential roads and any other new measures that could help improve road safety in all its residential conurbations. The panel has received updates on engineering, education and enforcement measures to improve the safety of the highway network for all road users, as well as specific information on measures to calm traffic speed. This topic will continue to be discussed at its forthcoming meeting on 16<sup>th</sup> December 2022. Any conclusions arising from this work will be presented to the Cabinet Member of Transport and Environment for consideration

## Continuous Innovation and Improvement, and LGA visit

15. Many of the outcomes from the innovation and improvements set out as part of the highways review are now starting to emerge, such as the significant increase in the volume of long term “right first time” professional repairs, the reduction in the use of cold lay treatments such as Via fix, the increase in community involvement and emphasis on local priorities through the take up of the lengthsman scheme and improved engagement with the public through the new approaches to communications.

16. In order to build on the momentum created by the review and to build on the improvement ethos and culture within Via and the Council’s highways team, it is recommended that Cabinet approves that a formal approach to innovation and continuous improvement is embedded in our highways functions with the creation of a joint innovation and continuous improvement plan across the activities of the Council and Via and its supply chain.

17. As part of the Council’s approach to establishing continuous improvement, the original LGA peer review team are returning to revisit the Council later in December 2022. As part of their visit, the team will review our continuous innovation and improvement plans.

## Other Options Considered

18. Various options were considered as part of the individual strands of highways improvement plan work, with the solutions being focused on resident outcomes and effective and efficient use of resources

## Reason for Recommendations

19. The recommendations agreed at the 17th November 2021 Transport and Environment Committee were developed by a cross-party panel over a series of five meetings, with input from a significant LGA peer review and external input from sector experts WSP, and formed a comprehensive list of activities which were then shaped into a Highways Improvement Plan. From a resident perspective they were designed to improve the Council’s highway maintenance offer and provided an opportunity to

- Move to a right first-time approach to highway maintenance and reduce the need to use reactive short-term maintenance
- Publish a longer-term programme of capital works to keep residents informed of future plans
- Maintain network condition and seek to improve it within financial constraints
- Prioritise local roads and footways

- Work with communities alongside improving communications, so that residents understand our approaches and are better informed about future plans
- Increase our effectiveness and efficiency, maximising return on investment by ensuring that our highways maintenance and management works are driven by our policies and strategy.

20. These opportunities have been the focus of the review and flow through the outputs presented in the report.

## **Statutory and Policy Implications**

21. 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**

22. As approved by Full Council as part of the 2022/23 revenue budget, a £15.0m earmarked reserve has been established to fund works emerging from both the environmental strategy and the highways review over the next four years. Improvements highlighted in the report have been funded from a combination of existing highway budgets and the new investment

## **Public Sector Equality Duty implications**

23. There are no public sector equality duty implications arising from the review, although these are also considered on a scheme-by-scheme basis as part of the normal design processes.

## **Implications for Sustainability and the Environment**

24. Effective highway maintenance approaches as described in this report 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. The revised asset management suite of documents i.e., Policy, Strategy and Plan all align with national guidance on sustainability.

## **RECOMMENDATIONS**

It is recommended that Cabinet:

- 1) endorses the progress and outputs from the highway review which has been taking place following on from the motion agreed at Full Council on 27<sup>th</sup> May 2021
- 2) approves the Highways Asset Management Strategy and Policy included at Appendices 2 and 3 to the report
- 3) approves that a formal approach to continuous improvement is embedded in our highway's functions with the creation of a joint continuous improvement plan across the activities of

NCC and Via East Midlands Ltd, building on the achievements from the original highways review

**Councillor Neil Clarke MBE**  
**Cabinet Member for Transport and Environment**

**For any enquiries about this report please contact:**

Gary Wood – Head of Highways and Transport – 0115 9774270  
Derek Highton – Interim Corporate Director of Place - 0115 9773498

**Constitutional Comments (SJE – 16/11/2022)**

25. This decision falls within the Terms of Reference of the Cabinet to whom responsibility for policy development and approval in relation to matters within the remit of the Cabinet, subject to any necessary approval required by the Full Council, has been delegated.

**Financial Comments (KRP 15/11/22)**

26. As set out in the report the proposed improvements will be funded from existing budgets and from additional funding approved by Full Council as part of the 2022/23 budget.

**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.

- Reports to Transport and Environment Committee June 2021 to May 2022 – Highways Review and Highways and Transport Group Staffing Structure
- Full Council papers 27<sup>th</sup> May 2021
- Full Council papers 20<sup>th</sup> Jan 2022
- Report to Policy Committee 2<sup>nd</sup> December 2021

**Electoral Division(s) and Member(s) Affected**

- All

**REPORT OF CABINET MEMBER, TRANSPORT AND ENVIRONMENT****WASTE MANAGEMENT IN NOTTINGHAMSHIRE****Purpose of the Report**

1. The purpose of the report which will be accompanied by a presentation at the meeting, is to provide the Committee with an overview of Waste Management in Nottinghamshire, including the Private Finance Initiative (PFI) Contract, the proposals contained within the Resources and Waste Strategy for England 2018 and an overview of the scope of the Recycling Centre (RC) Strategic Review.

**Information**Background and Context

2. The County Councils 26-year Waste PFI Contract with Veolia, runs until March 2033 and is almost at the end of its seventeenth year. It has a value of approximately £32million per annum (mpa), and the Council receives around £2mpa in PFI credits from central government to support the arrangements.
3. It is operated by a Special Purpose Vehicle (SPV) company “Veolia ES Nottinghamshire Ltd” (VES), part of Veolia (UK) plc.
4. The PFI Contract manages the recycling, reprocessing, treatment and disposal of around 340,000 tonnes per annum (tpa) of waste against a total tonnage of Local Authority Collected Municipal Waste (LACMW) in Nottinghamshire of around 430,000 tpa. The balance of tonnage is treated through other contracts, including around 75,000tpa at the Eastcroft Energy from Waste (EfW) facility, on London Road Nottingham, operated by FCC under a joint contract with the City Council.
5. The PFI Contract covers most elements of the Council’s statutory duty as Waste Disposal Authority (WDA) for Nottinghamshire but does not include kerbside waste collections which are universally undertaken by the Borough and District Councils directly acting as statutory Waste Collection Authorities (WCA).
6. Originally the contract included the funding and construction of an Energy Recovery Facility (ERF) at the former Rufford Colliery in Rainworth to process 180,000 tpa of residual waste.

7. The Secretary of State refused planning permission for this facility in 2011 after a long Public Inquiry process, which triggered a Revised Project Plan with consequential variations to the 2006 contract.
8. Energy Recovery for the treatment of residual waste is now provided through 2 subcontracts with Veolia Sheffield, and the Scottish and Southern Electricity (SSE) EF2 Enfinium Ferrybridge power plant near Castleford.
9. To continue to provide the WCA with local delivery points in Bassetlaw, Newark and Sherwood, and Mansfield and Ashfield, which would have delivered direct to the Rufford ERF, Veolia built new Waste Transfer Stations (WTS) in Worksop, Newark and Kirkby in Ashfield.

#### PFI Contract Facilities

10. The Contract incorporates the funding, construction/renovation and operation of the following;
  - a) A network of 12 Recycling Centres (RC);
  - b) A Materials Recovery Facility (MRF) at Mansfield to separate all of the mixed dry recyclable waste collected at the kerbside by the seven Waste Collection Authorities;
  - c) 5 Waste Transfer Stations as delivery points for the Waste Collection Authorities;
  - d) The haulage to, and treatment of this Waste Collection Authorities waste at Energy Recovery Facilities (ERF) located outside of the County.
11. Veolia subcontract Recycling Centre operations to individual site licensees but operate the Waste Transfer Stations and the Materials Recovery Facility direct and provide haulage between facilities themselves.
12. Composting services are provided at a forced aeration windrow compost facility at Oxtun through a subcontract with a Veolia subsidiary, Veolia Oxtun. This site treats garden waste collected at the kerbside and the Recycling Centres.

#### Contract Performance and Cost

13. The key aim of the PFI Contract was always to move the County away from landfill as a form of residual waste disposal. With methane emissions from landfill being a major contributor to greenhouse gas emissions reducing reliance on landfill for the disposal of biodegradable waste has long been a UK priority and is now a global imperative.
14. Residual waste in Nottinghamshire is largely sent for energy recovery now, with less than 5% (20,000tpa) of this waste being landfilled against over 70% (310,000tpa) to landfill prior to the PFI Contract.
15. Nottinghamshire's performance is one of the best in our statistical neighbours' group and is significantly better than our geographic neighbours of Derbyshire (19% landfill in 2021/22) and Leicestershire (25% landfill in 2021/22). The 5% still being landfilled is generally non-recyclable wastes, wastes not suitable for energy recovery or material sent to landfill during facility shutdowns when other options are unavailable.

16. Recycling and composting performance at the 12 Recycling Centres is generally around 80%, which is exceptionally high and helps maintain overall recycling levels in the County despite inconsistent kerbside recycling performance from the Waste Collection Authorities.
17. The Recycling Centres have consistently delivered 98% customer satisfaction in the annual service user satisfaction survey since 2010.
18. Overall recycling and composting rates in Nottinghamshire have plateaued in recent years at around 43% mirroring the situation nationally, largely due to the withdrawal of national targets imposed on the Borough and District councils and the impacts of the financial crisis in 2007/08 and the resulting austerity measures.
19. The materials collected at the kerbside as part of dry recycling collections are consistent across all seven Waste Collection Authorities and all seven also collect garden waste on a charged for basis. Despite this consistency of collections recycling rates vary significantly across the County ranging from almost 50% in Rushcliffe down to just over 25% in Bassetlaw. See table 1 below.

Table 1

	<b>ADC</b>	<b>BDC</b>	<b>BBC</b>	<b>GBC</b>	<b>MDC</b>	<b>NSDC</b>	<b>RBC</b>	<b>County</b>
<b>2018/19</b>	36%	26%	38%	34%	33%	33%	49%	43%
<b>2019/20</b>	37%	25%	37%	33%	34%	33%	50%	43%
<b>2020/21</b>	36%	24%	38%	32%	31%	32%	48%	40%
<b>2021/22</b>	37%	26%	36%	33%	32%	34%	48%	42%

20. In 2019 the Nottinghamshire spend on waste treatment and disposal overall was £67.38 per tonne, almost £20 per tonne (over 20%) cheaper than the neighbouring County of Derbyshire at £87.32 per tonne (and the third lowest within our statistical group) due to the significantly better landfill diversion performance.
21. Our spend per tonne on recycling is also lower than most of the other authorities within our group. For example, Derbyshire spend £59.29 per tonne with performance of 48%. In Nottinghamshire we spend £42.35 per tonne to achieve 43% performance, so Derbyshire spend 40% more per tonne for a 5% improvement in performance.

Contamination in the dry recycling

22. Contamination within the dry recycling received at the Materials Recovery Facility has increased in recent years due to decreasing funding to undertake public information and education and kerbside enforcement, and less focus on the issue at a national level, and is now on average over 16%, with some loads reaching above 20%.

23. The high contamination levels cause issues as the Materials Recovery Facility is designed to accept inputs of up to 5% and cannot effectively remove high levels of contamination making it difficult to meet the strict quality requirements of the regulators and the end markets.
24. Compositional analysis carried out a few years ago found that up to 20% of the material in the residual bin could already have been placed in the kerbside recycling bin instead. Simply capturing this material could add around 20% to recycling levels in some areas.

### Resources and Waste Strategy for England

25. The Government published its Resources and Waste Strategy (RWS) for England in December 2018 with a proposal that any statutory requirements were subsequently brought into legislation through the Environment Bill (Act). The strategy sets out a roadmap towards increasing recycling rates to 65% by 2035 by improving consistency of collection services across England and supporting the circular economy by using “polluter pays” principles.
26. Consultations on the proposals within the strategy took place in Spring 2019 and in early 2021 however due to the Covid-19 Pandemic and changes in Government leadership the responses to these consultations have been delayed. DEFRA has indicated that the outcomes are expected to be published very soon. These responses will confirm further detail and expected timelines around the introduction of these key proposals.
27. Government has indicated that funding will be available for changes Local Authorities have to make to meet “new burdens” from the Resources and Waste Strategy. DEFRA has indicated the calculation of funding support would be done on a formula basis, meaning winners and losers at the Waste Collection Authorities level in a County as diverse as Nottinghamshire. How any formula would be applied at a Waste Disposal Authority level is also yet to be clarified.

### Deposit Return Scheme (DRS)

28. The proposals in the Resources and Waste Strategy include a Deposit Return Scheme (DRS) where an up-front charge would be levied on drinks containers, and when returned to an appropriate outlet would generate a cash return. The intention being to increase the number of these being captured for recycling. Only around 50% of plastic drinks bottles are currently recycled.

### Extended Producer Responsibility (EPR)

29. Also proposed is an Extended Producer Responsibility (EPR) process where manufacturers would effectively be taxed for using virgin materials and rewarded for using recyclable ones. The intended outcome of this long term would be a move to the use of more recycled materials, and a stronger market for those materials.
30. It is expected that in the short term there would be new tax streams which would be used by government to fund the local changes and any new ‘net burdens’ needed in kerbside collection and processing systems required to achieve higher recycling rates.

### Consistency in Collections

31. The key consultation, which will have the largest impact on the waste management service the Waste Disposal Authority and Waste Collection Authorities provide are the Consistency in Collections proposals.
32. As part of the consistent approach to dry recycling collections the Government has legislated through the Environment Act, the collection of glass bottles and containers, paper and card, plastic bottles, plastic pots, tubs and trays and steel and aluminium cans.
33. The only items on this list not currently collected in Nottinghamshire are plastic pots, tubs and trays and glass. Glass is however currently separately collected at the kerbside by 4 out of the 7 Waste Collection Authorities and a significant tonnage is collected through the bring bank networks of those that do not currently collect it at the kerbside.

### Garden Waste

34. Another key proposal is the provision of free garden waste collections during the 'growing season'. The knock-on financial effects of such a scheme would be significant on Waste Collection Authorities who generate substantial income through their chargeable schemes.
35. If this proposal was to be taken forward it would mean Veolia would need to look for additional capacity for garden waste treatment as the current subcontract facility, Veolia Oxtun, is already accepting approximately 75ktpa and is therefore operating at capacity.

### Separate Weekly Food Waste Collections

36. The consistency in collections proposals include a requirement that all Waste Collection Authorities introduce weekly separate kerbside food waste collections with the aim of increasing capture rates for organic material, allowing the banning of this material from landfill in due course.
37. The existing network of Waste Transfer Stations should make implementing this at a county level relatively simple and Veolia has begun discussions with potential third-party outlets to treat the food waste collected. The major costs and risks sit with the Waste Collection Authorities who would need to procure food containers, new bins and vehicles and establish new collection arrangements.
38. There has so far been no confirmation from Central Government on the timetable for implementation of their Resources and Waste Strategy proposals, however, there have been suggestions that weekly food waste collections will have to be implemented by 2025.

### WRAP (Waste and Resources Action Programme) support to Nottinghamshire Waste Partnership

39. Despite the lack of clarity, work has already commenced to ensure that Nottinghamshire is at the forefront of the new Government requirements.

40. The County Council and 7 Waste Collection Authorities, were approached by Waste and Resources Action Programme (WRAP) with an offer of free consultancy support to look at options for implementing weekly food waste collections and modelling dry recycling service changes to identify cost-effective ways of ensuring compliance with Government requirements.
41. WRAP appointed Resource Futures as the consultants for the project and Bassetlaw District Council (BDC) are leading the project on behalf of the partners.
42. The final report from Resource Futures recommending the most efficient and cost-effective way of collecting food and dry recycling will be complete shortly and is expected to be presented at the Joint Waste Management Board (JWMB) meeting on 8 February 2023. It seems likely that a variation on the current dry recycling collection system, with a separate weekly food waste service operating alongside, will be the favoured solution for all 7 Waste Collection Authorities and the County Council. This would still require changes to the PFI contract to be negotiated via the change control mechanisms within the contract.

### Recycling Centre (RC) Strategic Review

43. As mentioned earlier in this report, there is currently a network of 12 Recycling Centres across the County. Each of these sites range in size, layout, usage, performance and location. Several of the sites are working at capacity and many suffer operational difficulties.
44. Earlier this year, approval was given by Transport and Environment Committee to undertake a strategic review of the recycling centre provision in Nottinghamshire to ensure individual facilities and the wider network are fit for the future.
45. The scope of the review considered:
- The level of Recycling Centre provision in Nottinghamshire and the accessibility of the site locations
  - Opportunities for improvement of the Recycling Centre network
  - Implications of the proposals contained within the Resources and Waste Strategy and Environment Act as noted above
  - Population and household growth and the gaps in coverage due to new communities emerging
  - Management processes on the sites.
46. A draft report by the external consultant appointed, AECOM, containing detailed operational and strategic recommendations has been submitted to officers, and a Cabinet briefing on its contents and recommendations is scheduled for January 2023.

### **Financial Implications**

47. There are no direct financial implications associated with this report, however any identified improvements progressed will require a financial business case and will undoubtedly require capital investment and/or attract increased revenue costs.

## **Implications for Service Users**

48. None

## **Implications for Sustainability and the Environment**

49. The current contractual arrangements for waste management in the County provide a sustainable and affordable service with high levels of landfill diversion performance, average recycling performance and localised provision of facilities.

50. These factors combine to minimise the environmental impact of the service and provide a robust contractual and commercial basis for delivery of the requirements of the RWS and Environment Act in the future.

## **RECOMMENDATION/S**

1. Members consider and comment on the report and accompanying presentation.
2. Members identify the areas of activity that they would like to explore further and determine how this could be carried out.

**Councillor Neil Clarke MBE**  
**Cabinet Member, Transport and Environment.**

**For any enquiries about this report please contact:**

### **Constitutional Comments (HD 8/12/2022)**

51. The issues within the report may be considered under the terms of reference for the Place Select Committee.

## **Financial Comments**

## **Background Papers and Published Documents**

### **Electoral Division(s) and Member(s) Affected**

All



**REPORT OF INTERIM CORPORATE DIRECTOR (PLACE)**

**STATUTORY FLOOD RISK MANAGEMENT SCRUTINY:  
SECTION 19 REPORT RE FLOODING IN WORKSOP IN AUGUST 2022**

**Purpose of the Report**

1. This report sets out the County Council's duties as the Lead Local Flood Authority to report on flooding incidents under Section 19 of the Flood and Water Management Act (2010) and to present its Section 19 Report in relation to the flooding in Worksop on the 16<sup>th</sup> August 2022.

**Information**

2. Following the severe flooding in many parts of the country during the summer of 2007, the Government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations 2009 which transposed the EU Floods Directive into UK Law and the Flood and Water Management Act 2010.
3. Nottinghamshire County Council (NCC) is a Lead Local Flood Authority and has powers and statutory duties to manage and co-ordinate local flood risk management activities. NCC does this by working together with other organisations including the Environment Agency (EA), who manage flooding from generally larger rivers known as Main Rivers, such as the River Trent; Internal Drainage Boards (IDB) managing low lying areas; District, Borough, Parish and Town Councils; and infrastructure/ utility providers, such as Severn Trent Water (STW) and National Highways (formerly the Highways Agency). This partnership work is overseen by the Strategic Flood Risk Management Board, jointly chaired by NCC and Nottingham City Council (NCiC) and attended by all Risk Management Authorities (RMAs).
4. The Lead Local Flood Authority provides a countywide Flood Risk Management service supported by the Local Flood Risk Management Strategy & Action Plan (LFRMS) and the Preliminary Flood Risk Assessment (PFRA).
5. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).
6. Section 19 of the Flood and Water Management Act gives NCC, as Lead Local Flood Authority, the following duties:

- A. On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate:
- (a) Which Risk Management Authorities have relevant flood risk management functions.
  - (b) Whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.
- B. Where an authority carries out an investigation under subsection (1) it must:-
- (a) Publish the results of its investigation.
  - (b) Notify any relevant risk management authorities.
7. It should be noted that the purpose of a Section 19 Report is to outline what happened during a flooding incident and whether the relevant Risk Management Authorities have exercised or will exercise their responsibilities, it does not identify specific measures to prevent future flooding. It is up to the Lead Local Flood Authority if it wishes to then carry out further investigation into possible flood prevention and protection measures that could be implemented.
8. At Transport and Highways Committee on 31 Oct 2013 it was decided that Section 19 Reports should be prepared where NCC is aware that five or more properties in a locality have been affected by internal flooding (over the threshold [doorstep level] of the property). This threshold was triggered in Worksop on 16<sup>th</sup> August, 2022, hence the Section 19 Report included as an appendix setting out the findings following the Authority's investigation.
9. Nottinghamshire County Council as the Lead Local Flood Authority have a statutory responsibility to produce a Preliminary Flood Risk Assessment, the document reviews historic flood records within Nottinghamshire and assesses potential future flood risk. NCC also have a statutory responsibility to produce a Local Flood Risk Management Strategy which outlines the steps we will take to reduce flood risk for residents of Nottinghamshire. These documents have been produced by the Flood Risk Management team and are available to the public.
10. Alongside the delivery of capital schemes to reduce flood risk, the flood risk management team also undertake activities to promote community resilience. The current education programme delivers interactive sessions in schools to promote the understanding of flood mechanisms and potential mitigation options. In addition to this, the Community Flood Signage Scheme is led by the Flood Risk Management team and allows trained members of the community to close roads during a flood event. This reduces the impact of bow waves on properties and promotes road safety, therefore increasing community resilience to flooding.

### **Previous Flooding in Worksop**

11. Worksop has a history of flood risk with previous incidents recorded in 1922, 1932, 1958, 1964, 2007 and 2019. Major historical flooding incidents in Worksop have predominantly

been attributed to the River Ryton overtopping its banks and water flowing through the heavily urbanised centre of the town. The flooding event in 2019 resulted in a total of 308 properties being flooded internally, 128 residential and 180 businesses.

12. On the 7th November 2019, parts of the East Midlands experienced a month's worth of rainfall in just 24 hours, falling on ground already saturated following one of the wettest autumn's on record. Around mid-morning, the River Ryton started to overtop its left bank adjacent the Riverside Caravan Park and Sports Pavillion. Towards early evening, reports suggested the river levels and amount of stored water had increased to sufficient depth for it to overtop the right bank, spilling out onto and along the highway network and flooding properties along and around the Central Avenue area including Hardy Street, Allen Street, King Street, Newcastle Avenue and Ryton Street. Due to the River Ryton being surcharged, evidence also showed that its tributaries began to back up as they could not flow into the Ryton. These began to overtop and cause flooding issues in their respective catchment. The prevention of surface water freely discharging into the Ryton also caused flood levels to increase alarmingly in the town centre. Downstream, river levels increased further and the right bank of the river Ryton adjacent to The Canch spilled over. This water combined with water flowing from the central town and flooded the area around Memorial Park and the Library. From there it flowed out onto Priorswell Road and onto Shelley Street flooding properties in its path.
13. In response, Via East Midlands Ltd. on behalf of Nottinghamshire County Council facilitated 66 road closures across the county, placed over 750 flood signs on the network to warn motorists of issues and delivered over 5000 sandbags. At 21:05 the flood event was declared a Major Incident by the Tactical Coordinating Group (TCG) and the Nottinghamshire Fire and Rescue Service and Police started to evacuate people from properties in the central area of Worksop. A rest centre was set up at the local sports centre to assist those who had been evacuated.
14. As a result of previous flood incidents, the Environment Agency have been developing a Flood Alleviation Scheme for Worksop. To date this has involved significant work modelling the River Ryton and subsequent investigation of potential mitigation options. After short-listing, the options can be classified into: conveyance improvements, opening up the river, flood storage, amend existing infrastructure, new infrastructure, natural flood management and combination approaches. Further modelling exploring the viability of varying combinations of interventions and maximising the benefits associated with the scheme is now being undertaken to work towards submission of a strategic outline case for assurance and approval.
15. Since the event in 2019 there has been regular contact between Risk Management Authorities. A Drop-In session held on the 20th October 2022 proved to be successful and allowed for the public to see the works all Risk Management Authorities had been undertaking and discuss this with representatives.
16. The Environment Agency have also increased the routine maintenance cycle activities and undertaken numerous conveyance improvement projects (de-silting at Ryton Place, The Canch, Bracebridge and CRT Aqueduct, tree and vegetation clearance near the Rugby Club, the Cricket Club and Bracebridge) on the Ryton.

17. Following the 2022 flooding, Nottinghamshire County Council have been working to establish a Community Flood Signage Scheme for Worksop. This would allow trained members of the community to close roads during a flood event. Volunteers have been recruited during drop-in sessions as well as through a targeted leaflet drop. An introduction meeting with potential Signage Wardens has been held and site visits are being planned to progress the scheme for Worksop.

## **Section 19 Summary for Worksop**

18. As a result of the flooding in Worksop on the 16th August 2022 the Lead Local Flood Authority carried out investigations and is now able to present its Section 19 Report as contained in Appendix A.

19. The report identifies the main sources of flooding as excessive overland flows and surface run off, as a result of short duration, intense rainfall following a prolonged dry period. This run-off followed flow paths predicted by surface water flood risk mapping and accumulated in low topographic areas.

20. Consequently, 87 Residential Properties, 17 Businesses and 1 Critical Infrastructure property (Bassetlaw Hospital) were subject to internal flooding with more suffering flooding to gardens and outbuildings.

The main areas affected were:

- a. Rydal Drive
- b. Lady Walk, Redwing Close, Fulmar Way
- c. Longhurst, Jardine and Voce Court
- d. Queensway
- e. Gateford Road
- f. Sandy Lane
- g. Godfreys Court
- h. Central Avenue, Allen Street and Hardy Street
- i. Manton Villas
- j. Stanley Street and Mount Avenue
- k. Boundary Row

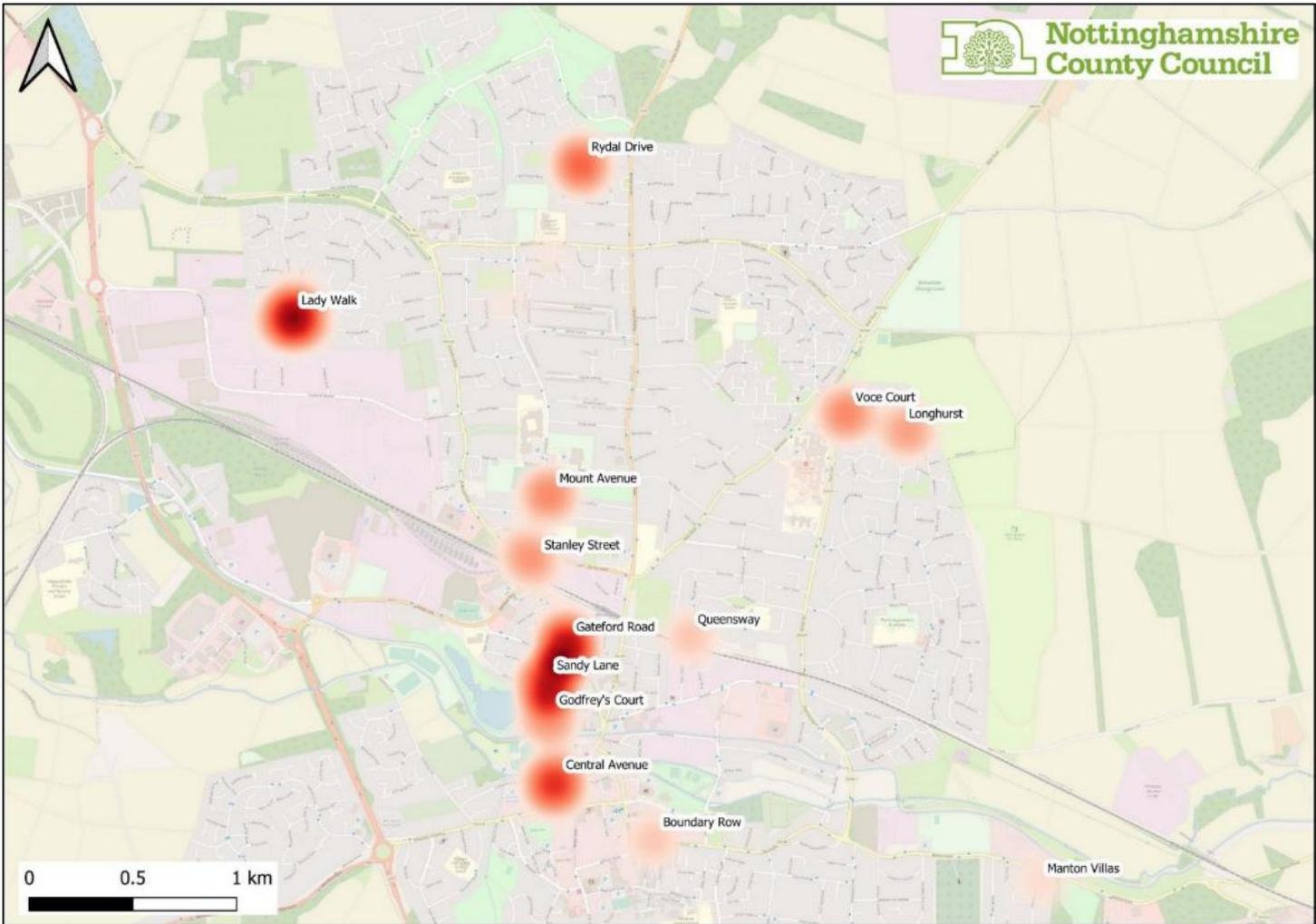


Figure 1. Flood affected areas heatmap. Darker red denotes increased number of properties affected.

21. The report also identifies that all relevant Risk Management Authorities carried, and continue to carry out, their respective duties. Individual Risk Management Authorities response to the flood event is detailed below.

a. The Nottinghamshire County Council.

- i. Initiated and led the Section 19 Flood Investigation.
- ii. Administered the Flooding Hardship Fund.
- iii. Initiated and coordinated emergency planning procedures, such as vulnerable people checks for the affected streets identified by emergency services for potential evacuation.
- iv. Put emergency accommodation on standby and liaised with Police on the scene and the Environment Agency to maintain situational awareness.
- v. Held a public drop-in session on the 8<sup>th</sup> September to offer support and discuss the flooding experienced by impacted residents and businesses.
- vi. Started to actively recruit Flood Signage Wardens to establish a Road Closure Scheme for areas of Worksop.

b) Bassetlaw District Council.

- i. Provided emergency response support in management of the flooding event including access to sandbags/aqua sacs and standby rest centre with housing needs support officer presence.
- ii. Provided skips, caged vans and staffing support to residents to dispose of flood damaged property.
- iii. Cleansed significant detritus from roads, car parks and paths, liaising with the NCC gulley/drain team to co-ordinate works.
- iv. Relocated affected tenants from Council properties.
- v. Undertook repairs to affected Council housing properties.
- vi. Actively engaged in the Section 19 Flood Investigation.
- vii. Supported a resident/business post flooding support event.

c) Environment Agency.

- i. Provided an emergency response crew to assist in management of the flooding event.
- ii. Anticipated the scale of the event and operated their local flood alleviation assets.
- iii. Coordinated with fellow risk management authorities to confirm the nature of the flooding was not fluvial; and advised against emergency evacuation of local households and advised that an emergency evacuation of local households due to fluvial flood risk from the River Ryton was unlikely to be necessary, based on forecast information.
- iv. Issued the Flood Alert for the River Ryton and Tributaries on the 16th August at 18:27 to encourage the public and partners to be prepared for flooding. The Flood Warning River thresholds for the River Ryton were not reached during the event.
- v. Assisted the Canal & Rivers Trust in operating their local assets.

d) Severn Trent Water (STW)

- I. Prior to and during the flood event, there was close monitoring of alarms at pumping stations.
- II. Following reports of flooding, STW attended site and supplied 3 tankers across Worksop.
- III. Flooding investigations, including CCTV work of STW's local sewer network, was completed following the flood to check for any network defects or blockages.
- IV. STW has actively engaged with residents post flood event which helped gather further information on the event.
- V. Hydraulic flood modelling is being undertaken at the time of publishing this report to assess the performance of the sewer system during the event.
- VI. Evaluating rainfall data to understand the severity of the event.
- VII. Actively engaged in the Section 19 Flood Investigation.

**Reason/s for Recommendation/s**

22. The Section 19 report delivers a duty defined within the Flood and Water Management Act 2010 and in line with approved County Council Policy.

## **Statutory and Policy Implications**

23. The County Council has a number of statutory duties and powers under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 including preparation of Section 19 Reports.

24. 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**

25. The costs of preparing and publishing the Section 19 Report are contained within existing budgets.

## **Implications for Residents**

26. Since becoming an Lead Local Flood Authority, NCC has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire.

## **Implications for Sustainability and the Environment**

27. It is anticipated that the Section 19 Report may support delivery of sustainable projects that reduce flood risk across the county whilst also reducing the negative impacts the flooding has on the environment.

## **RECOMMENDATION/S**

It is recommended that:

- 1) The Committee approves the publishing of the Section 19 report Appendix in line with Section 19 of the Flood and Water Management Act 2010 and our Lead Local Flood Authority responsibilities.

**DEREK HIGTON, INTERIM CORPORATE DIRECTOR (PLACE)**

**For any enquiries about this report please contact:**

Gary Wood – Group Manager, Tel: 0115 9774270

Sue Jaques – Flood Risk Manager, Tel: 0115 9774368

### **Constitutional Comments (SJE - 29/11/2022)**

28. This decision falls within the Terms of Reference of the Place Select Committee to whom responsibility for the exercise of the Authority's functions relating to statutory flood risk management scrutiny has been delegated.

### **Financial Comments (GB 04/10/2022)**

29. The costs of the Section 19 Report will be contained within existing budgets. Since becoming an Lead Local Flood Authority, NCC has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire.

### **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.

### **Electoral Division(s) and Member(s) Affected**

- Worksop East - County Councillor Glynn Gilfoyle
- Worksop North - County Councillor Callum Bailey
- Worksop South - County Councillor Nigel Turner
- Worksop West- County Councillor Sybil Fielding

## APPENDIX A

### SECTION 19 REPORT – WORKSOP – AUGUST 2022

#### Introduction

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

1. On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate:
  - (a) Which Risk Management Authorities (RMAs) have relevant flood risk management functions.
  - (b) Whether each of those RMAs has exercised, or is proposing to exercise, those functions in response to the flood.
2. Where an authority carries out an investigation under subsection (1) of Section 19 it must:-
  - (a) Publish the results of its investigation.
  - (b) Notify any relevant RMAs.
3. This report sets out the results of such investigation detailing which RMAs had relevant flood risk management functions during the flooding in August 2022 and whether the relevant RMAs have exercised, or propose to exercise, their risk management functions (as per section 19(1) of the Flood and Water Management Act 2010).
4. The Risk Management Authorities for this area of Nottinghamshire are the Environment Agency (EA) (Derbyshire, Nottinghamshire and Leicestershire), Bassetlaw District Council (BDC), The Nottinghamshire County Council (NCC) as Lead Local Flood Authority (LLFA), The Nottinghamshire County Council as Local Highway Authority (in relation to which officers consulted Via East Midlands Ltd as the agency involved in operational highways functions (Via)), Severn Trent Water Ltd. (STW) and Nottinghamshire Fire and Rescue.
5. It should be noted that this duty to investigate does not guarantee that flooding problems will be resolved and cannot force others into action.

#### Background

6. Worksop is a market town within the District of Bassetlaw, Nottinghamshire. It has a population of approximately 41,820 people according to the 2011 census.
7. On the evening of 16<sup>th</sup> of August 2022 at around 18:30pm, areas of Worksop suffered a significant flood event caused by short duration, intense rainfall. Over a four-hour period, 97.8mm of rain was recorded to have hit the ground within Worksop, with 46mm of that recorded within a single hour (Figure 1). Consequently, 87 Residential Properties, 20 Businesses and 1 critical infrastructure property (a hospital) were subject to internal flooding with more suffering flooding to gardens and outbuildings. A location map is shown in Figure 2.

River gauge data and on-site observations indicate that the River Ryton stayed within its banks during the event.

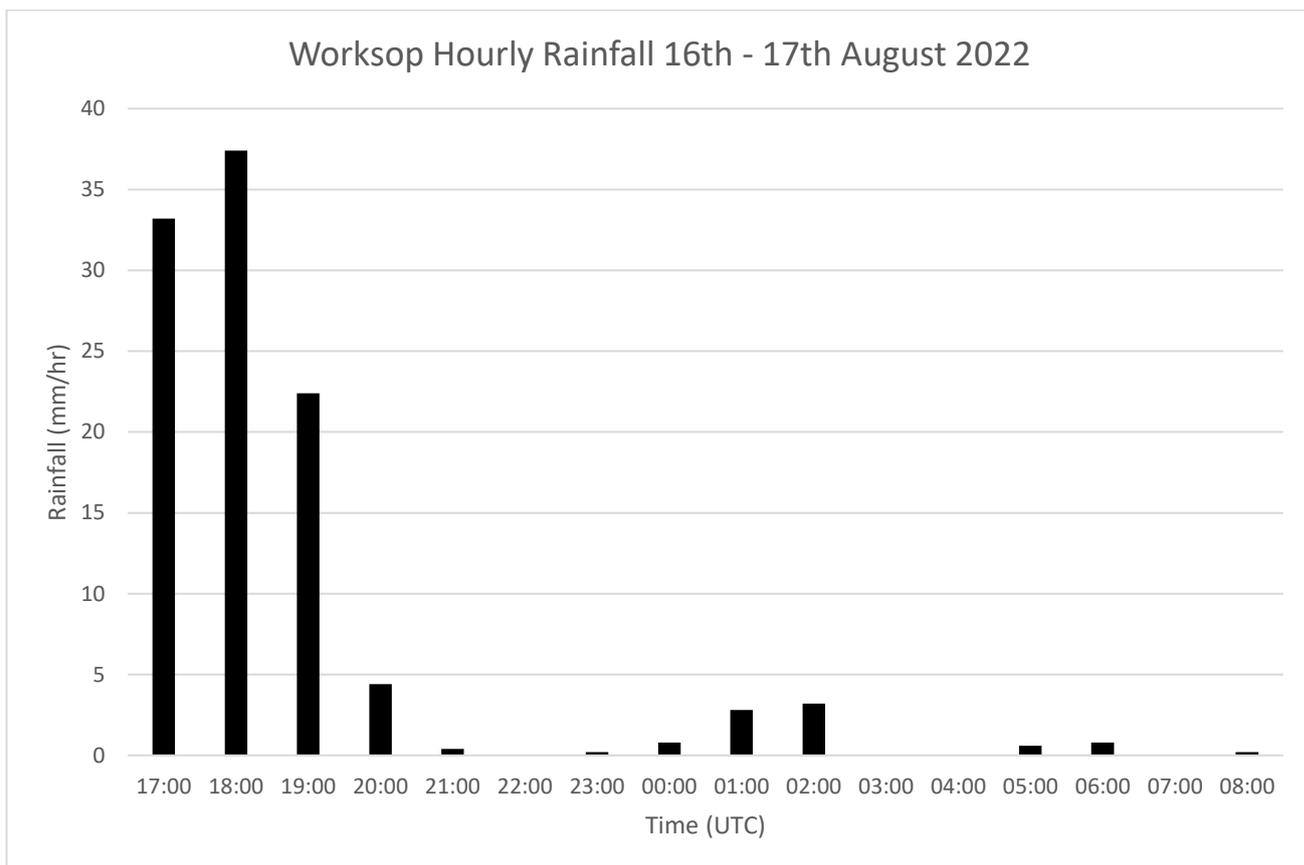


Figure 1. Worksop Hourly Rainfall 16th - 17th August 2022.

8. Figure 3 shows a heatmap of the main areas affected by flooding. The areas affected were:

- Rydal Drive
- Lady Walk, Redwing Close, Fulmar Way
- Longhurst, Jardine and Voce Court
- Queensway
- Gateford Road
- Sandy Lane
- Godfreys Court
- Central Avenue, Allen Street and Hardy Street
- Manton Villas
- Stanley street and Mount Avenue
- Boundary Row

This list is not exhaustive as there were other isolated instances of flooding across Worksop.

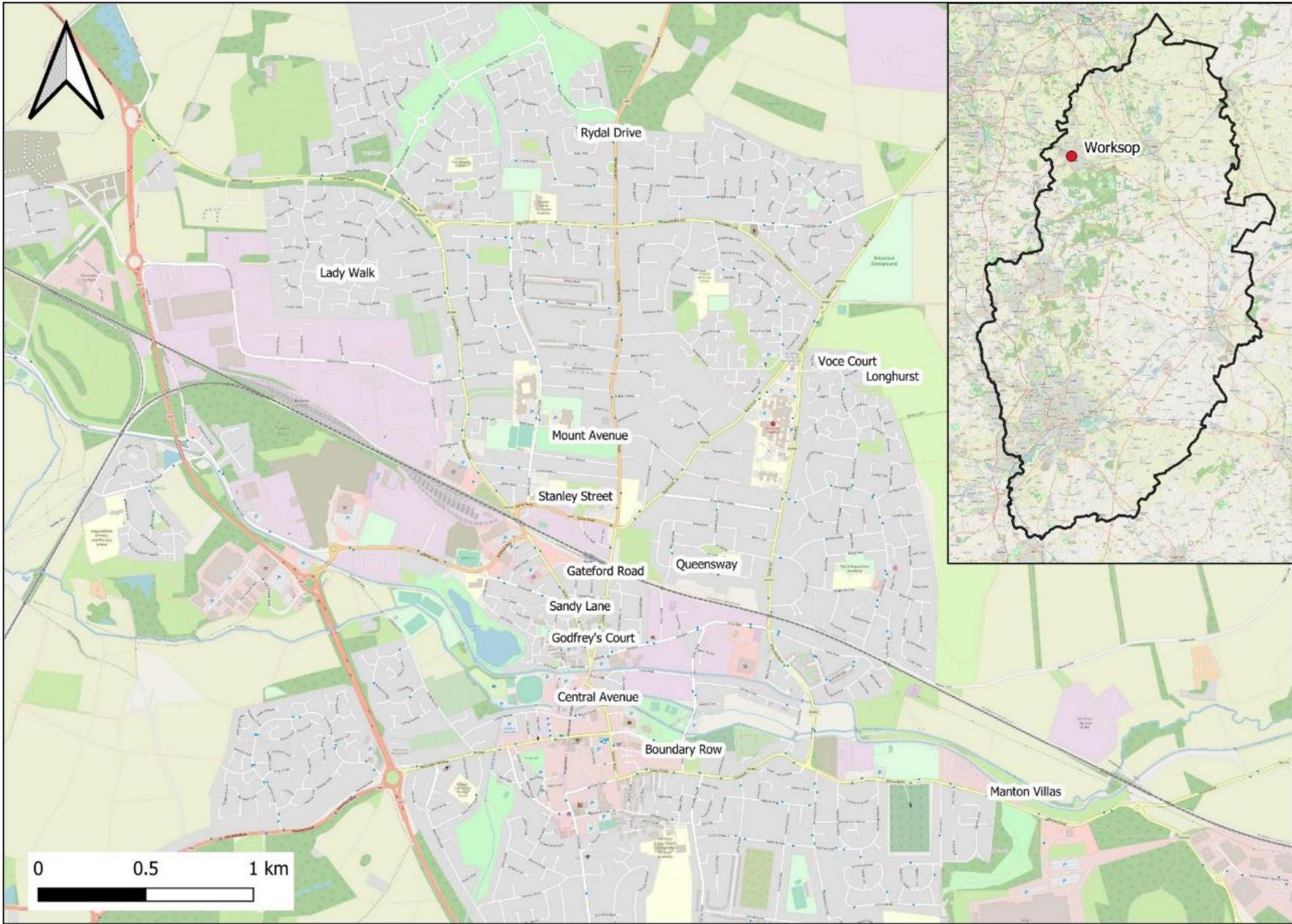


Figure 2. Map of Worksop.

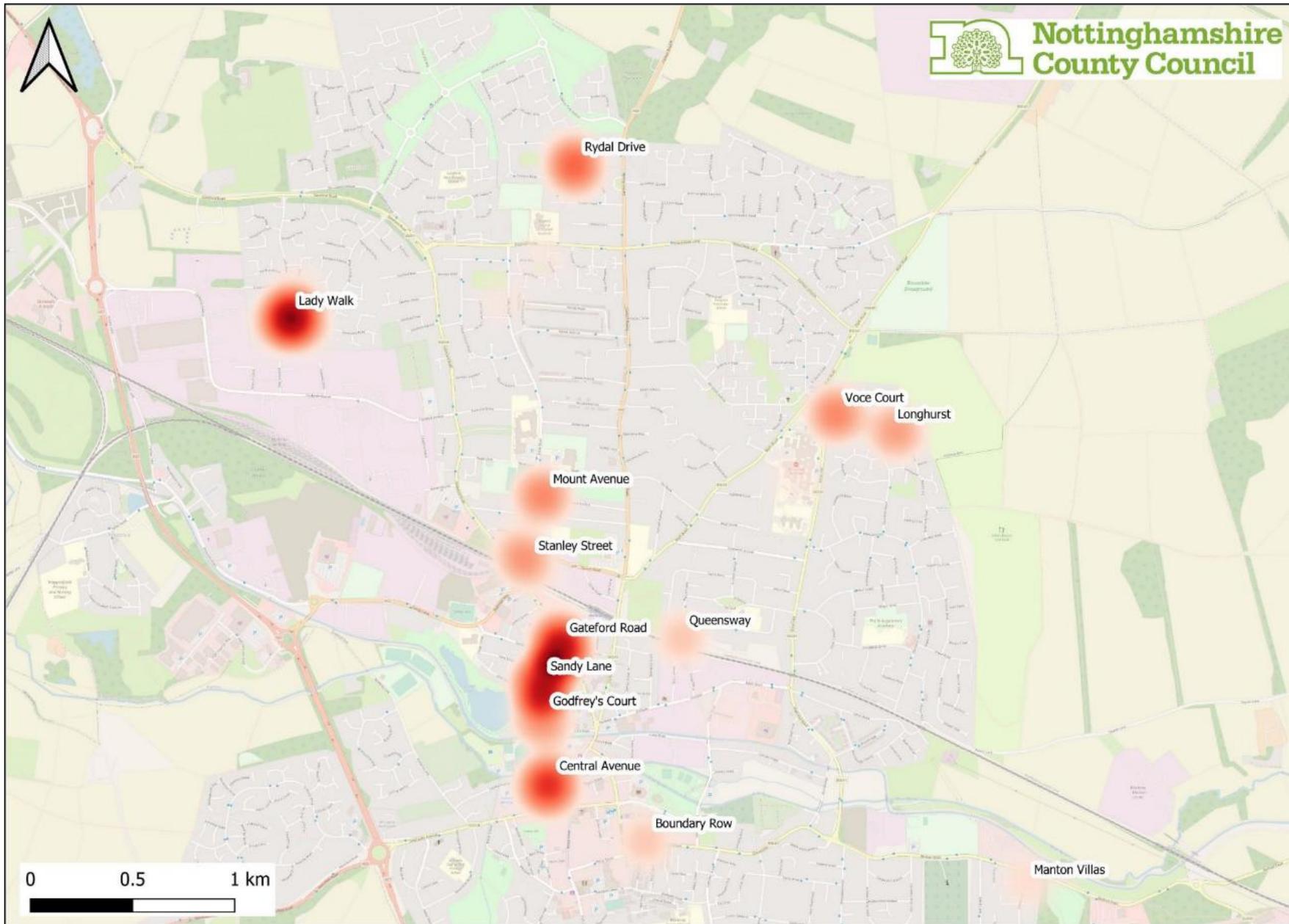


Figure 3. Flood affected areas heatmap. Darker red denotes increased number of properties affected.

## Summary of flooding and its causes

### 9. Rydal Drive

As a result of intense rainfall, seven residential properties were internally flooded on Rydal Drive. At the corner of Rydal drive, indicated by the red oval in Figure 4, a low spot is present in which flooding occurred. Residents reported highway flooding with potential flood damage exacerbated by vehicles travelling through it.



Figure 4. Location Plan – Rydal Drive.

### 10. Lady Walk, Redwing Close, Fulmar Way

Two residential properties on Fulmar Way, seven residential properties on Lady Walk and seven residential properties on Redwing close suffered internal flooding following the rainfall on the 16<sup>th</sup> of August (Figure 5). Several properties on Lady Walk reported that despite existing Property Flood Resilience (PFR) measures being deployed, floodwater ingress occurred. Trash lines observed following the event indicated highway flooding along all three roads.

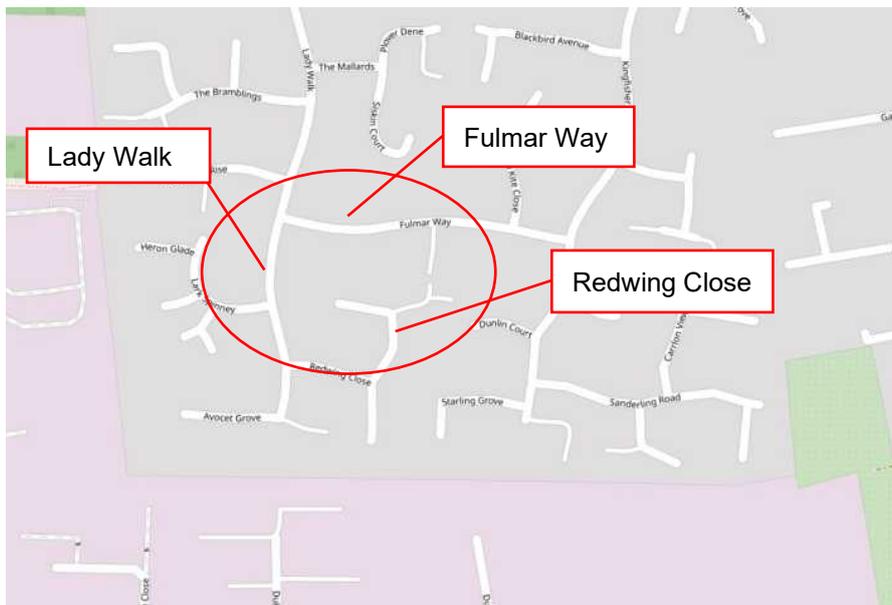


Figure 5. Location Plan - Lady Walk, Redwing Close and Fulmar Way.

11. Longhurst, Jardine and Voce Court

Three residential properties on Jardine, one residential property in Voce Court and four residential properties on Longhurst suffered internal flooding (Figure 6). One commercial property also suffered internal flooding on Longhurst. Predicted surface water flood risk is shown in Figure 7.

During the event, water flowed directly towards Jardine and Voce Court from the West and North of the catchment resulting in internal flooding of properties. Water then flowed towards Longhurst where a low spot exists within the topography. As a result, highway flooding and internal property flooding occurred at Longhurst.



Figure 6. Location Plan - Longhurst, Jardine and Voce Court.

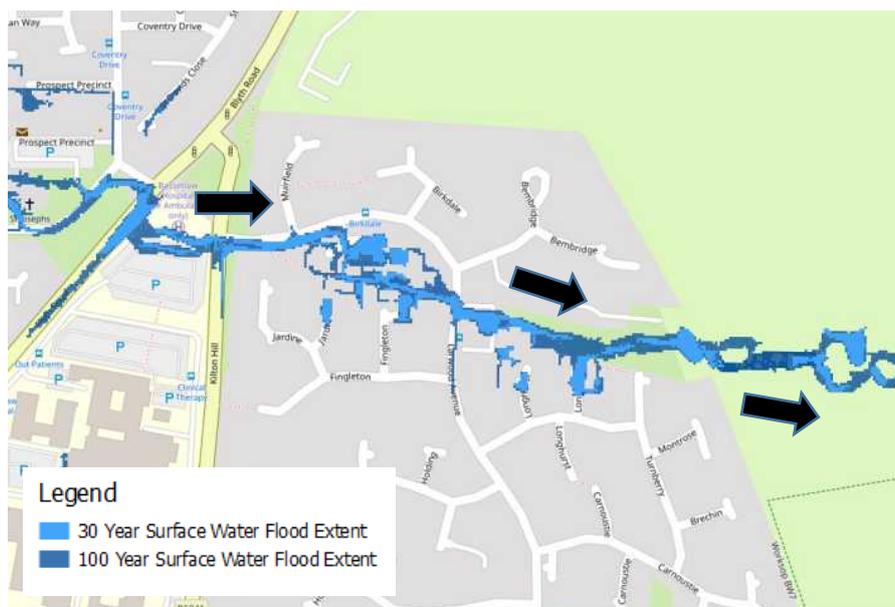


Figure 7. Predicted Surface Water Flood Extents – Longhurst, Jardine and Voce Court.

## 12. Queensway

Three residential properties internally flooded on Queensway. Water flowed from the north of the catchment to the south of Queensway where it is impounded by the higher topography of the railway line (Figures 8 and 9). This resulted in internal flooding of properties.



Figure 8. Location Plan – Queensway

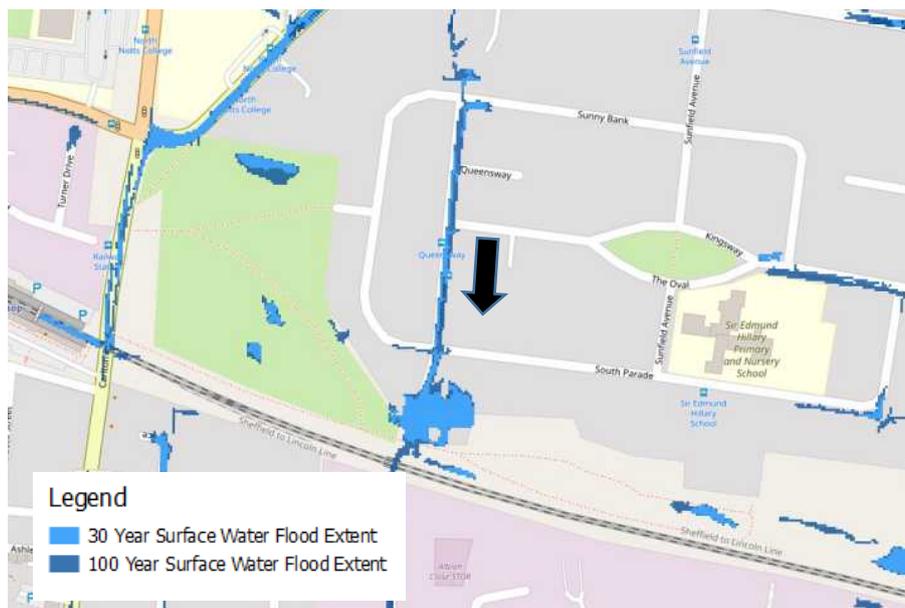


Figure 9. Predicted Surface Water Flood Extents – Queensway.

## 13. Gateford Road, Sandy Lane and Godfrey's Court

On Gateford Road, ten residential properties and one commercial property suffered internal flooding whilst at Sandy Lane Flats and Godfrey's Court, thirteen and five residential properties internally flooded respectively. Locations are shown in Figure 10. Surface water flood risk mapping in Figure 11 indicates that water flowed from Gateford Road from the North of the Catchment to Sandy Lane and Godfrey's Court in the South. The majority of properties affected by the flooding were ground floor, single storey dwellings.

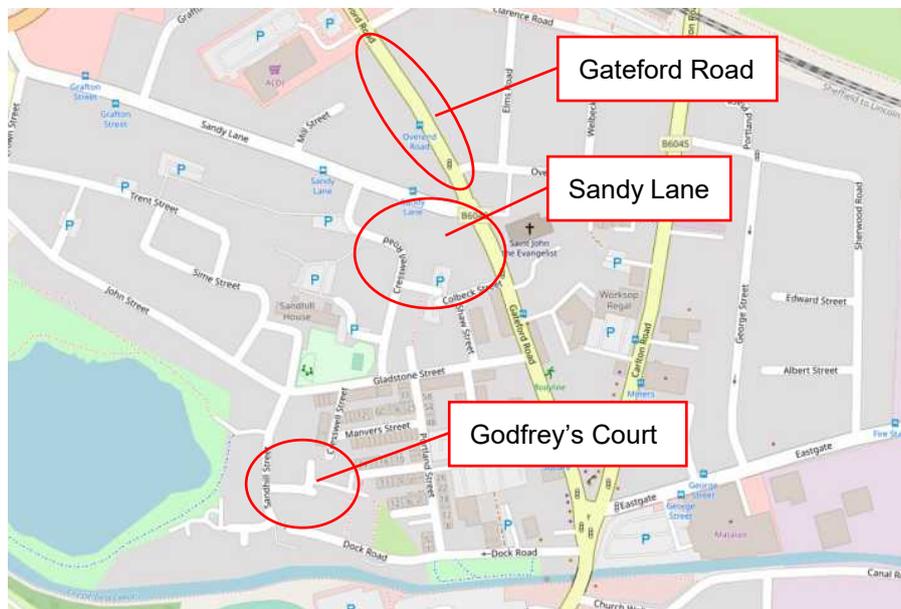


Figure 10. Location Map - Gateford Road, Sandy Lane and Godfrey's Court.

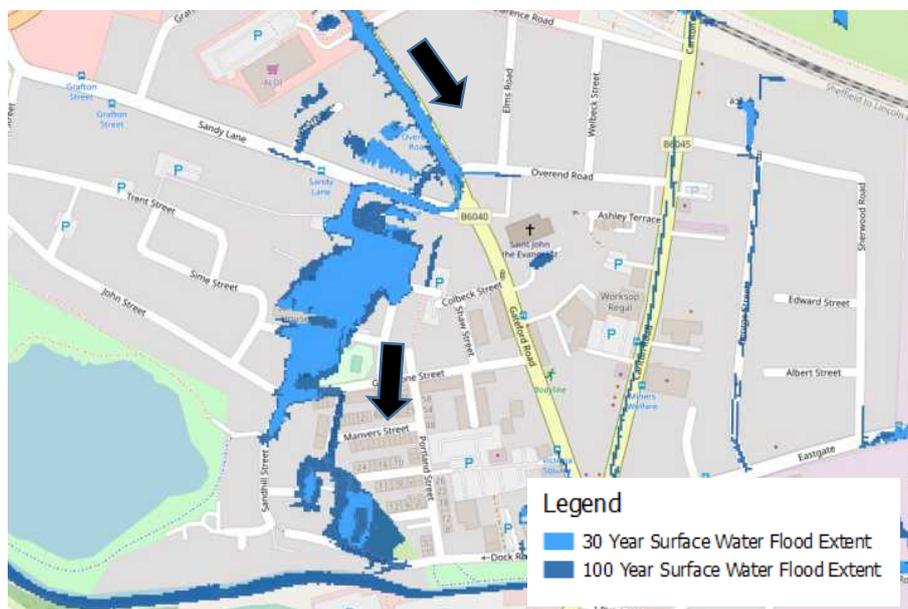


Figure 11. Predicated surface Water Flood Extents - Gateford Road, Sandy Lane and Godfrey's Court.

14. Central Avenue, Allen Street and Hardy Street

Five Businesses on Central Avenue, Four Businesses on Hardy Street and Two residential properties on Allen Street suffered internal flooding (Figure 12).

Many of the properties in the area were fitted with PFR Barriers to prevent ingress of floodwater following previous events. The vast majority of these had been successfully deployed and either had worked effectively or properties were at a level where they had not needed such. However, some properties experienced minor ingress of floodwater due to brickwork ingress, the bow waves from vehicles overtopping the PFR barriers or ingress prior to the barriers being deployed.

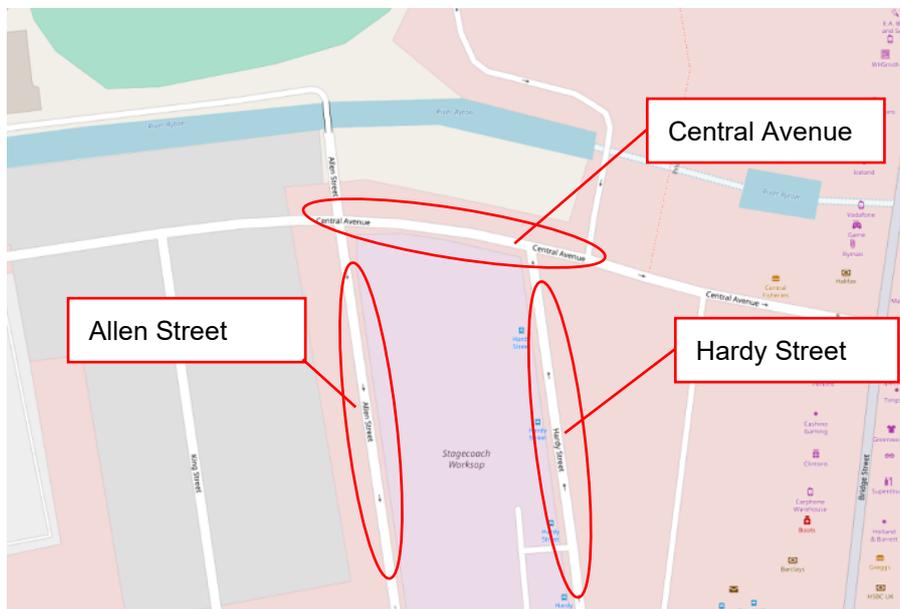


Figure 12. Location Map - Central Avenue, Allen Street and Hardy Street

### 15. Manton Villas

One property on Manton Villas and one business on Retford Road was internally flooded (Figure 13).

Surface water flowed down the highway of Manton Villas following the topography towards Retford Road. This flow path continued towards Retford Road and flooded a business property. Figure 14 shows that surface water flood risk mapping predicts a flow path from the south.



Figure 13. Location Plan - Manton Villas.

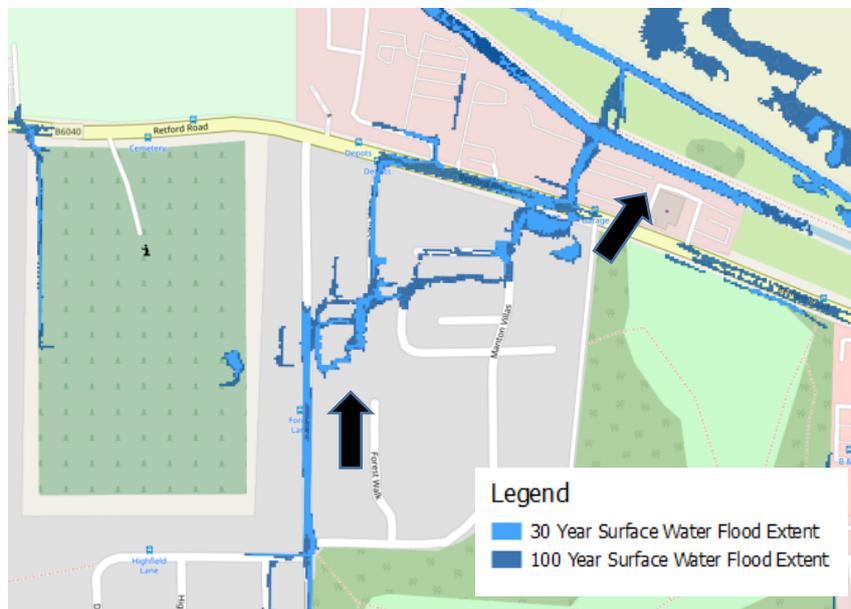


Figure 14. Predicated surface Water Flood Extents - Manton Villas.

### 16. Stanley street and Mount Avenue

Four residential and two commercial properties were internally flooded on Stanley Street, with a further four residential properties internally flooded on Mount Street (Figure 15).

Overland flow travelled down the catchment onto the playing fields becoming impounded by Valley Road and Mount Avenue. This resulted in the internal flooding of residential properties.

Surface water flows continued along Stanley Street. At the south end of Stanley Street, flood depths were of a great enough depth to overtop PFR measures which had been installed to commercial properties there.

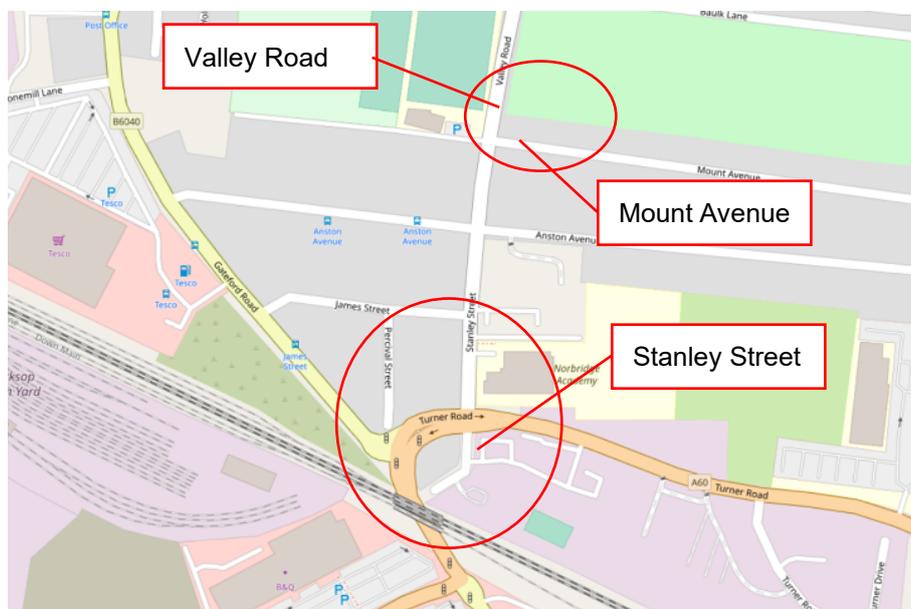


Figure 15. Location Plan - Stanley Street and Mount Avenue.

## 17. Boundary Row

Two Residential properties were flooded on Boundary Row and One Business on Potter Street (Figure 16).

Flows on Potter Street reached the topographic low point of the road, at the junction with Boundary Row. Surface water then flowed down Boundary Row, accumulating at the low point at the end of the road.

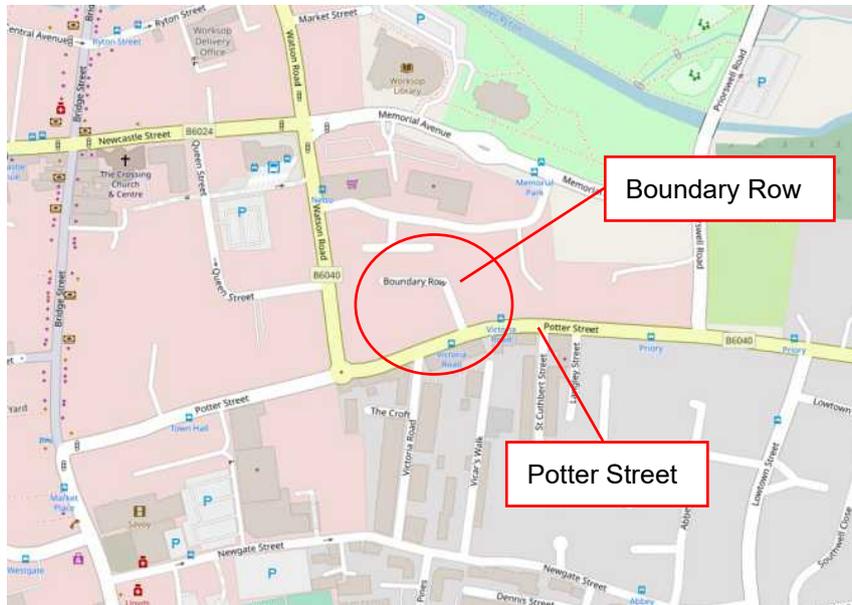


Figure 16. Location Plan - Boundary Row

### **Risk Management Authorities and their responsibilities:**

#### 18. The Nottinghamshire County Council.

##### a) Lead Local Flood Authority.

- i. Investigate significant local flooding incidents and publish the results of such investigations.
- ii. Play a lead role in emergency planning and recovery after a flood event.
- iii. As the Lead Local Flood Authority, we have a new duty to determine which risk management authorities have relevant powers to investigate flood incidents to help understand how they happened, and whether those authorities have or intend to exercise their powers.
- iv. By working in partnership with communities, Lead Local Flood Authorities can raise awareness of flood risks.
- v. Lead Local Flood Authorities should encourage local communities to participate in local flood risk management.

##### b) Emergency Planning.

- i. If a flood happens, all local authorities are 'category one responders' under the Civil Contingencies Act. This means they must have plans in place to respond to emergencies and control or reduce the impact of an emergency.

c) Highway Authority (NCC/VIA East Midlands Ltd).

- i. Maintenance of the public highways including highway drainage assets.
- ii. Provided site-based presence and investigations immediately following the event.

19. Bassetlaw District Council.

- a) Category one responder under the Civil Contingencies Act. This means they must have plans in place to respond to emergencies and control or reduce the impact of an emergency.

20. The Environment Agency.

- a) Category one responder under the Civil Contingencies Act. This means they must have plans in place to respond to emergencies and control or reduce the impact of an emergency.
- b) Maintenance and Management of the River Ryton.

21. Severn Trent Water Ltd.

- a) Maintenance of the public sewerage system.
- b) As a water and sewerage company, STW manage the risk of flooding from their water supply and sewerage facilities. This includes;
  - Surface water sewers – these carry rainfall and surface water away from properties to watercourses;
  - Foul water sewers – these carry wastewater away from properties to be treated;
  - Combined water sewers – these drain both wastewater and surface water from properties along with run off from highways.
- c) Managing the impact of flooding to their networks by ensuring their systems have the appropriate level of resilience to flooding.
- d) Engage with RMAs on how water and sewerage company assets impact on local flood risk.
- e) STW are Category 2 responders under the Civil Contingencies act, providing emergency response and supporting the management of flooding events.

## **Risk Management Authority Responses to Flood**

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

23. The Nottinghamshire County Council.

- a) Lead Local Flood Authority
  - i. Initiated and led the Section19 Flood Investigation.
  - ii. Administered the Flooding Hardship Fund.
  - iii. Held a public drop-in session on the 8<sup>th</sup> September to offer support and discuss the flooding experienced by impacted residents and businesses.
  - iv. Started to actively recruit Flood Signage Wardens to establish a Road Closure Scheme for areas of Worksop.

b) Emergency Planning

- i. Initiated and coordinated emergency planning procedures, such as vulnerable people check for the affected streets identified by emergency services for potential evacuation.
- ii. Put emergency accommodation on standby and liaised with Police on the scene and the Environment Agency to maintain situational awareness.

c) Highway Authority (NCC/VIA East Midlands Ltd)

- i. Responded with provision of 250 sandbags to Central Avenue and Priorswell Road area out-of-hours, and a further 400 sandbags as preventative measure the following day.
- ii. Gully Cleansing unit in attendance following day targeting those areas most affected.
- iii. Cleansing and investigation of highway drainage assets on roads where properties or highway had been flooded.
- iv. Subsequent works have been recently completed or are pending with works to be completed by the end of October.

24. Bassetlaw District Council.

- i. Provided emergency response support in management of flooding event including access to sandbags/aqua sacs and standby rest centre with housing needs support officer presence.
- ii. Provided skips, caged vans and staffing support to residents to dispose of flood damaged property.
- iii. Cleansing of significant detritus from roads, car parks and paths, liaising with the NCC gully/drain team to co-ordinate works.
- iv. Relocated affected tenants from Council properties.
- v. Undertook repairs to affected Council housing properties.
- vi. Actively engaged in the Section 19 Flood Investigation.
- vii. Supported a resident/business post flooding support event.

25. Environment Agency.

- i. Provided an emergency response crew to assist in management of the flooding event.
- ii. Anticipated the scale of the event and operated their local flood alleviation assets.
- iii. Coordinated with fellow risk management authorities to confirm the nature of the flooding was not fluvial; and advised against emergency evacuation of local households and advised that an emergency evacuation of local households due to fluvial flood risk from the River Ryton was unlikely to be necessary, based on forecast information.
- iv. Issued the Flood Alert for the River Ryton and Tributaries on the 16th August at 18:27 to encourage the public and partners to be prepared for flooding. The Flood Warning river thresholds for the River Ryton were not reached during the event.
- v. Assisted the Canal & Rivers Trust in operating their local assets.

26. Severn Trent (STW)

- i. Prior and during the flood event, there was close monitoring of alarms at pumping stations.
- ii. Following reports of flooding, STW attended site and supplied 3 tankers across Worksop.
- iii. Flooding investigations, including CCTV work of STW's local sewer network, was completed following the flood to check for any network defects or blockages.
- iv. STW has actively engaged with residents post flood event which helped gather further information on the event.
- v. Hydraulic flood modelling is being undertaken at the time of publishing this report to assess the performance of the sewer system during the event.
- vi. Evaluating rainfall data to understand the severity of the event.
- vii. Actively engaged in the Section 19 Flood Investigation.

## **Additional information and Future Actions**

27. All the Risk Management Authorities involved in this event are committed to continuing the investigations into the causes of this incident. Those investigations may identify further actions not listed below.
28. Where appropriate Nottinghamshire County Council and the Environment Agency administer a Flood Warden scheme, including supporting the provision of local sandbag stores in communities at risk of potential flooding. All equipment and training is provided for free should there be sufficient volunteer interest in the community. Further information on these services is available on Nottinghamshire County Council's website.
29. Nottinghamshire County Council are currently recruiting for a Community Flood Signage Scheme in Worksop and will facilitate the training package as soon as the volunteers are ready.
30. As the Lead Local Flood Authority we have witnessed and have experience of how flooding devastates communities. The most vulnerable in the community will be our priority. Nottinghamshire County Council will continue to work closely with partners and communities to identify ways of proactively reducing the risk, likelihood and consequences of future flooding events.

**REPORT OF SERVICE DIRECTOR, CUSTOMERS, GOVERNANCE AND  
EMPLOYEES**

**WORK PROGRAMME**

**Purpose of the Report**

1. To consider the Committee's work programme.

**Information**

2. The attached work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning.
3. The work programme has been developed using suggestions submitted by committee members, the relevant Cabinet Member(s) and senior officers and has been approved by the Overview Committee. The work programme will be reviewed at each pre-agenda meeting and committee meeting, where any member of the committee will be able to suggest items for possible inclusion.

**Other Options Considered**

4. None

**Reason/s for Recommendation/s**

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

**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.

## **RECOMMENDATIONS**

- 1) That the work programme be noted.
- 2) That committee members make any further suggestions for consideration by the Chairman and Vice-Chairman for inclusion on the work programme, in consultation with the relevant Cabinet Member(s) and senior officers, and subject to the required approval by the Chairman of Overview Committee.

**Marjorie Toward**  
**Service Director, Customers, Governance & Employees**

For any enquiries about this report please contact: Martin Elliott, Senior Scrutiny Officer, martin.elliott@nottsc.gov.uk.

### **Constitutional Comments (HD)**

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

### **Financial Comments (NS)**

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

### **Background Papers and Published Documents**

- None

### **Electoral Division(s) and Member(s) Affected**

- All

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

<b>Meeting Date</b>	<b>Agenda Item</b>	<b>Cabinet Member Responsibility</b>	<b>Purpose/Outcomes</b>	<b>Recommendations</b>
<b>12 October 2022</b>	Public Transport and Concessionary Travel	Cabinet Member – Transport and Environment	To receive a progress report on, and to scrutinise the Council’s activity in supporting the provision of Public Transport across Nottinghamshire.	<ol style="list-style-type: none"> <li>1. That the report be noted.</li> <li>2. That a member-led review be carried out on the Council’s Concessionary Travel Scheme by members of the Place Select Committee.</li> <li>3. That as soon as available, full performance data on all aspects of the “On Demand” bus services be circulated to members of the Place Select Committee.</li> <li>4. That members of the Place Select Committee be given the opportunity to feed into the development of the scheduled Bus Services Review.</li> <li>5. That as soon as available, details of the promotional campaign to encourage bus use in Nottinghamshire be circulated to members of the Place Select Committee.</li> <li>6. That information on the Council’s policy for providing school transport for Looked After Children be circulated to members of the Place Select Committee.</li> <li>7. That a report be brought to a future meeting of the Place Select Committee on the subsidies and support provided by the Council for bus services in Nottinghamshire.</li> </ol>

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Recommendations
11 January 2023	Highways and Road Safety	Cabinet Member – Transport and Environment	<p>To receive a progress report on the implementation of the recommendations of the Highways Review Panel.</p> <p>To receive information on and to scrutinise the Council’s activity on road safety (including road safety around schools)</p>	
	Household Waste Recycling Centres (HWRC’s) and recycling in Nottinghamshire	Cabinet Member – Transport and Environment	<p>To receive a progress report on the outcomes of the HWRC Strategic Review.</p> <p>To receive a progress report on, and to scrutinise activity around recycling across Nottinghamshire.</p>	
	Response to the Flooding in Worksop and surrounding areas in August 2022.	Cabinet Member – Transport and Environment	To receive a report on the Council’s response to the Flooding in Worksop and surrounding areas in August 2022 as part of the committee’s statutory responsibility for flood risk management scrutiny.	

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Recommendations
15 March 2023	Climate Change	Cabinet Member – Transport and Environment	To receive a progress report on the Council’s activity to respond to the challenges of Climate Change and in response to the Climate Emergency that was declared by the Council in May 2021.	
	Electric Vehicle Charging Infrastructure	Cabinet Member – Transport and Environment	To receive a report on, and to scrutinise activity regarding the development of Electric Vehicle charging infrastructure across Nottinghamshire.	

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

Meeting Date	Agenda Item	Cabinet Member Responsibility	Purpose/Outcomes	Recommendations
5 July 2023	Crime and Disorder	Cabinet Member – Communities	<p>To sit as the Council’s statutory Crime and Disorder committee to scrutinise delivery of crime and disorder strategies.</p> <p>To meet the requirements of the Crime and Disorder (Overview and Scrutiny) Regulations 2009.</p>	
	Access to Digital Services and Digital Inclusion	Cabinet Member – Economic Development and Asset Management	To receive a report on, and to scrutinise activity regarding the Council’s activity regarding access to Digital Services and Digital Inclusion.	

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**Items pending scheduling or removal**

<b>Item</b>	<b>Cabinet Member Responsibility</b>	<b>Details</b>	<b>Status</b>
Country Parks	Cabinet Member – Communities	To be further discussed with Chairman and Vice-Chairman.	To be considered for scheduling
Subsidised Bus Services	Cabinet Member – Transport and Environment	Resolved at the October 2022 meeting:  “That a report be brought to a future meeting on the Place Select Committee on the subsidies and support provided by the Council for bus services in Nottinghamshire.”	To be scheduled.

Reviews

Project Start Date	Item	Cabinet Member Responsibility	Purpose of Review	Current Status and activity
TBC	<p>Free School Meals</p> <p>(To be coordinated with the work that the CYPS Select Committee will be carrying out on the impact on services for families related increased number of children in receipt of Free School Meals).</p>	<p>Cabinet Member - Communities</p> <p>Cabinet Member – Children and Young People</p>	<p>To gain assurance that the quality of Free School Meals is not being negatively impacted by the increased number of children in receipt of Free School Meals.</p>	

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

<b>Project Start Date</b>	<b>Item</b>	<b>Cabinet Member Responsibility</b>	<b>Purpose of Review</b>	<b>Current Status and activity</b>
November 2022	Concessionary Travel	Cabinet Member – Transport and Environment	<p>Resolved at the October 2022 meeting:</p> <p>“That a member-led review be carried out on the Council’s Concessionary Travel Scheme by members of the Place Select Committee.”</p>	21/10 Scope to be drafted in advance of being to circulated to members of the committee.

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

<b>Project Start Date</b>	<b>Item</b>	<b>Cabinet Member Responsibility</b>	<b>Purpose of Review</b>	<b>Current Status and activity</b>
January 2023	Visitor Economy Strategy	Cabinet Member – Communities	<p>Resolved at the December 2022 Overview Committee meeting:</p> <p>“That the Place Select Committee carry out pre-decision scrutiny on the refreshed Visitor Economy Strategy in advance of the strategy being considered by the Cabinet Member for Communities.”</p>	To be scheduled

**WORK PROGRAMME 2022/23 – PLACE SELECT COMMITTEE: Updated: 1 December 2022**

<b>Project Start Date</b>	<b>Item</b>	<b>Cabinet Member Responsibility</b>	<b>Purpose of Review</b>	<b>Current Status and activity</b>
25 January 2023	Waste Local Plan	Cabinet Member – Transport and Environment	Pre-decision scrutiny on the draft Waste Local Plan	

