

Communities and Place Committee

Thursday, 03 September 2020 at 10:30

Virtual meeting, <https://www.youtube.com/user/nottscc>

AGENDA

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3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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Notes

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

Customer Services Centre 0300 500 80 80

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

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

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

 **Nottinghamshire
County Council**
minutes

Meeting	Communities and Place Committee
Date	2nd July 2020 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

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

SUBSTITUTE MEMBERS

None.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

Gordon Wheeler

OFFICERS IN ATTENDANCE

Mike Barrett	-	VIA
Doug Coutts	-	VIA
Derek Higton	-	Place Department
Sue Jaques	-	Place Department
Sean Parks	-	Place Department
Adrian Smith	-	Place Department
Mark Walker	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. CHAIRMAN AND VICE-CHAIRMEN

The appointment by the County Council on 11th June 2020 of Councillor John Cottee as Chairman and Councillors John Handley and Phil Rostance as Vice-Chairmen of the Committee for the 2020-2021 municipal year was noted.

2. COMMITTEE MEMBERSHIP

The membership of the Committee for the 2020-2021 municipal year as follows: Councillors Allan, Creamer, Gilfoyle, Greaves, Hollis, Hopewell, Laughton and Ogle, was noted.

3. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 5th March 2020, having been circulated to all Members, were taken as read and were signed by the Chairman.

4. APOLOGIES FOR ABSENCE

None.

5. DECLARATIONS OF INTERESTS

None.

6. FLOOD RISK MANAGEMENT SECTION 19 REPORTS

The Committee put on record its appreciation for the amount of work undertaken by officers, both on the ground and in preparing the statutory Section 19 reports, arising from serious flooding incidents in February-March 2020.

RESOLVED 2020/029

That:

- 1) the publication of the Section 19 report Appendices A-K in accordance with Section 19 of the Flood and Water Management Act 2010 and with the County Council's Lead Local Flood Authority responsibilities be approved;
- 2) the work outlined in the report be endorsed;
- 3) all relevant agencies involved be encouraged to seek and implement suitable measures to alleviate flooding as soon as reasonably possible;
- 4) updates be provided to Committee from all relevant agencies on progress with alleviation measures as part of the regular Flood Risk Management updates.

7. HIGHWAYS CAPITAL AND REVENUE PROGRAMMES 2020-2021

RESOLVED 2020/030

That, subject to the provisions set out in paragraphs 2 and 33 of the report, the following be approved:

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

8. UPDATE ON TRADING STANDARDS AND COMMUNITIES MATTERS

RESOLVED 2020/031

That, having considered the report and presentation, no further actions arose or were identified.

9. NOTTINGHAMSHIRE COUNTY COUNCIL (MANSFIELD ROAD (B6030) CLIPSTONE AND KING'S CLIPSTONE) 50 MPH SPEED LIMIT ORDER 2019 (3308)

RESOLVED 2020/032

That the Nottinghamshire County Council (Mansfield Road (B6030) Clipstone and King's Clipstone) 50 MPH Speed Limit Order 2020 (3308) be made as advertised and that the objector be advised accordingly.

10. WORK PROGRAMME

RESOLVED 2020/033

That the Committee's work programme be agreed.

The meeting concluded at 11.50am

Chairman

REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE & IMPROVEMENT

COMMUNITIES AND PLACE PERFORMANCE AND FINANCE REPORT FOR QUARTER 1 PLACE CORE DATA SET

Purpose of the Report

1. To provide the Committee with an update of finance and information for Communities and Place for quarter 1 2020/21 (1 April 2020 to 30 June 2020).

Background

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.
3. The Council agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.
4. Due to the disruption and uncertainty caused by COVID-19, performance against our key measures has been significantly impacted as the majority of our services were suspended and/or have been operating differently. In light of this, a piece of work is being undertaken to review the performance framework and annual targets to ensure that measuring of our services during the year is meaningful. The outcome of the review will be reported to a future Committee for Members consideration.

Financial Performance

5. The 2020/21 revenue budget for the Communities and Place Committee is £128.102 million. As at period 3 the forecast outturn against this budget is £136.292 million resulting in a forecast overspend of £8.190 million. The majority of the forecast overspend, £7.999 million, is due to COVID-19 and £191,000 due to other factors.
6. A summary of the Community and Place financial performance is included as Appendix B. The main reasons for the forecast overspend are set out below.

7. Highways is forecasting on overspend of £1.214 million. Most of the forecast overspend is due to a loss of s38/s278 income arising from reduced planning applications (£625,000), on-going expenditure and reduced income in relation to the Civil Parking Unit (£433,000) and reduced income from searches and TTROs (£61,000).
8. Transport is forecasting an overspend of £2.527 million. The major contributing variances are:-
 - SEND Home to School (HtS) costs are forecast to be overspent by £1 million caused by an increase in the number of pupils requiring transport. This is driven by the upturn in EHCP (educational health care plans) of which 47% are then assessed for SEN transport.
 - There is an overspend on mainstream HtS transport of £500,000 due to the increase in pupil numbers and capacity limits at the closest designated school, necessitating transport to alternative educational establishments either by bus or taxi.
 - There is a forecast overspend of £300,000 in Post-16 transport due to reduced income from grants and passes due to schools being closed from March.
 - Other additional expenditure and income losses within transport due to COVID-19 total £363,000 and include loss of bus lane enforcement fines, £220,000, reduced departure charges from bus stations, £122,000, and a delay to the staff reorganisation at Mansfield Bus Station, £13,000.
9. Transport overspends - not as a result of COVID-19 - are £75k on local bus services, caused by the cost of services including covering some by fleet. Some of the overspend has been offset by salary savings of £30k, resulting in a net overspend of £45k.
10. An overspend of £1 million is being forecast in respect of the National Water Sports Centre. The centre is managed by Serco Leisure Ltd and has been severely affected by the closure of the leisure facilities as a result of both the COVID 19 pandemic and from flooding in November 19 and February 20. The Council has agreed to make additional monthly payments to compensate for trading/income losses arising from closures due to COVID-19, forecast £900,000, and uninsured losses resulting from the flooding of £100,000.
11. An overspend of £1.759 million is being forecast on the County Council's budget for the Coroner's service. This forecast overspend is largely due to the council's contribution of £1.67 million to the estimated additional cost of creating a temporary body storage capacity commensurate with the government's reasonable worst-case scenario for Covid-19 related deaths in Nottingham and Nottinghamshire. There is also a forecast increase in the annual cost of mortuary services of £90,000 of which £80,000 is COVID-19 related.

Other Options Considered

12. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The

departmental strategy was agreed on 24 January 2018 and the format and frequency of performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

Reason/s for Recommendation/s

13. This report is provided as part of the Committee's constitutional requirement to consider performance of areas within its terms of reference on a quarterly basis.

Statutory and Policy Implications

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

RECOMMENDATION

- 1) That Committee considers whether there are any actions it requires in relation to the financial information on the Council's services for communities and place for the period 1 April 2020 to 30 June 2020.
- 2) That Committee give approval to bring revised performance framework to a future meeting accounting for the impact of COVID-19.

Nigel Stevenson
Service Director for Finance, Infrastructure & Improvement

For any enquiries about this report please contact:

Matthew Garrard
Performance, Intelligence & Policy Team Manager
T: 0115 9772892
E: matthew.garrard@nottsc.gov.uk

Constitutional Comments (SS 24/08/2020)

1. The Communities and Place Committee is the appropriate body to consider the content of the report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (RWK 03/08/2020)

2. There are no specific financial implications arising directly from the report. The financial performance of the Communities and Place Committee up to the end of Q1 is set out in paragraphs 5 to 12 and Appendix A.

Background Papers and Published Documents

None

Electoral Division(s) and Member(s) Affected

All

Communities and Place Committee - Place Department - Period 3 2020/21

Previous Forecast Variance £000	Change in Variance £000	Department	Annual Budget £000	Actual Spend £000	Year-End Forecast £000	Latest Forecast Variance £000	Additional Costs due to COVID-19	Other Additional Costs
-	-	<u>Communities & Place Committee</u>						
-	-	Highways	42,044	14,408	43,258	1,214	1,748	(534)
-	-	Transport	32,070	4,627	34,597	2,527	2,417	110
-	-	Waste	34,247	5,954	34,347	100	100	0
-	-	Planning & Conservation	2,611	177	2,713	102	20	82
-	-	Professional Technical & Advisory	1,491	193	2,076	585	224	361
-	-	Country Parks	380	312	530	150	150	0
-	-	Culture & Enrichment	432	751	1,432	1,000	900	100
-	-	Emergency Planning & Registration	368	(482)	785	417	320	97
-	-	Coroner	1,517	37	3,276	1,759	1,750	9
-	-	Libraries, Archives, Info & Learning	10,834	2,400	10,934	100	100	0
-	-	Trading Standards & Communities	3,649	908	3,837	188	270	(82)
-	-	Communities & Place Total	129,643	29,285	137,785	8,142	7,999	143
		<u>Transfers To (From) Reserves</u>						
		<u>Community & Place</u>						
-	-	Transport	(902)	0	(854)	48	0	48
-	-	Highways	0	146	0	0	0	0
-	-	Waste	(1,081)	0	(1,081)	0	0	0
-	-	Planning and Conservation	(11)	0	(11)	0	0	0
-	-	Trading Standards & Communities	453	0	453	0	0	0
-	-	Communities & Place	(1,541)	146	(1,493)	48	0	48
-	-	COMMUNITIES AND PLACE	128,102	29,431	136,292	8,190	7,999	191

3 September 2020

Agenda Item: 5

REPORT OF THE CORPORATE DIRECTOR, PLACE DEVELOPER CONTRIBUTIONS AND COVID -19

Purpose of the Report

1. To seek Committee approval for delegated authority to be given to the Service Director for Investment and Growth to agree deferrals of payment of planning obligations where requested and justified in order to support development in Nottinghamshire during the period which the County is affected by the COVID-19 pandemic.

Information

2. Section 106 Planning Obligations are made in association with the grant of planning permission to help mitigate the impacts of development. The County Council receives these obligations from developers in the form of an agreed financial payment as development proceeds to contribute to the impacts of development on services such as schools, transport, waste management and library services. This payment is due at a date prescribed within a legal agreement, which is often linked to the commencement of development or a period thereafter or when a specified level of development is completed. The County Council has an approved [Planning Obligations Strategy](#) last updated in October 2019
3. In response to the spread of Coronavirus (COVID-19), the Ministry of Housing, Communities and Local Government (MHCLG) has introduced measures to assist the development industry and has amended the Community Infrastructure Levy (CIL) regulations to give authorities more discretion to defer payment for small and medium sized developers and has asked local authorities to consider the deferral of payments of section 106 planning obligations. The County Council is a party to S106 agreements within Nottinghamshire and its agreement is needed to any amendment
4. The MHCLG guidance states

“Where the delivery of a planning obligation, such as a financial contribution, is triggered during this period (*to July 2021*), local authorities are encouraged to consider whether it would be appropriate to allow the developer to defer delivery. Deferral periods could be time-limited, or linked to the government’s wider legislative approach and the lifting of CIL easements (although in this case the government would encourage the use of a back-stop date). Deeds of variation can be used to agree these changes. Local authorities should take a pragmatic and proportionate approach to the enforcement of section 106 planning obligations during this period. This should help remove barriers for developers and minimise the stalling of sites.”

5. The County Council has already been approached by developers in relation to deferral of payments who have cited the impacts of COVID-19 as a reason.
6. In order to ensure there is swift consideration of requests it is recommended that any such requests are considered by officers on their merits and should be based upon evidence submitted by the developer as to the impact of COVID-19 on their development. The assessment should take into account the timing and financing of any project for which S106 funding is expected. It is proposed that the Service Director (Investment and Growth) has authority to consider and agree such requests in consultation with the Chair of the Communities and Place Committee and Chair of Planning and Licencing Committee. It is recommended that this should apply for a period up to the end of July 2021.
7. Any deferral will be to a specific date and should not normally result in payments being deferred by more than 12 months. Such variations will be agreed via a side letter (or deed of variation if considered more appropriate) to the existing agreement. An indexation factor is applied to payments to preserve the value of a contribution, and any deferred sum should remain subject to such indexation to the point at which it is due.
8. The recommendation will therefore not result in any loss of obligation to the County Council over time, but enable consideration of deferral of obligations for a time limited period, reflecting Government guidance.
9. It should also be noted that developers are citing COVID 19 in other S106 matters such as the wording of proposed S106 agreements in respect of specified trigger points. Officers will continue to seek to ensure that such wording reflects the principles outlined in the County Council Planning Obligation Strategy wherever possible, given that such development is expected to occur beyond the current COVID-19 Pandemic period.

Other Options Considered

10. None. The County Council is already being approached by developers with regard to amended payment periods and requires an agreed approach.

Reason for Recommendation

11. To ensure that requests for amendments to payments are considered promptly and efficiently.

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) That the Committee agrees that requests for payment deferrals are considered and authorised where necessary by the Service Director (Investment and Growth) in

consultation with the Chair of the Communities and Place Committee and Chair of Planning and Licencing Committee during the period up to July 2021.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Stephen Pointer, Team Manager, Planning Policy, 0115 977 3793
Constitutional Comments (SS 06/08/2020)

Financial Comments (RWK 06/08/2020)

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

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

3 September 2020**Agenda Item:6****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS****Purpose of the Report**

1. To update the Committee on key Trading Standards and Communities matters, including the role the Service continues to play in the County Council's response to the Covid-19 emergency.

Information**TRADING STANDARDS**

2. **The Health Protection (Coronavirus, Restrictions) England Regulations 2020 (as amended)** Trading Standards are still working with Environmental Health colleagues to enforce the continuing tranche of legislation and guidance that relates to the closure and restrictions placed on businesses during this emergency period. A co-ordinated enforcement response has ensured consistency across the County, particularly where there are anomalies within the legislation/guidance that are open to local interpretation.
3. As the restrictions eased, officers also provided advice to independent businesses offering specialist goods/services not specifically mentioned within the Regulations. This advice has ranged from businesses hiring out tepees for children's parties, children's events in the summer holidays, aesthetic clinics for cosmetic/medical procedures and horse trials.
4. The Service continues to feed daily data about what businesses have been advised and action taken into No.10, the Cabinet Office and MHCLG, alongside all other local authorities.
5. As the focus for Councils included future prevention in hotspot areas, the Service has been involved in the outbreak planning process alongside Public and Environmental Health colleagues. In particular, the planning for an outbreak in complex cases and industrial settings such as food plants, manufacturing and wholesale settings, where officers hold specialist knowledge.
6. **Personal Protective Equipment (PPE) Safety** - Officers continue to work alongside NCC Procurement and Health & Safety colleagues to ensure that PPE destined for staff to use is safe and complies with the necessary standards. In total 12 products have been advised on (with 11 failing) but as the "normal" supply chain is now recovering, this work is now lessening in terms of officer resource.

7. With the mandate for the public to wear face coverings in retail premises, public transport etc, officers conducted some market surveillance on masks and sanitiser products. Stage 1 of the project looked at online sales and found the following:
 - 27 websites were examined with 14 referrals being made to other Trading Standards authorities, the Medicines and Healthcare Products Regulatory Agency (MHRA) and the Health and Safety Executive about the claims being made about products. 6 sites have been emailed directly about the products being supplied.
 - 18 websites were selling masks described as KN95 which do not meet European Standards so are not allowed to be sold here.
8. Stage 2 of the Project will include visits to individual retail premises to see what is available for sale and whether misleading claims are being made.
9. **Nitrous Oxide** - A question was raised at the July Committee in relation to the sale and use of nitrous oxide capsules. Nitrous oxide is legitimately sold in shops and online for common usages such as in aerosol whipped cream canisters, cooking sprays and also for medicinal purposes. However, nitrous oxide is sometimes purchased by some, to be misused as a drug.
10. Nitrous Oxide is regulated under the Psychoactive Substances Act 2016 and Nottinghamshire Police take the lead on enforcing the Act in the county. As nitrous oxide can be sold for legitimate purposes, to prove an offence under the Act, it has to be shown that the person that is selling the nitrous oxide knows or is reckless about whether the nitrous oxide is likely to be used by that person, or another for its psychoactive effects.
11. The Service has received no complaints in the last 2 years about the mis-selling of nitrous oxide by retailers in the County. In the absence of intelligence about this matter no action has been taken in relation to this issue in line with our intelligence led approach to prioritise our resources. Any future complaint intelligence would be shared with partner agencies and actioned as appropriate.
12. A leaflet for our website is also being developed to educate sellers on the laws surrounding the sale of nitrous oxide and the preventive measures that shops can take to try and ensure the legitimate sale of these products.
13. **Preventing Fraud Against the Vulnerable**- Officers have worked with County Enterprise Foods to provide information on scams to vulnerable residents who may not have access to the internet. A scam awareness leaflet was produced by officers and included with every meal delivered by County Enterprise Foods in the county.
14. Officers have worked with the Client Finance team and secured a refund of £649 for a vulnerable consumer in the Bassetlaw District, following the purchase of sofa that wasn't as the consumer expected.
15. A scams and doorstep crime prevention webinar was delivered by officers to volunteers and volunteer groups registered with the Nottinghamshire Coronavirus Community Support Hub. As a result of this work, connections were made with REACH Learning Disability and scam prevention information is now being supplied for inclusion in the fortnightly packs that they provide to their clients.
16. **Support to Businesses** - The Commercial Services team continues to provide support to Primary Authority businesses to meet the continually evolving challenges that Covid-19 brings to the trading environment. The Service is also keeping abreast of relevant legislative changes

resulting from the Brexit situation as it develops, in order to be best placed to support businesses to be prepared for 1st January 2021.

17. **Income Update** - Trading Standards has an income generation target of £729k for 2020/21. At the time of writing the current cumulative level of income is £260.3k. During the first few months of this financial year the Service's commercial services activities have been heavily impacted by the impact of Covid-19 and lockdown on the UK business sector. As a result, at the time of writing, the Service is currently forecasting a year end income achievement of £458K against the £729k target. The situation is predicted to be an improving picture and officers will explore all opportunities to generate further income from supporting existing and new Primary Authority businesses through the challenging months ahead.
18. **Assured Regulatory Business Advice (ARBA)**: Work continues on a joint initiative with Rushcliffe Borough Council to provide a comprehensive Trading Standards, Environmental Health and Health and Safety regulatory support offer to Primary Authority businesses. It is anticipated that this new comprehensive support package now available (www.arba.org.uk) will prove an attractive proposition to attract more Primary Authority businesses to the scheme and to expand the regulatory support offer available to our existing Primary Authority business partners.
19. **Environmental Weight Restrictions (EWR)**- Officers continue to enforce the county's environmental weight restrictions on behalf of Highways colleagues. After some initial disruption and delay to the programme due to the Covid-19 lockdown, operations continue on a weekly basis with 15 having taken place so far. Community Lorry Watch reports continue to be processed.
20. **Animal Health**- Essential visits continue during the Covid-19 restrictions. One farm was visited in relation to animals being moved without ear tags and a second farm visited to support Environmental Health colleagues in the investigation of illegal slaughtering of animals.
21. **Illicit Tobacco** – A letter has been sent to the Nottinghamshire Farmers Union to alert their members to the possibility that criminals dealing in the illicit tobacco trade may try and rent any storage facilities that they may make available for commercial purposes. The letter asks farmers to ensure that they are aware of what their facilities are being used to store. This follows the national success of joint operations involving Police, HMRC and Trading Standards at storage facilities. It is believed that alternative storage facilities such as those provided by farmers are being targeted.
22. Officers are currently approaching a number of landlords following numerous successful operations discovering the sale of illicit tobacco at premises that they rent out. Landlords are being reminded of their own responsibilities and that if they continue to allow their shops to be used for illegal purposes then they too will face prosecution and financial penalties for making a financial gain from allowing their premises to be used for illegal activities.
23. The increased joint working and co-operation with District Authorities due to Covid activities has strengthened the already good working relationship that Service had with them. This in turn has led to an improvement in the understanding of what their officers can look out for with regards to potential illegal activities when they are out and about.
24. **Investigations & Legal Update** – The courts are still running at a reduced capacity and with a massive backlog of cases to progress. The Nottingham Magistrates court have put many cases back to a holding date of the 6th December 2020, where further hearing dates will then

be arranged. It is not anticipated that any current Trading Standards cases in the Nottingham Magistrates court or any new cases will be heard before the start of the new year.

25. Officers have continued to effectively conduct investigations during the Covid-19 restrictions with working methods being successfully adapted to liaise with traders, consumers, witnesses and partner agencies via remote communication methods.
26. As lockdown measures have eased more face to face enforcement activity has resumed where necessary, assessing each case in line with Covid-19 amended risk assessments. The Service's PACE interview room facilities have been adapted to enable safe face to face interviews with defendants and their legal representatives in line with appropriate Covid-19 social distancing and hygiene measures.
27. Doorstep Crime – A builder was due to go to trial in June 20 charged with fraud offences for making false representations to customers about building work he was carrying out on their properties. He appeared in Crown Court in November 2018 and pleaded not guilty to 8 counts and since this date further offences have come to our attention and the court dates moved to accommodate this. With the current situation this trial has been moved until 2021.
28. Dangerous electrical work - A defendant charged with offences for carrying out dangerous and substandard electrical work in consumer's homes, pleaded guilty to the charges in the Nottingham Crown Court and was sentenced in June to 12 months custody suspended for 12 months, with a compensation order of £10,000
29. Animal Health – a man has been charged with the illegal landing of a puppy. He was due to appear in the magistrate's court on the 18th January 2019, failed to attend, and an arrest warrant has been issued. He is charged with offences under the Rabies Act and fraud.
30. A Lincolnshire farmer has been charged with theft of sheep, animal by product breaches, and failure to maintain records of animal movements. He has pleaded not guilty to the offences and his trial had been put back until March 2020, his case has now been adjourned until the 26th October 2020.
31. Illicit Tobacco - There are 3 illicit cigarettes cases waiting for trial in the Crown Court, one is listed for September 2020, one October 2020 and a further case listed for April 2021. The cases involved 3 different retail shops, Kubus at Worksop, Kubus at Mansfield and Supernews at Stapleford.
32. A fourth illicit tobacco case is pending in the Nottingham Magistrates Court. Two defendants are charged with the possession of illicit tobacco. This case was due to be heard on the 4th August 20 but has been adjourned to holding date of the 6th December 20 with a possible hearing date early 2021.

COMMUNITIES

33. **NCC Covid-19 Community Fund** -The £1m Nottinghamshire COVID-19 Community Fund, opened in March 2020 as part of the Council's response to support communities impacted by Covid-19. The Fund has helped to support over 216 projects or activities provided by established local charities and voluntary groups, including faith-based organisations, as well as parish or town councils taking an active role in responding to urgent needs for vulnerable people in the county.

34. These fast-tracked grants have helped with the additional costs of delivering essential local support to those most affected by this public health emergency, such as collecting and delivering food and medicines for people who are self-isolating and people who can't leave their homes. Many organisations have been awarded funding to provide a service in two or more districts across the county which include providing help and support to county BAME residents, those with specific physical disabilities and learning disabilities. These have also included those groups providing support to victims of domestic violence and survivors of sexual abuse.
35. It is recommended that this fund is closed on 17th September 2020 as the Local Authority Emergency Assistance Fund for Food and Essential Supplies has now provided funding across Nottinghamshire to help residents struggling to afford food and other essentials due to Covid-19.
36. **Local Authority Emergency Assistance Grant for Food and Essential Supplies** – On 10 July the Authority was allocated £858,285 to use to support people struggling to afford food and other essentials due to Covid-19. The funding has been allocated based on population weighted by a proxy measure of need, the Index of Multiple Deprivation (IMD) for the authority area.
37. The Communities Team have managed the delivery of the funds through a robust process which encourages voluntary and community groups, Parish Borough and District Councils and Public Health to access the funds to meet immediate need and help those who are struggling to afford food and essentials due to COVID-19. The fund has supported a range of projects including food banks, food clubs, cooking clubs, advice groups and food shopping and delivery. To date 247 projects have received £668,181.
38. **The Local Improvement Scheme Talented Athletes Fund** - The fund is part of the wider Local Improvement Scheme. The aspiration of the Fund is to assist talented athletes residing in Nottinghamshire to overcome some of the financial barriers which can exist when competing for his / her country. Awards are made to successful applicants to help with costs such as travel, training, accommodation, competition fees, equipment, coaching and other specialist support deemed appropriate by the Sport's Governing Body. It is recommended the Talented Athletes round for 2020/21 be launched in November 2020.
39. **Armed Forces Employer Recognition Scheme Gold Award** – The County Council has been successful and can boast that it is an Employer Recognition Scheme Gold Award winner. This is a fantastic achievement which shows the Council's commitment to supporting veterans and their families. The County Council has won this award because it has:
- Signed the Armed Forces Covenant
 - Demonstrated forces-friendly credentials as part of recruiting and selection processes
 - Actively ensured that the workforce is aware of its positive policies towards defence people issues for example the Council's HR policy on Reserves.

Other Options Considered

40. None.

Reason/s for Recommendation/s

41. To ensure appropriate political oversight of key Trading Standards and Communities matters.

Statutory and Policy Implications

42. 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

43. None

RECOMMENDATION/S

That the Committee:

- 1) Considers the updates and highlights any actions required.
- 2) Approves the recommended closure of the Covid-19 Community fund on 17th September 2020, as the Local Authority Emergency Assistance Fund for Food and Essential Supplies has now provided funding across Nottinghamshire to help residents struggling to afford food and other essentials due to Covid-19.
- 3) Approves the launch of the Talented Athletes round for 2020/21 in November 2020.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Mark Walker, Group Manager Trading Standards & Communities, Tel: 0115 977 2173

Constitutional Comments (KK 03/08/2020)

44. The proposals in this report are within the remit of the Communities and Place Committee.”

Financial Comments (RWK 06/08/2020)

45. The net budget for the Trading Standards Service for 2020/21 is £957,000, and the service is forecasting an overspend of £249,000. The main reason for this forecast overspend is a reduction in income from commercial services activities, see paragraph 17, which have been heavily impacted by the impact of Covid-19 and lockdown on the UK business sector. The service is currently forecasting a year end income achievement of £458,000 against a budget of £729,000.

46. The committees 2020/21 revenue budget includes a sum of £21,000 for the Talented Athletes Fund as part of the Local Improvement Scheme.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

3 September 2020**Agenda Item: 7****REPORT OF THE CORPORATE DIRECTOR, PLACE****CYCLING IN NOTTINGHAMSHIRE****Purpose of the Report**

1. The purpose of this report is to update Committee on recently published Government guidance and potential funding opportunities; and for Committee to determine Nottinghamshire's priorities and design standards for future investment in cycling. Approval is sought in respect of:
 - A. The priorities for future investment in cycling
 - B. Incorporation of 'Local Transport Note 1/20: Cycle Infrastructure Design' standards into the County Council's existing highway design principles
 - C. Delivery of the proposed Emergency Active Travel Fund Tranche 2 programme (should the DfT support the County Council's proposals)
 - D. Further investigation and expression of interest in the Mini-Holland programme
 - E. Further development work and delivery of the cycling schemes included in the Transforming Cities Fund bid
 - F. Approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Introduction

2. During the last five years the County Council has invested £4m on cycling improvements, the majority of which has been secured from external funding sources such as the Local Growth Fund. This has enabled the delivery of improved cycle networks in the Arnold/Mapperley area, Mansfield, Newark and West Bridgford to help facilitate and mitigate housing and employment development; providing almost 13km of off-road cycle routes and 3.7km of on-road cycle routes (as well as crossing facilities along these routes).
3. The County Council has a network of permanent cycling counters which it uses to monitor cycling levels across the county. These counters are located on routes that generally serve people travelling to work, to town centres and on routes that are for leisure purposes. Cycling levels fluctuate significantly and are dependent on several factors, not least the weather but between 2010 and 2019 cycling levels in Nottinghamshire increased by 4.3%; with much higher increases seen in areas such as Mansfield and Rushcliffe districts.

COVID 19

4. Cycling count data from the lockdown period indicates that cycling levels in the county increased further during the lockdown period (when compared to the same time last year) due to a number of factors, including sunnier weather, spare time, quieter roads, and necessity

(due to advice concerning the use of public transport), etc. After this initial surge, average cycling levels recorded in July 2020 along commuter routes have returned to the levels recorded in July 2019. Average daily cycling levels recorded along leisure routes in July 2020, however, remain significantly higher than the same time last year.

5. Government (and local authorities) would like to sustain the increases in cycling seen during the lockdown period and in May 2020 the Government announced that it is going to make £2bn available to improve walking and cycling, including £250m as part of its COVID-19 response. Greater emphasis on the provision of cycling infrastructure (from both Government and local communities), along with potential future funding offers the Council an opportunity to review and determine its future priorities for investment in cycling.

Policy/Strategy Background

6. The County Council Plan 'Your Nottinghamshire Your Future' sets out an ambitious vision for the future of Nottinghamshire. It details the Council's priorities, aims and objectives which other local strategies, including those related to 'place making' and transport, will aim to deliver.
7. The Nottinghamshire Local Transport Plan (LTP) 2011-2026 sets out the County Council's overarching transport strategy for the county (including those related to cycling) and was approved at the 31 March 2011 County Council meeting. The LTP is supported by a number of more detailed documents setting out how the LTP will be delivered, including the current LTP Implementation Plan 2018/19-2020/21 detailing the County Council's priorities for its delivery during the current spending review period (which was approved at 17 May 2018 Communities & Place Committee); and a Cycling Strategy Delivery Plan (which was approved at the 11 February 2016 Transport and Highways Committee).
8. The vision for cycling in Nottinghamshire was developed to help deliver national and local corporate objectives, particularly those relating to the economy, environment and health. Improved cycling access to local centres increases their vitality; improved cycling access to jobs and training can broaden jobseekers' travel horizons; well-planned leisure routes can increase the visitor offer and therefore improve the visitor economy; and car drivers that switch to cycling help reduce local congestion with resulting benefits to the economy. Similarly, increasing cycling is a major theme in all plans to improve the mental and physical wellbeing of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. In addition to improving cycling safety (thereby reducing cycling casualties) cycling can help improve health and wellbeing through increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles. The proposals in this report therefore support the delivery the Council Plan 'Your Nottinghamshire Your Future' and in particular commitments 1, 2, 4, 5, 6, 7, 10, 11 & 12.
9. Given the ability of cycling to help deliver corporate objectives, investing in Nottinghamshire's cycling facilities to improve our transport networks therefore form part of the County Council's strategy to help deliver its objectives related to supporting:
 - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
 - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.

10. As cycling helps deliver the above County Council commitments and priorities, it plays an integral role not only in transport strategy but in the delivery of several corporate strategies, including:

- The Visitor Economy Strategy for Nottinghamshire County Council 2018-2029
- the Joint Health & Wellbeing Strategy for Nottinghamshire
- Nottinghamshire Air Quality Strategy
- Nottinghamshire County Council Environment Strategy & Policy, and
- Local land-use strategies (including district council Local Plans).

11. A review of the cycling elements of the above strategies suggests they are still consistent with the Government's recently published national aims, objectives and guidance.

A. Proposed priorities for future cycling investment

12. Investment in cycling facilities (and/or their promotion) will need to continue to focus on the delivery of the commitments within the County Council Plan and its associated strategies. As described in the paragraphs above, cycling helps deliver a number of these commitments and therefore it is proposed that the future priorities for cycling investment will focus primarily on the local objectives related to improving the economy, health and wellbeing, and creating thriving place and communities:

- **The economy** – to help improve the local economy it is proposed that investment in cycling will be prioritised on the following:
 - a) Where it forms part of an integrated package of measures to address congestion on corridors that experience the highest levels of journey time delay
 - b) To support tourism and enhance the visitor economy, focusing on those routes prioritised in the County Council's Visitor Economy Strategy
 - c) Measures that help people access employment and training opportunities
 - d) Where it forms part of an integrated package of sustainable transport measures that help improve the vitality of town centres by improving access to, and within, them
 - e) Where it forms part of an integrated package of measures that supports growth by helping mitigate its impact on the highway network
- **Health and wellbeing** – all improvements that help more people to cycle more often will potentially help improve health and wellbeing. Therefore, in addition to priorities a) - e). detailed above, it is proposed that investment in cycling will also be prioritised on the following to specifically help improve health and wellbeing:
 - f) Targeted road safety education, engineering and enforcement programmes to reduce reported road traffic casualties
 - g) Off-road multi-user routes within the Council's ownership that link to Nottinghamshire's strategic cycle networks to provide joined-up accessible local leisure routes
 - h) Although all improvements that encourage people to cycle instead of making journeys by car will help reduce harmful transport emissions, schemes that form part of an integrated package of measures to help address local air quality management areas and/or locations close to exceedances of air quality limits
- **Thriving place and communities** – it is anticipated that all of the proposed priorities a) - h) detailed above will help deliver thriving places and communities by better connecting communities to each other, to work, training, leisure activities and essential services; and by helping improve the vitality of town centres.

13. All potential cycling investment will also be prioritised for delivery based on:

- The outputs from route selection tools to demonstrate the need for the proposed measures

- County Council member local knowledge and wider community support for the proposed measures
- The feasibility/deliverability of each scheme
- Value for money assessments, and
- The funding available for their delivery.

B. Recently published Government guidance

14. The statutory Cycling and Walking Investment Strategy (CWIS) sets out the Government's ambition to make cycling and walking the natural choices for short journeys or as part of a longer journey; and includes objectives to increase cycling and walking levels. On 27 July 2020 Government published its new cycling and walking plan for England 'Gear change: a bold vision for cycling and walking' alongside Local Transport Note 1/20: Cycle Infrastructure Design.
15. 'Gear change: a bold vision for cycling and walking' details the Government's vision to make England "a *great walking and cycling nation*" and sets out the actions required at all levels of Government to make this a reality, grouped under four themes:
- better streets for cycling and people
 - cycling and walking at the heart of decision-making
 - empowering and encouraging local authorities
 - enabling people to cycle and protecting them when they do.
16. Local Transport Note 1/20: Cycle Infrastructure Design has been published to support the provision of high-quality cycle infrastructure to deliver Governments' cycling ambition and objectives; and reflects current good practice, standards and legal requirements.
17. Whilst local highway authorities are responsible for setting design standards for their roads, Local Transport Note 1/20: Cycle Infrastructure Design is national guidance providing a recommended basis for local standards based on five overarching design principles (that networks and routes should be coherent; direct; safe; comfortable and attractive) and 22 summary principles. There is an expectation by the DfT that local authorities will need to demonstrate that they have given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure.
18. The documents also make it clear that Government will not fund, or part-fund, any schemes that do not meet the new design standards and principles described in the two new documents; or allow any other agency or body to fund such schemes using any of its money. It is therefore proposed that the design standards included in Local Transport Note 1/20: Cycle Infrastructure Design be incorporated into existing highway design principles for the provision of cycling and other highways infrastructure whenever possible.

Funding Opportunities for Investment in Cycling

19. Funding for cycling improvements delivered as part of the integrated transport and capital maintenance programmes (including externally funded schemes) will be determined by members as part of the capital highways programmes reports. There is, however, potential for additional investment in cycling through the following funding sources.

C. Emergency Active Travel Fund

20. In May 2020, Government announced that it is going to make £2bn investment available to improve walking and cycling; and as part of its Covid-19 response, Government announced a £250m Emergency Active Travel Fund (EATF) to deliver quick, emergency interventions to make cycling and walking safer. The aim of Government's EATF is to try and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. In the short-term this will also help avoid overcrowding on public transport as the economy restarts.
21. The EATF funding is going to be released in two tranches. Tranche 1 of the recently announced funding is available for temporary active travel measures and the DfT allocated £263,250 towards the County Council's proposals which were approved at the Council's COVID 19 Resilience, Recovery and Renewal Committee on 16 July 2020.
22. Tranche 2 of the EATF is for both temporary, low-cost schemes, and permanent schemes with a short lead time, so long as they meet the Government's criteria and must be deliverable (or committed) by the end of the 2020/21 financial year. While Nottinghamshire has an indicative allocation of £2.29m of the Tranche 2 funding, the actual sums allocated to authorities are subject to bids to Government which had to be submitted by 7 August 2020. It should be noted that the costs of the proposals included in the bid exceed the Council's indicative allocation.
23. The Tranche 2 bid is for the following permanent schemes, which are still subject to the necessary Committee approval, detailed scheme investigation and design, consultation, safety audit and equality impact assessments:
- A6191 Chesterfield Road North/South, Mansfield – improvements to the existing on-road cycle lane to provide a fully segregated cycle track
 - Beeston cycling improvements – introduction of a point closure to stop through traffic on Dovecote Lane (which links NCN6 to the town centre) to reduce rat-running and provide a quieter route for cyclists and pedestrians; and additional secure cycling hub at the nearby rail station
 - High Pavement, Sutton in Ashfield – conversion of existing traffic lanes and removal of short-stay on-street parking to create a new lightly segregated cycleway (e.g. by using traffic wands); along with improvements to the High Pavement/Station Road/Forest Street junction traffic signals (to provide crossing facilities for cyclists and to improve capacity for other vehicles)
 - Randall Way, Retford – a new fully segregated cycleway adjacent to the existing carriageway between the A638 and the Hallcroft Road
 - Regatta Way, Gamston – upgrade of the existing facilities to create a new fully segregated cycleway connecting the existing cycling network to the proposed new Transforming Cities Funded cycle/pedestrian bridge over the River Trent; as well as to the National Water Sports Centre and country park at Holme Pierrepont
 - Victoria Street/Portland Street, Newark – creation of a new lightly segregated cycleway on Victoria Street/Portland Street following the introduction of a new one-way traffic system on Victoria Street/Portland Street/Albert Street
 - A behaviour change support package specifically targeted along the Tranche 1 and proposed Tranche 2 infrastructure improvements (and the locations/town centres to which these routes provide improved, safer access), including:
 - Bike aid programme, to provide refurbished bikes to NHS staff, key workers, low paid and unemployed county residents to help them access work and training
 - Travel planning delivered through local businesses, schools, health providers and community groups.

24. Should the bid be successful, the County Council has offered match funding of up to 20% of the actual EATF Tranche 2 funding allocation (upto £600,000). It is proposed that this contribution will be allocated from the existing integrated transport sub-block allocations.
25. Whilst recognising what the DfT is trying to achieve and the eligibility criteria for proposals (which all of the above schemes meet), the County Council also raised the issue of support for two other key cycling related improvements in the county within its bid proposals. The County Council is very keen to see the Calverton mineral line re-opened as a multi-user route but note this requires planning for which we cannot guarantee to meet the required delivery timescales for this fund. We have therefore bid to start the process and undertake some bridge works as well as vegetation clearance. A second key scheme relates to a new pedestrian/cycle bridge across the new dualled A46 to link the settlements of Newton and Bingham. This necessary infrastructure is preventing the Newton site from delivering significant vital growth in the county. Highways England have secured some funds (£3m) through their Growth and Housing Fund but this allocation will expire soon unless the remainder can be sourced. These additional bids request an additional allocation of £0.6m to be provided giving real dedicated rural infrastructure for pedestrians and cyclists.

D. Mini-Holland schemes

26. The cycling and walking plan for England 'Gear change: a bold vision for cycling and walking' includes mention of 'Mini-Holland' schemes and the potential funding for such schemes. As part of cycling improvements in London, three outer London boroughs with low levels of cycling were chosen through competition to become a 'Mini-Holland'. This involved intensive, transformational spending on their roads and streetscapes to make them as cycle and pedestrian-friendly as their Dutch equivalents through the installation of segregated cycle lanes on main roads, the introduction of low-traffic neighbourhoods, and the provision of extra space for pedestrians. Government reports that this resulted in significant increases in cycling and walking as well as reduced vacancy rates and increased trade for retailers on the low-traffic shopping streets. Government also reports that congestion did not increase as a result of the schemes because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.
27. Government is looking to replicate this across the country and is intending to choose up to 12 willing non-London local authority areas to benefit from intensive investment in Mini-Holland schemes on the same model. The Plan states that the main focus for these future schemes will be on replacing short car trips; and that they "*must be places where cycling is currently low and where there is serious political commitment to dramatic change – not just for cyclists, but for everyone who lives and works there.*"
28. It is proposed that the County Council makes further inquiries concerning the eligibility and selection criteria to access the Mini-Holland scheme so that members can determine if they wish to pursue the opportunity. Following the outcome of these inquiries, a further report will be presented to Committee to consider a potential bid for such funding if necessary.

E. Transforming Cities Fund

29. Derby and Nottingham City Councils successfully submitted a joint bid for Tranche 2 of the Transforming Cities Fund (TCF). Schemes funded by the Tranche 2 TCF bid are to be delivered between 2020/21 and 2022/23 with the key objectives of:
- Addressing the Derby to Nottingham mobility pressures, particularly for access to employment and skills development

- Maximising the impact of transport investments that accelerate the delivery of new homes and improve access to new and existing jobs
- Encouraging an increase in journeys by low carbon, sustainable travel modes in order to contribute to climate change objectives, tackle air pollution and contribute to improving public health.

30. £24.4m of the £186.35m total Tranche 2 TCF programme value has been secured for investment in segregated cycle lanes and pedestrian priority on Local Cycling and Walking Infrastructure Plan (LCWIP) priority corridors outside of Nottingham city centre (to south/north/east and west of the city centre). As the LCWIP corridors have been developed for the whole of the D2N2 area (see ‘Local Cycling and Walking Infrastructure Plan’ report to be considered as part of this Committee meeting agenda for further details) several of the identified improvements could potentially cross administrative boundaries into Nottinghamshire. The schemes that will potentially be delivered on the County Council’s managed highway are shown in the table below.

Strategic connectivity	Derby-Nottingham-East Midlands Airport	Indicative estimated cost
Nottingham to Derby cycle route (via the A6005 through Beeston and Chilwell)		£2.9m (includes link to Long Eaton)
Nottingham to East Midlands Airport (via the former A453)		£0.92m (includes spur from Kegworth to Sutton Bonington)
Urban Growth Corridors		
Improvement of the existing Netherfield to Nottingham cycle route		£0.215m
New/upgraded River Trent cycle crossing		£7.33m
Improvements to the approaches to new/upgraded crossing		£1m (includes elements in City and County as required)

31. There is currently no County Council funding commitment required for the delivery of the above schemes. The Transforming Cities cycling scheme proposals (along with proposed bus infrastructure improvements) are to be considered at a future Policy Committee meeting. Should Policy Committee approve the proposed cycling improvements the County Council therefore does so without any commitment to financial liabilities for their construction (or for future maintenance of improvements located on land that is not currently adopted highway). If approved, it is anticipated that Via EM Ltd will design and deliver any improvements on the County Council’s highway network if possible.

F. Further scheme/programme development, design and consultation

32. Each of the programmes and schemes detailed in this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes, statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

33. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system).

34. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as new crossing facilities and cycleways.
35. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

Other Options Considered

36. Other options considered are set out within this report, but it is important that members determine the local priorities for future cycling investment so that funding can be secured and used effectively in the delivery of the Council's objectives.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

38. 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

39. The financial implications, including budget allocations, are set out within the report. Should the EATF Tranche 2 bid be successful, the County Council's financial contribution will be allocated from the existing integrated transport sub-block allocations. Funding of future programmes would be considered and approved by Committee as appropriate.

Public Sector Equality Duty implications

40. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.
41. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

42. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All the programmes and measures contained within this report have therefore been developed to address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that, subject to the provisions set out in paragraphs 32 to 35, Committee approves the:

- 1) proposed priorities for future investment in cycling as set out in paragraphs 12 to 13
- 2) incorporation of 'Local Transport Note 1/20: Cycle Infrastructure Design' standards into the County Council's existing highway design principles
- 3) delivery of the proposed EATF Tranche 2 programme (should funding be secured for its delivery)
- 4) further investigation and potential expression of interest in the Mini-Holland programme
- 5) further development work and delivery of the cycling schemes included in the Transforming Cities Fund bid, as detailed in paragraphs 29 to 31, subject to Policy Committee approval on 30 September 2020
- 6) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (EP 21/08/2020)

43. The report falls within the remit of Communities and Place Committee under its terms of reference.

Financial Comments (RWK 24/08/2020)

44. A bid for the proposed EATF Tranche 2 programme has been submitted which includes a number of schemes which exceed the County Council's indicative funding allocation. Should this bid be successful further reports will be brought to committee providing details of the schemes to be undertaken and seeking approval to match funding from the County Council of up to 20%, £600,000, to be met from the existing capital programme allocation for Integrated Transport Measures.

45. The report also outlines a number of schemes that could be undertaken on the County Council's managed highway as part of the Transforming Cities Fund. These schemes will be presented in a report to Policy Committee on 30th September 2020. There is currently no County Council funding commitment required for the delivery of the these schemes.

46. Therefore there are no specific financial implications arising directly from the report.

Background Papers and Published Documents

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

- Government's Cycling and Walking Investment Strategy 2017
- Government's cycling and walking plan for England 'Gear change: a bold vision for cycling and walking' July 2020
- Council Plan 2017-2021 'Your Nottinghamshire Your Future'
- Place Departmental Strategy – January 2018
- The Visitor Economy Strategy for Nottinghamshire County Council 2018-2029
- Joint Health & Wellbeing Strategy for Nottinghamshire
- Nottinghamshire Air Quality Strategy
- Nottinghamshire County Council Environment Strategy & Policy
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2020/21
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Cycling Strategy Delivery Plan 2016
- Local Transport Note 1/20: Cycling Infrastructure Design.

Electoral Division(s) and Member(s) Affected

- All

3 September 2020**Agenda Item: 8****REPORT OF THE CORPORATE DIRECTOR, PLACE****D2N2 LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN****Purpose of the Report**

1. The purpose of this report is to update Committee on the development of, and to seek provisional approval for, the D2N2 Local Cycling & Walking Infrastructure Plan (LCWIP).

Introduction

2. Following the publication of Government's Cycling and Walking Investment Strategy (CWIS) in 2017, the Department for Transport (DfT) encouraged all highway authorities to develop a Local Cycling & Walking Infrastructure Plan (LCWIP). A LCWIP is a document that, based on the evidence available at the time, identifies a prioritised list of cycling and walking improvements for future delivery in the short, medium and long term, up to 15 years.
3. The LCWIP is not a strategy or policy document but is a route selection tools which helps identify locations for potential improvements and demonstrate the need for the proposed measures. The advantage of preparing a LCWIP is that it provides an evidence base that places partners in a strong position to apply for future funding streams. The production of a LCWIP is therefore essential to help secure future external funding sources for walking and cycling improvements (e.g. from Government, the LEP, or as part of new development).
4. In May 2020 the Government announced that it is going to make £2bn available to improve walking and cycling, including £250m as part of its COVID-19 response. The £250m Emergency Active Travel Fund has been released in two tranches and highway authorities have been able to bid for an allocation of this funding (within very short deadlines). The DfT's bidding pro-forma included questions on the role of the LCWIP in identifying the bid proposals.

Policy/Strategy Background

5. The County Council Plan 'Your Nottinghamshire Your Future' sets out an ambitious vision for the future of Nottinghamshire. It details the Council's priorities, aims and objectives which other local strategies, including those related to 'place making' and transport, will aim to deliver.
6. The Nottinghamshire Local Transport Plan (LTP) 2011-2026 sets out the County Council's overarching transport strategy for the county (including those related to cycling and walking) and was approved at the 31 March 2011 County Council meeting. The LTP is supported by a number of more detailed documents setting out how the LTP will be delivered, including the

current LTP Implementation Plan 2018/19-2020/21 detailing the County Council's priorities for its delivery during the current spending review period (which was approved at 17 May 2018 Communities & Place Committee); a Cycling Strategy Delivery Plan (which was approved at the 11 February 2016 Transport and Highways Committee); and the Rights of Way Management Plan 2018-2026 (which was approved at the 14 November 2018 Policy Committee).

7. Given their ability to help deliver corporate objectives, investing in Nottinghamshire's cycling and walking infrastructure to improve our transport networks, therefore form part of the County Council's strategy to help deliver its objectives related to supporting:
 - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
 - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.
8. As cycling and walking helps deliver the above County Council priorities, it plays an integral role not only in transport strategy but in the delivery of several corporate strategies, including:
 - The Visitor Economy Strategy for Nottinghamshire County Council 2018-2029
 - the Joint Health & Wellbeing Strategy for Nottinghamshire
 - Nottinghamshire Air Quality Strategy
 - Nottinghamshire County Council Environment Strategy & Policy, and
 - Local land-use strategies (including district council Local Plans).
9. The County Council's future cycling priorities are to be considered and determined by this Committee as part of this meeting agenda ('Cycling in Nottinghamshire' report). Investment in cycling and walking infrastructure (and/or their promotion) will, however, need to continue to focus on the delivery of the commitments within the County Council Plan and its associated strategies; and primarily on the local objectives related to improving the economy, health and wellbeing, and creating thriving place and communities.
10. All potential future investment will also need to consider:
 - The outputs from route selection tools to demonstrate the need for the proposed measures (e.g. the LCWIP)
 - County Council member local knowledge and wider community support for the proposed measures
 - The feasibility/deliverability of each scheme
 - Value for money assessments, and
 - The funding available for their delivery.

Proposed Local Cycling and Walking Infrastructure Plan

11. Following DfT's announcement that it would like highway authorities to develop LCWIPs, the DfT made funding available to help highway authorities to do so. As, at the time, it was considered that one of the most likely sources of funding for future cycling improvements would be through the Local Enterprise Partnership (LEP), the four D2N2 highway authorities, supported by the LEP, submitted a successful bid to the DfT for technical support to develop a D2N2 areawide LCWIP. The DfT subsequently appointed PJA transport consultants to provide technical support to the four authorities to develop the joint D2N2 LCWIP.

12. In addition to meeting Government's CWIS cycling and walking mode share targets; based on existing corporate strategies and plans, the four authorities identified the following proposed shared strategic objectives for the overall LCWIP (i.e. schemes would be prioritised based on their ability to deliver the following):
- Supporting economic growth
 - Supporting tourism and the visitor economy
 - Addressing transport congestion
 - Addressing climate change and poor air quality
 - Addressing health deprivation.
13. The development of the LCWIP identified several distinct 'near markets' for increased walking and cycling across the D2N2 area:
- The cities of Derby and Nottingham that generate lots of short trips internally and also act as hubs, where walking and cycling forms a component of a longer trip. Walking and cycling are important for their contribution towards managing congestion, air quality and access to employment and education in these areas
 - The larger towns in the former coalfields of north Derbyshire and Nottinghamshire that form part of larger conurbations. These are typically compact urban areas where many destinations for employment, education, retail and leisure are within walking/cycling distance of the main residential areas and nearby smaller towns/villages. Improvements for walking and cycling form an important element of regeneration of public areas, and links between new housing areas and the established networks, as well as for their contribution towards managing congestion, air quality and access to jobs, training and services
 - The smaller market towns and rural areas of Derbyshire and Nottinghamshire that are more sparsely populated. Whilst the towns have similar characteristics to the larger conurbations (with walking and cycling playing the same roles within them) leisure and tourism also plays an increasingly significant role in the local economies and accounts for much of the present and potential walking and cycling activity.
14. The LCWIP is therefore presented as three geographic zones that cross the D2N2 administrative boundaries and reflect their different socio-geographical characteristics and needs. This helps facilitate cross-boundary working (both within the LEP area and into adjacent areas) and ensures that the benefits from more people cycling and walking can be maximised in a way that is appropriate to the differing environments, such as greater prioritisation of leisure and the visitor economy in the rural areas and targeting areas of intensive peak-time travel for work and education in the urban areas. The three proposed zones are:
- Derby and Nottingham urban areas (which includes the two cities and the built-up areas in the counties around and between them)
 - North Urban (which includes the Chesterfield and Mansfield/Ashfield urban areas)
 - Market Towns and Rural Hinterland (which includes the other market towns in Derbyshire and Nottinghamshire as well as parts of Sherwood Forest, the Trent Valley and Peak District national park).
15. Given the geographic scale of the D2N2 area it became apparent that it was too large to consider all potential local cycling improvements within the whole D2N2 area as part of the LCWIP development and therefore only the key strategic corridors were included in the LCWIP route assessment and priorities.
16. To make the case for cycling and walking infrastructure improvements, an understanding of local journey patterns is required to identify where short journeys are taking place, how many people are travelling, and their journey purpose. Analysis of this data can help prioritise places

where the infrastructure improvements could deliver a high return on investment through increased active travel. Understanding the journey purpose also helps when considering the merits of particular routes or design solutions. PJA therefore undertook work to collect, analyse and map data associated with:

- Existing and proposed cycling infrastructure
- Commuting patterns
- Journey time delay (Traffic Master journey time data)
- Health (DCLG Indices of Multiple Deprivation data, health inequality domain)
- Development sites (identified from Local Plans and LEP Economic Plan)
- Tourism sites (that are known to generate significant footfall)
- Air quality (DEFRA modelled data on PM2.5 concentrations, NO2 exceedances and carbon emissions), and
- Locations identified as having the highest potential for to shift to cycling (based on the DfT's 'Propensity to Cycle Tool').

Assessment of cycling priorities

17. Achieving consistent, reliable data sources for some of the above categories is challenging (e.g. all of the proposed route lengths are not the same and there is no standard dataset for footfall at tourism sites). As a consequence, in preparing the plan, it was not possible to compare all the potential schemes across the whole combined D2N2 area. This also means that it has not been possible for each authority to prioritise the routes within their administrative areas based solely on the data, and therefore, local knowledge will need to play a role in the prioritisation of the schemes.
18. Each local authority has therefore prioritised the cycling corridors identified through the development of the LCWIP in their administrative area. These have been prioritised as either 'short', 'medium' or 'long' term; and within Nottinghamshire this has been based on each corridor's ability to deliver the priorities included within current County Council strategies and plans; their ability to deliver joined-up cross-boundary routes; and the likely deliverability timescales of schemes along these corridors (based on the amount of feasibility work undertaken on them to date).
19. A copy of the draft provisional Nottinghamshire priority cycling corridors is attached as appendix 1. It should be noted that at this time they only identify broad corridors that improvements may follow and are not specific schemes. All individual improvements would still be subject to the necessary approvals, feasibility studies, detailed scheme design, consultation, safety audits and equality impact assessments.
 - Within the Derby and Nottingham urban area zone the proposed corridors prioritised for improvements in the short-term are currently:
 - those that, subject to consideration and approval by Policy Committee at its 30 September 2020 meeting, have already secured funding through the Transforming Cities Programme
 - routes to the HS2 Hub in Toton, and
 - routes identified as priorities in the County Council's Visitor Economy Strategy that link the sporting venues to Holme Pierrepont
 - Within the North Urban zone the proposed corridors prioritised for improvements in the short-term are currently:
 - routes identified as priorities in the County Council's Visitor Economy Strategy that form part of the Visit Sleep Cycle Repeat programme
 - routes that link Mansfield to Sutton and Kirkby, and

- routes within Mansfield to help complete the networks developed and partially delivered as part of the LEP funded Mansfield strategic cycle networks
 - within the Market Towns and Rural Hinterland zone the proposed corridors prioritised for improvements in the short-term are currently:
 - routes identified as priorities in the County Council's Visitor Economy Strategy, including a link between Sherwood Forest Visitor and Rufford Country park; links that will help form a circular route within Nottinghamshire; and potentially links that will form a wider Derbyshire/Nottinghamshire circular route
 - routes within Newark to help complete the networks developed and partially delivered as part of the LEP funded Newark strategic cycle networks
 - routes within Worksop.
20. As only the key strategic corridors are considered in the D2N2 LCWIP, further work is underway to identify and prioritise the more 'local' improvements in Nottinghamshire utilising the same principles as the LCWIP (i.e. a more localised LCWIP specifically for Nottinghamshire). It is hoped that this work will also help overcome some of the anomalies identified in the D2N2 LCWIP assessment methodology which will enable a more consistent, transparent evaluation and prioritisation of the potential Nottinghamshire LCWIP routes. This ongoing work may therefore have an impact on the proposed short, medium and long-term priorities included in Appendix 1. It is currently planned that the work to identify and prioritise the local routes will be completed later this year and it is proposed that the outcomes from this work will be subject to consideration and approval at a future Communities & Place Committee.
21. Sustrans has been commissioned by the DfT to provide some feasibility design support for schemes identified in LCWIPs; and have offered this free support to the D2N2 highway authorities. The Sustrans support focuses on feasibility, conceptual designs, and visualisation of selected routes so that this work can be used in the practical development and consultation of improvements.
22. In order to ensure that all four authorities benefit from this offer it is suggested that cross-boundary routes in the south of the county be selected for investigation. It is therefore proposed that Sustrans undertake feasibility and conceptual designs on the following routes identified in the LCWIP (in this priority order):
- i. HS2 access links – a route from Borrowash [NCN6] to A52 Stapleford; as well as a southern link from Stapleford to Toton following the route of Toton sidings
 - ii. Awsworth to Ilkeston via Annesley Viaduct
 - iii. Stanton Works to Stapleford.

Assessment of walking priorities

23. The market towns and local centres have been identified as the main walking trip generators within Nottinghamshire due to the range of jobs, local facilities and services they offer within them. These are consequently the locations where there is the greatest potential to encourage people to make more short trips on foot; and are therefore identified as the core walking zones for further investigation for potential pedestrian improvements. It is proposed that officers undertake assessments of the pedestrian facilities within each of the town/local centres to identify potential future improvements. Such improvements will be prioritised on routes with the greatest footfall (or potential to significantly increase footfall should the improvements be made to them).
24. There is, however, also the need to consider walking infrastructure improvements to help enhance the visitor economy and encourage people to undertake more active leisure interests.

It is proposed that any visitor economy related improvements will be prioritised on improving existing and developing new trails on routes that deliver the priorities set out in the County Council's Visitor Economy Strategy 2018-2029. The routes identified in paragraph 13 above will therefore be developed and designed to make both walking and cycling activities a much stronger visitor experience by:

- improving connectivity between the priority visitor attractions in the county
- delivering a network of well signed trails and circular routes
- working with neighbouring counties to develop tourism opportunities across the D2N2 area.

25. It is proposed that the improvements on the Public Rights of Way network (and off-road multi-user routes within the Council's ownership) will be identified and improved in line with the Council's Rights of Way Management Plan.

Future prioritisation and approvals

26. A copy of the current draft D2N2 LCWIP, which makes clear that it is still subject to consideration and approval by firstly each authorities' local members and then the D2N2 LEP, has been passed to the DfT for review. Once the DfT's comments have been received the LCWIP will be presented to a future Committee for final approval. It is anticipated that the additional work being undertaken by the Council on local route assessment and prioritisation will have been completed by this time and can also be used to help inform members' considerations on infrastructure improvement priorities.

27. Whilst approval of the final D2N2 LCWIP, its priorities and programmes will be made by Committee at a future meeting, approval of the provisional short-term priorities at this time enables further feasibility work to be undertaken. This will help ensure the Council is in a position to bid for future government funding opportunities should the opportunities arise.

28. It should also be noted that the LCWIP is considered to be a 'live' document and therefore will be subject to periodic review allowing members to review and amend the priorities contained within it through the appropriate Committee approvals.

Further scheme/programme development, design and consultation

29. Each of the programmes and schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

30. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system).

31. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to

schemes that fall wholly within the highway boundary such as new crossing facilities and cycleways.

32. The project manager responsible for the delivery of the scheme will ensure that County Councillors are also advised of any proposed consultation prior to it occurring; and will liaise with communications colleagues where appropriate.

Other Options Considered

33. Other options considered are set out within this report, but the proposed LCWIP, alongside ongoing route assessments, will be an important tool in identifying those routes that may offer the best value for money. The LCWIP therefore is an essential document in helping the members determine the local priorities for future walking and cycling investment; and so that funding can be secured and used effectively in the delivery of the Council's objectives.

Reason/s for Recommendation/s

34. The priorities and programmes detailed within this report and its appendices have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. In addition to reflecting corporate priorities, they consider evidence of need (including technical analysis), a balance of member, public and stakeholder requests and priorities, and value for money (including the co-ordination of works).

Statutory and Policy Implications

35. 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

36. The financial implications, including budget allocations, are set out within the report. There are no direct financial implications from the report, but funding of future programmes would be considered and approved by Committee as appropriate.

Public Sector Equality Duty implications

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

38. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

39. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All the programmes and measures contained within this report have therefore been developed to address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that Committee approves the:

- 1) strategic objectives for the overall Local Cycling and Walking Infrastructure Plan as set out in paragraph 12
- 2) provisional short-term priority cycling programmes (subject to the provisions set out in paragraphs 26 to 29; and approval of the Transforming City Fund elements by Policy Committee)
- 3) corridors for further feasibility and conceptual design to be undertaken by Sustrans as detailed in paragraph 22
- 4) walking investment programmes as set out in paragraphs 23 to 25.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (EP 21/08/2020)

40. The report falls within the remit of Communities and Place Committee under its terms of reference.

Financial Comments (RWK 24/08/2020)

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

Background Papers and Published Documents

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

- Government's Cycling and Walking Investment Strategy 2017
- Council Plan 2017-2021 'Your Nottinghamshire Your Future'
- Place Departmental Strategy – January 2018
- The Visitor Economy Strategy for Nottinghamshire County Council 2018-2029
- Joint Health & Wellbeing Strategy for Nottinghamshire
- Nottinghamshire Air Quality Strategy
- Nottinghamshire County Council Environment Strategy & Policy
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26

- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2020/21
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Cycling Strategy Delivery Plan 2016
- Rights of Way Management Plan 2018-2026.

Electoral Division(s) and Member(s) Affected

- All

3 September 2020**Agenda Item: 9****REPORT OF THE CORPORATE DIRECTOR, PLACE****RECOMMENDATIONS ON HIGHWAYS ENVIRONMENTAL MATTERS****Purpose of the Report**

1. The purpose of this report is to update the Communities and Place Committee as to the recommendations of the Communities and Place Review and Development Committee and the corresponding proposals set out in paragraphs 3 to 7.

Information

2. The recommendations set out below were ratified by the Communities and Place Review and Development Committee during its meeting on the 30th of January 2020 and have now been brought to the Communities and Place Committee for consideration.

Frequency of Roadside Grass Cutting

3. The following recommendations relate to roadside grass cutting:
 - The grass cutting frequencies set out in the County Council's Highway Network Management Plan shall remain unchanged.
 - The Committee recognises that the grass cutting frequencies currently set out in the Highway Network Management plan are amongst the least intensive in the region.
 - Officers shall liaise with Nottinghamshire Wildlife Trust to identify verges which would benefit from being cut later in the year.
 - The '*Reduced Grass Cutting Frequency for Rural Roads*' trials which took place in 2017/18 and 2018/19 shall be discontinued, these trials have delivered no appreciable benefits and the best practice guide - *produced by Plantlife* - suggests they may actually be counterproductive. The discontinuation of these trials will result in the verges concerned returning to their original cutting frequency i.e. two cuts per year. The best practice guide recognises that a two-cut management approach can help suppresses coarse grasses which are detrimental to the colonisation of verges by wild flowers.

The Use of Grass Cuttings in Biodigester Plants

4. The Committee recognises that economic and regulatory restrictions make the collection of grass cuttings from road side verges for use in biodigestion plants unviable at present. Officers shall continue to monitor this situation to see how it evolves and attempt to work with other Authorities to overcome these difficulties.

Wild Flowers

5. The following recommendations relate to wildflower planting:
 - The County Council shall seek to increase the extents of its wildflower planting across the highway network,
 - Horticultural advice shall be sought to select the most appropriate species for future planting and the arrangements necessary for the maintenance of wildflower beds.
 - Officers shall seek to engage with communities, Parish Councils, Nottinghamshire Wildlife Trust and Members to seek their preferences about the future locations for wild flower planting.
 - Additional wildflower planting shall be introduced in an incremental fashion, this initiative shall commence in 2021.

Weed Spraying

6. The following recommendations relate to weed spraying:
 - The Committee acknowledges ADEPT's advice that the use of Glyphosate - *according to the manufacturer's instructions* - remains entirely legal and that no realistic or cost-effective alternatives to its use currently exist.
 - Officers in both Via EM Ltd. and the County Council shall continue to review possible alternatives to the use of Glyphosate.
 - Officers in both Via EM Ltd. and the County Council shall review the implications arising from the possible re-licencing of Glyphosate in 2022.
 - Via EM Ltd. and the County Council shall build upon their current contract management arrangements and introduce robust checks to ensure that where glyphosate is used it is done effectively, these checks shall place an emphasis on weed spraying works undertaken by sub-contractors working on behalf of Via EM Ltd.

Tree Maintenance

7. The following recommendations relate to tree maintenance:
 - The County Council shall seek to increase the number of trees on both its highway network and its green estate, options are currently being developed to facilitate this
 - Via EM Ltd. and the County Council shall collaborate with other partners such as District Councils to increase the numbers of trees
 - Officers shall develop a tree planting sponsorship scheme which will be available to members of the public and organisations who express a wish to participate.
 - Via EM Ltd. shall seek to improve the public's perceptions of its arboreal works, this shall include the production of a number of short videos that will be available

on-line. These videos shall explain why it is sometimes unavoidable that trees are removed for the sake of public safety and demonstrate the service's other day to day operations such as pollarding, removing epicormic growth, crown lifting etc.

Corporate Environment Strategy Action Plan

8. Subject to Committee's approval of the recommendations set out above, such proposals will then be put forward for incorporation into the County Council's Corporate Environment Strategy Action Plan along with the timeframes for their implementation and measures to assess whether they have been delivered successfully.
9. **Reason/s for Recommendation/s**
10. The recommendations set out above have been arrived at following due consideration of the available options by the Committee.

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) It is recommended that Committee accept the recommendations contained in paragraphs 3 to 7 above, being the recommendations of the Communities and Place Review and Development Committee and that a further report with detailed specific, costed proposals for the various elements of the report is presented to Committee for consideration during 2020.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Martin Carnaffin – Contract Manager, Tel: 0115 9774229

Constitutional Comments (SJE 05/08/2020)

12. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the planning, management and maintenance of highways, as well as environmental awareness and sustainability, have been delegated.

Financial Comments (SES 19/08/2020)

13. There are no specific financial implications arising directly from this report.
14. A further report with detailed specific, costed proposals for the various elements of the report will be presented to Committee for consideration during 2020.

Background Papers and Published Documents

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

- Nottinghamshire County Council's Highway Network Management Plan
<https://www.nottinghamshire.gov.uk/media/110443/highwaynetworkmanagementplan.pdf>

Electoral Division(s) and Member(s) Affected

- All

3 September 2020

Agenda Item:10

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

NEW RUSHCLIFFE RECYCLING CENTRE

Purpose of the Report

1. To seek approval from Committee for the development of an additional recycling centre in Rushcliffe, and for officers to progress a planning application for the preferred site off Hollygate Lane in Cotgrave.

Information

Background

2. The County Council is committed to delivering an additional recycling centre in Rushcliffe to meet anticipated future housing growth within the borough.
3. The current West Bridgford recycling centre, located on Rugby Road, is at full operating capacity and has a history of experiencing traffic issues due to the site location and lack of capacity for queuing onsite or offsite. This has been highlighted during the Covid-19 pandemic and particularly following reopening of the site in early June, and a trial booking system has recently been implemented at the site to address ongoing road safety concerns.
4. After a review of County Council-owned land, a site located on land we own in Cotgrave, formerly part of the Cotgrave Colliery Tip site but currently used as grazing land, has been identified as potentially suitable for a recycling centre and has therefore been selected as the preferred site. The site would be screened from Hollygate Lane by an existing and substantial hedge.
5. Appendix A shows the location and an indicative layout of the proposed site.

Planning

6. Pre-application advice has been requested from Nottinghamshire County Council's Planning Team with regard to the preferred site. The County Council, as the Waste Planning Authority, will be the determining planning authority.
7. The site is large enough to accommodate the requirements of a new recycling centre and is within convenient distance for the population that would use the service.
8. The delivery of the new facility will require all planning requirements to be met.

Financial implications

9. There is £2.5m allocated in the capital programme to develop and construct a new site.
10. There will also be availability fees due to the site operators (Veolia – the Council’s PFI waste management partner) to operate the facility and a rate per tonne of waste received at the site to pay. It is estimated the opening of a new site would generate an additional 5,000-6,000 tonnes of waste per year. This would result in overall additional annual revenue costs of up to £500,000.

Next steps

11. Veolia, the Council’s PFI waste Contractor, will be commissioned to carry out the design and development of the new recycling centre. They will also commission an ecological survey and a topographical survey (at the very least) in order to inform the planning application.
12. It is anticipated that subject to the requirements of the Waste Planning Authority a full planning application could be submitted later this month with a subsequent application process to the Environment Agency for an Environmental Permit.
13. Subject to receipt of planning permission and the Environmental Permit application construction would be likely to take in the order of 6 months, so a site could be open for late summer 2021.

Other Options Considered

14. Do not provide an additional recycling centre in Rushcliffe.

Reason/s for Recommendation/s

15. The current recycling centre in West Bridgford is struggling to cope with demand due to housing growth, its location and layout and is creating local road safety concerns.
16. Despite extensive site searches undertaken internally, in engagement with Rushcliffe Borough Council, and through an external planning consultant no other suitable sites have been identified.

Statutory and Policy Implications

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

Financial Implications

18. The financial implications are outlined in paragraphs 9 and 10 of this report.

RECOMMENDATION/S

That Committee:

- 1) Approves the development of an additional recycling centre in Rushcliffe.
- 2) Approves officers progressing a planning application for the preferred site off Hollygate Lane in Cotgrave.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Mick Allen, Group Manager, Place Commissioning, Tel: 0115 9774684

Constitutional Comment (EP 30/07/2020)

19. The recommendations fall within the remit of the Communities and Place Committee by virtue of its terms of reference.

Financial Comment (RWK 12/08/2020)

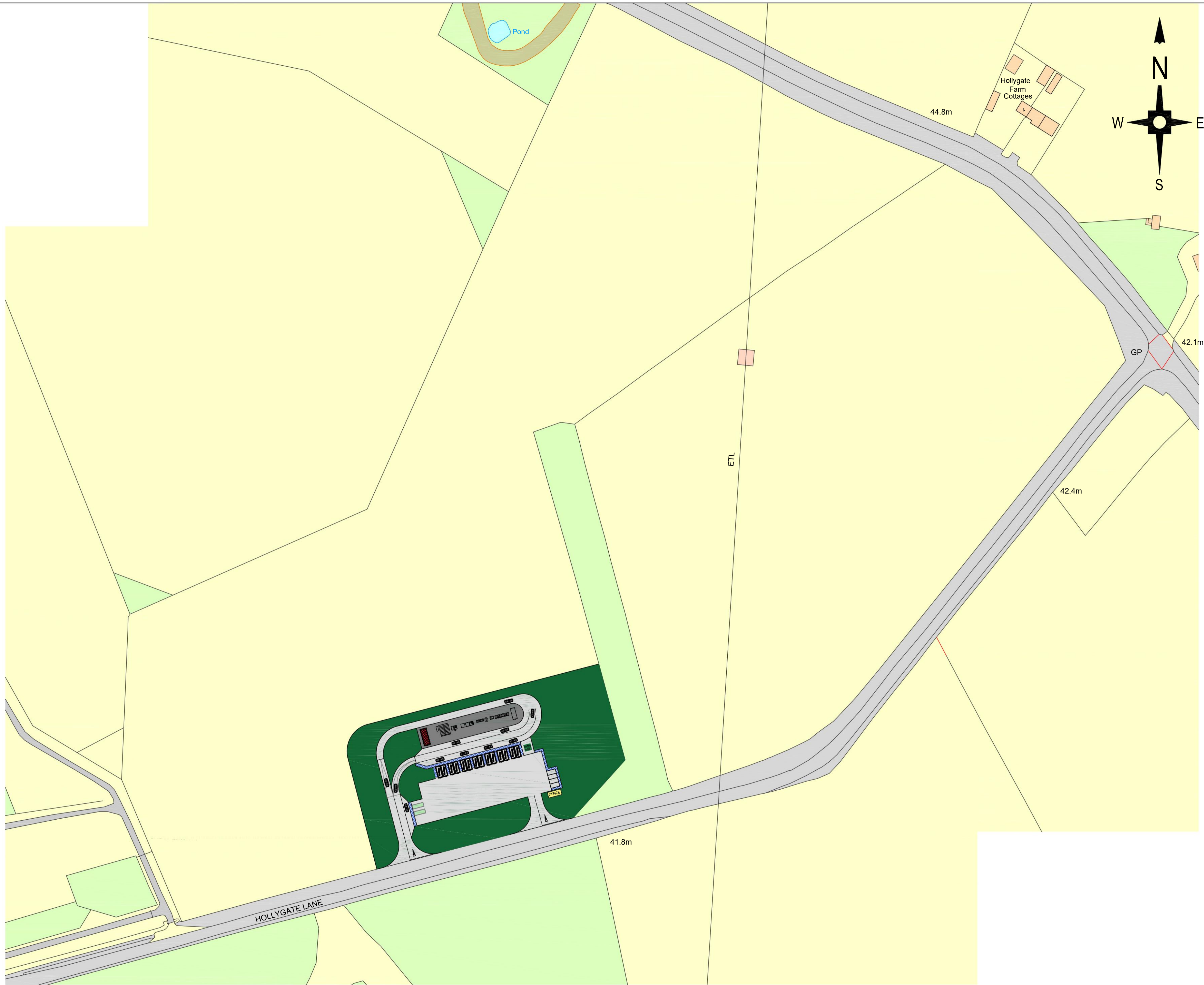
20. The current approved Communities and Place capital programme includes a budget of £2.5 million to fund capital works associated with this report. The additional estimated annual revenue costs of up to £500,000 per annum to meet availability fees will be addressed as part of the development of the 2021/22 budget.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All



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SITE LOCATION PLAN

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Technical Direction,
8th Floor, 210 Pentonville Road, London. N1 9JY
Tel: 0207 812 5185

Project
COTGRAVE HWRC
Indicative layout
for illustrative purposes

Title
HOLLYGATE LANE
COTGRAVE

Drawn	Initials	Date	Scale	Sheet size
RB	RB	17.08.20	1:1000@A1	A1

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3 September 2020**REPORT OF THE SERVICE DIRECTOR, PLACE & COMMUNITIES****FLOOD RISK MANAGEMENT UPDATE****Purpose of the Report**

1. To provide an update for Members on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010.
2. To provide an update on current major flood investigations and progress on major flood protection schemes.
3. Provide an update on the County Council's Flood Risk Management Action Plan.

Information

4. Following severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010). Currently 78,700 properties are estimated as being at risk of flooding across the County.
5. Since 2010 the Council has been a Lead Local Flood Authority (LLFA) having powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. Partnership work is overseen by a joint Strategic Flood Risk Management Board with Nottingham City Council that meets every six months.
6. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

Lead Local Flood Authority General Update

7. As a Lead Local Flood Authority, the County Council is delivering all its statutory duties and obligations under the Flood and Water Management Act 2010 which include:
- Developing, maintaining, applying and monitoring of our Flood Risk Management Strategy and action plan for local flood risk covering Nottinghamshire which was published in January 2016. This suite of documents supports our Preliminary Flood Risk Assessment which was published in 2011 and updated in 2017. A Preliminary Flood Risk Assessment is an assessment of floods that have taken place previously that could take place in the future. It considers flooding from surface water runoff, groundwater and ordinary watercourses. This document is reviewed and approved at a National level.
 - Co-ordinating activity with other local bodies and communities through public consultation, scrutiny and delivery planning.
 - Carrying out physical works to manage local flood risks in Nottinghamshire.
 - Maintaining a register of assets – these are physical features that have a significant effect on flood risk across the county. Currently our register holds around 2000 records relating to bridges, culverts, historic structures, retaining walls and other drainage structures. This information is publically available on the County Council's flood risk web pages.
 - Investigating significant local flooding incidents and publishing the results of such investigations in a Section 19 report. Significant for NCC equates to 5 or more properties suffering internal flooding in any one catchment. To date we have produced and published 34 bespoke reports and are currently working on reports for Ruddington and Beeston.
 - Using the powers under the Land Drainage Act 1991 to regulate our 1600 miles of ordinary watercourses (outside of internal drainage districts) to maintain a proper flow. By means of issuing Consents for altering, removing or replacing certain structures or features on ordinary watercourses; and enforcing obligations to maintain flow in a watercourse and repair watercourses, bridges and other structures in a watercourse. During the last four years over 350 applications have been considered for consenting works on an ordinary watercourse. Our processes have recently been updated and streamlined to be more efficient and cost effective. Online applications and payment systems are now available to applicants and a fast track service and compliance checking charges for the larger developments are set to be implemented.
 - Undertaking a statutory consultee role providing technical advice and comment on surface water drainage to local planning authorities on major and sensitive developments. Over 3530 planning application have been received since April 2015, 2548 of those have been responded to with bespoke responses. Last year the service responded to 98% of applications in the required 21 days and in the last 6 months 13,206 homes have been looked at as part of our planning responses. The County Council is committed to ensuring new developments adopt sustainable approaches to surface water management. To this end, the flood risk team are integrating local flood risk management into the planning process and supporting sustainable growth at

every opportunity. We encourage and promote the use of Sustainable Drainage Systems (SuDS) in all new developments.

- Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies.
- Playing a lead role with emergency planning and with recovery after a flood event. Local authorities are 'category one responders' under the Civil Contingencies Act and must have plans to respond to emergencies, and control or reduce the impact of an emergency.
- Utilising the power to designate specific features as flood risk management assets, which give a degree of protection from damage and removal.
- Managing flood risk from surface runoff, ordinary watercourses and groundwater. Over 1200 localised reports of flooding have been investigated in the last eighteen months. The service has developed a robust approach to the prioritisation of schemes to manage flood risk. We have identified areas at greatest risk from local flood sources and make the best use of available information to develop, resource and prioritise.
- In the last five years 943 properties have been internally flooded in the county.

Year	Internals	Business	Residential
2015	2	2	0
2016	53	0	53
2017	0	0	0
2018	87	0	87
2019	550	163	387
2020	251	55	196
Totals	943	220	723

Resilience Update

8. As a Lead Local Flood Authority, we are committed to reducing the risk of flooding across the County. The Flood Risk Management team provides a service for all residents within the County, both domestic and commercial, with an aim to educate, support, influence and empower. We look to support communities through flood resilience intelligence that is site specific and bespoke, assisting communities to understand how to proactively manage flood risk and resilience measures.
9. We work with communities to enable them to become more resilient to flooding and to understand their land drainage responsibilities, with the ambition to enable some 199 communities to 'Prepare not Repair' and engage with decision making across the 10 Risk Management Authorities. Utilising knowledge sharing, community participation, actions and leadership to reduce economic impacts of flooding and protect our customers quality of life.

We currently have active working relationships with Clarbrough, Bleasby, Kimberley, Normanton on Soar, Gotham, Tollerton, Thurgaton, Southwell and Lowdham and will continue to expand this initiative across the county. The progression of flood risk management technology including the MyNotts Application and improvements to our online resources will assist with this ambition.

10. In the March Budget 2020 the Chancellor announced that the flood and coastal erosion risk management funding was to be doubled to £5.2bn over the next 6 years, from the 1st April 2021. The HM Treasury have announced that £140m of the £5.2bn will be made available to be spent this financial year 20/21 to accelerate schemes and maximise the number of properties that can be better protected. NCC have made 8 successful bids for schemes to be included for delivery this financial year, (see paragraph 16 below).

Update on Flood Investigations and Schemes and Section 19 Investigations

11. The current flood risk investment programme is facilitating the delivery of 5 significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are in being considered for feasibility and design. (Appendix A), This year Flood Risk Management has secured external funding of over £665k towards flood alleviation schemes, which complements the £900k brought in last year. We will continue as ever to seek external funding opportunities wherever possible.

12. In July DEFRA announced that they will cover any costs associated with Flood Defense Grant in Aid funded scheme delays caused by the Covid 19 restriction that result in an exceedance of approved funding. We are currently evaluating our position on Southwell and Hucknall Titchfield Park Flood Alleviation Schemes and will make claims if applicable.

13. In the last 8 months the County has been subjected to three significant flooding events: November 2019, February 2020 and June 2020. A total of 801 properties are recorded as having suffered internal flooding across almost 80 communities and our estimates suggest some 180,000 people across the County will have been impacted by these events in one way or another.

14. These events have triggered 23 Section 19 investigation reports for Beeston, Bingham, Cotgrave, Cropwell Butler, East Markham, Egmont, Gotham Jacksdale, Lowdham, Radcliffe on Trent, Retford, Rhodesia, Ruddington, Shireoaks, Sutton Bonington, Tollerton, Trowell, Woodborough and Worksop. All Section 19 reports have been reported to previous Communities and Place Committee except for Beeston and Ruddington which are being presented in October.

15. Between the 14th and 17th June the Met office issued yellow weather warnings for Nottinghamshire. Torrential downpours ensued which resulted in localised flooding in Ruddington, Kirkby in Ashfield, Worksop, East Markham and across Broxtowe with 30mm of rain landing in less than an hour on the 17th. Most of the internal flooding to residential and business premises was caused by the pluvial flash flood, no reports of river flooding were received. A significant issue which made the difference between properties being flooded or not especially in Ruddington was bow-waves caused by traffic driving quickly through flood waters. NCC responded immediately with the reactivation of the Disaster Recovery Grant

payment scheme of £300 per business and £120 per residential property. The current status in terms of properties confirmed as internally flooding is:

▪ Broxtowe	-	34 Businesses 56 Residential
▪ Ruddington	-	21 Businesses
▪ East Markham	-	1 Residential
▪ Kirkby in Ashfield	-	3 Residential
▪ Worksop	-	3 Residential

16. The Flood Risk Management team have recently been successful in securing a total of £595k DEFRA funding to complete hydraulic studies on a number of catchments across the County. These studies will cover West Bridgford (£200k), Mansfield (£100k), Bleasby (£25k), Rhodesia (£20k), Claborough (£45k), Shireoaks (£25k), Retford (£150k) and Gotham (£30k) and are all programmed to be completed by 31 March 2021. The funding for Retford and Gotham catchments also includes an allowance to create improvements to local watercourses including the use of natural flood management techniques. It is hoped that the outputs from these studies will identify areas for potential further flood mitigation investment. Our approach to delivering these studies and improvements will see us liaise with all other relevant Risk Management Authorities and communities where applicable. It is hoped that the outputs from these studies will identify areas for potential further flood mitigation investment.

17. The additional funding secured through DEFRA for the emerging flood risk schemes across the County is valuable. However, there is an understanding that looking wider for funding opportunities and forging new relationships will go some way to supporting the ambitions of the authority moving forward. Initiating conversations and working with businesses to secure resources through initiatives such as Corporate Social Responsibility (CSR) days, team building days to securing partnership funding for Capital schemes is being investigated.

18. **Southwell** - NCC successfully negotiated the rigorous Environment Agency approval process and in February 2018 secured a total of £4.4 million for the engineering scheme and £350k of Local Levy funding for the Natural Flood Management scheme. Nottinghamshire County Council as the Lead Local Flood Authority are responsible for the overall delivery of all elements of the Southwell Flood Alleviation project. The project management is overseen by a Project Board, made up of the key partners and chaired by Derek Higon, Service Director for Place and Communities and Gary Wood, Group Manager for Highways and Transport.

Project Board key partners are:

- Nottinghamshire County Council – Project Lead
- Via East Midlands Ltd. – Design and Construction of engineering schemes
- Southwell Flood Forum – Community Representatives
- Trent Valley Internal Drainage Board – Watercourse Management
- Southwell Town Council – Community Representatives
- Newark and Sherwood District Council – District Representatives

- Trent Rivers Trust – Natural Flood Management delivery
- Environment Agency – Lead Funding Partners
- Severn Trent Water – Utility Company

19. The flood defence proposals have two key elements: physical engineering solutions being designed and delivered by Via and Property Flood Resilience measures being designed and delivered by Whitehouse Construction Ltd.

Development of detailed design for the physical engineering proposals is progressing well with Via East Midlands Ltd. Construction commenced in Autumn 19 with completion by the end of June 2021. Whilst every effort has been made to continue with the project during the Covid 19 situation it has resulted in a predicted 3 month extension to project completion.

20. The Property Resilience works are being delivered by Whitehouse Construction, following a competitive tendering process. At the time of writing (July 20) protection measures had been installed to over 100 properties. We will be continually reviewing which properties are protected by each element of the project as the designs develop. We are also looking at ways of providing protection to a number of Listed Buildings in the catchment and are liaising with the Conservation Team at Newark and Sherwood District Council in order to agree the proposals.

21. The Natural Flood Management proposals within the catchment are now all complete and an end of project Community based presentation was delivered by Trent Rivers Trust earlier this year. The event, held at Southwell Library, drew an audience of some 30 residents and generated some lively and positive discussions.

22. The Trent Rivers Trust presented a summary of the project at the Westminster Insight “Developing the UK’s Flood Resilience Forum” on 5 December 2019.

23. Part of the wider catchment flood mitigation proposals includes a project to retrofit sustainable urban drainage features at Lowes Wong School. This work was substantially completed late November 2019 and has been designed and delivered using Via East Midlands Ltd. The project was joint funded by NCC Property Team and has a total value of £550k. Bad weather towards the end of 2019 prevented final completion of the project which was further complicated by both the weather and Covid 19 this year. However, the project team of Via and their contractors worked closely with the School management team to complete any works necessary and ensure they could open their doors as safely as possible once the restrictions on Schools were relaxed. During the storm events of November, February and June there was no internal flooding reported in Southwell.

24. The funding package was supported with further additional partnership contributions including £600k investment from the County Council, £220k from Newark and Sherwood District Council, £120K Southwell Town Council, £25k Southwell Flood Forum, an additional £300k Local Levy for the flood mitigation scheme and £233k Renew and Repair grant community contributions from a central government fund.

25. **Egmanton** – The first part of this scheme concerning the village centre was completed in 2017 and the final element that consists of an above ground storage area was completed in August. The project is being led by the Trent Valley Internal Drainage Board and The County Council is supporting this work.

26. **Hucknall Titchfield Park Brook Scheme** - A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £912k of Flood Defence Grant in Aid and Local Levy funding for delivery in 20/21 with support from NCC capital. The business case was approved in August 2019 and is progressing through detailed design stages. The project has three discreet elements and will be delivered utilising expertise available from Ashfield District Council (as landowners of Titchfield Park) and Via East Midlands Ltd. Property Flood Resilience measures will be delivered using the Environment Agency's National Framework. Project completion is expected March 2021.
27. **Hucknall Thoresby Dale** – In February this year Thoresby Dale in Hucknall experienced significant flooding of the public highway. A joint response by Severn Trent Water, NCC and Via identified the cause of the flooding to be a significant blockage of the flood alleviation system downstream of Thoresby Dale. Once the blockage had been removed the system operated as designed. Whilst the flooding to the highway was significant there was no internal flooding. It should be noted that there has been no reported flooding since completion of the Flood Alleviation project other than this occasion. Via are currently looking at ways of reducing the risk and consequences of future blockage related issues.
28. **Lowdham** - The Environment Agency are continuing to develop the outline business case for a flood alleviation scheme to protect Lowdham with a view to submitting their business case in August 2020. Officers from the Flood Risk Management Team are liaising with the Project Team at the Environment Agency and the Lowdham Flood Action Group to help support progress of both the project a community resilience where necessary. In July DEFRA announced an additional £5m contribution to this project to help secure its deliverability. Working in Partnership with Severn Trent Water we have helped deliver improvements to the management of surface water on the Southwell Road that will reduce the risk of flooding to a number of homes. These improvements were delivered by Severn Trent Water on our behalf whilst they were on site working on their sewerage system. Further improvements are planned within the Old Tannery Drive estate and these will be completed once Covid 19 restrictions allow. This piece of work involves working in private gardens and as such it is harder to comply with working restrictions at the moment. These improvements are being funded by NCC Capital and a contribution from Via.
29. **Thurgarton** - The IDB are continuing to pursue cost effective options for the catchment prior to seeking funding.
30. **Retford** - The County Council have employed the Trent Rivers Trust to survey and implement a Natural Flood Management Project in Retford. We are also working with the Isle of Axholme Internal Drainage Board to identify possible watercourse improvements. It is hoped that these measures will compliment the engineered flood mitigation scheme managed by the Environment Agency. These proposals will be funded by a successful bid to DEFRA via the SR20 programme for £150k. We will continue to work closely with the Environment Agency and the Internal Drainage Board to ensure maximum benefit is achieved.
31. **Worksop** - following the major flood event in November 2019, the County Council are committed to working with the Environment Agency, Bassetlaw District Council and the Canal and Rivers Trust to investigate the incident and work towards mitigating against the risk of repeat flood events. A multiagency meeting held on the 8th of July agreed a number of actions and discussed partner responsibilities. A public facing summary document has been produced and public drop-in session will be held later in the year to update those impacted

by the flooding in November. Investigation updates will be shared as part of our commitment to working with the community of Worksop and to assist them in becoming self-resilient to the risk of flooding in the future.

32. **Gunthorpe** - The County Council is working with the Environment Agency (who have the lead role) to develop proposals to protect the village from flooding. Once a technical report into the options is available, we will have more of a part to play in reviewing any proposals.
33. **Calverton** - The early partnership working between NCC and Severn Trent Water in this catchment has led to the utility company securing significant investment to deliver a capital improvement project in the catchment. The project is currently in detailed feasibility stage and once options are identified we will work together to identify ways of delivering mutually beneficial outputs in the catchment. The project has a programmed delivery date of 21/22 in Severn Trent Water's Investment programme however this is dependent on the outcome of feasibility / design. Once a preferred option has been agreed arrangements will be made to share these with the wider community.
34. **Arnold** - Nottinghamshire County Council have completed the Section 19 report into the devastating flooding that happened in June 2019. We are continuing to work closely with residents and our partners Severn Trent Water and Gedling Borough Council to clarify responsibilities and identify potential measures to reduce and mitigate the risk of flooding events in the future. Due to its history of flooding this area has been included as part of the Upper Daybrook Catchment Study detailed further in paragraph 26.
35. **Daybrook Upper Catchment Study** - In order to understand the complex interaction between surface water assets in the upper Daybrook (Arnold) catchment NCC secured £99k of Local Levy to carry out a detailed study. The study has been carried out by Severn Trent Water and their specialist contractors and the final report was completed in July. The report provides a detailed insight into the catchment and identifies a number of areas that warrant further discussions between the key partners regarding future improvements and investment into flood alleviation measures. A key output of these discussions will be to agree the lead partner for each of the areas to ensure clarity and consistency of approach. These discussions will be scheduled later this year and key updates will be provided as necessary.
36. **Newthorpe** - Severn Trent Water have taken over as lead authority and are carrying out detailed feasibility on the catchment. NCC have contributed to the feasibility study to allow a cohesive study into all sources of flood risk in the area. Preferred option will be progressed through Severn Trent Waters investment process with financial support from NCC Capital and a Section 106 contribution.
37. **Girton** - The County Council has worked with the Environment Agency to explore the possibility of developing a deliverable scheme to protect this village which suffers from main river flooding. A significant funding shortfall is being explored and will need to be overcome before a scheme is progressed.
38. **Sutton on Trent** - Following severe flooding in 2018 NCC worked closely with Trent Valley Internal Drainage Board to understand the causes of the flooding and ways to reduce the risk of future occurrences. The Internal Drainage Board are lead for the project and are currently looking at economically viable options for reducing flood risk in the catchment. A report on their proposals is expected late 2020.

39. **Normanton on Soar** – A scheme to help resolve surface water and highway flooding in Normanton is due for completion later this year. This scheme has necessitated a pragmatic approach to problem solving from all parties affected including Highways, Severn Trent Water, Normanton on Soar Parish Council, the Environment Agency and NCC Flood Risk Management and will see benefits delivered to all involved.
40. **Willoughby on the Wolds** - NCC are working closely with Severn Trent Water to identify both short- and long-term solutions to prevent localised flooding and pollution of a watercourse. NCC have been working with residents to clear the watercourse of silt and debris, whilst Severn Trent Water continue to investigate the operation of their drainage network. Severn Trent Water are liaising with the Parish directly and NCC will retain an overview of the situation.
41. **Clarborough** - The County Council have employed the Trent Rivers Trust to work with land owners in Clarborough to install Natural Flood Management measures which will store water during heavy rain. Alongside the NFM work we are currently appraising a shortlist of options for an engineered flood mitigation scheme for Clarborough. The feasibility on these options was carried out by Bassetlaw District Council and JBA consulting. We will continue to update the Parish Council on developments and assist the community in becoming self-resilient to the risk of flooding in the future. This project is part of the accelerated programme funded by DEFRA.
42. **Gotham** - Section 19 reports have been published for both significant flood events suffered by the residents of Gotham in November 2019 and February 2020. Driven by the severity of those events and similar events historically, the County Council have employed the Trent Rivers Trust to survey and implement Natural Flood Management measures to store water on the land surrounding Gotham hopefully lessening potential future flood impacts. Also, considerable work has been undertaken by the County Council, Severn Trent Water, local organisations and the Parish Council to repair and improve the condition of the existing drainage system. This work has been extensive but important, a fully operational drainage system should reduce the risk of future flooding. We will continue to update the Parish Council on developments and assist the community in becoming self-resilient to the risk of flooding in the future. This project is part of the accelerated programme funded by DEFRA.
43. **West Bridgford** – Following the significant rain storms last August which caused some severe surface water flooding across the catchment, Via East Midlands Ltd, Rushcliffe Borough Council, Severn Trent Water, Emergency Planning and the Flood Risk Management team are working together to investigate and address a number of concerns on the network. This project is part of the accelerated programme funded by DEFRA.
44. **Tollerton**- Following the devastation of the flooding events in November 2019 and February 2020 we have completed detailed investigations into surface water drainage assets on Tollerton Lane and Cotgrave Lane and are pursuing a number of improvements in these areas. The improvements include works to the highway drainage system and riparian owned watercourses and culverts. We are liaising with Via and relevant land owners with a view to ensuring surface water in the area is managed as effectively as possible and to reduce the

likelihood of future flooding events. We also continue to liaise with affected residents where possible to ensure they are kept informed.

45. **Ompton-** Contractors have successfully undertaken investigations on Flash Lane and Ollerton Road, cleansing both riparian and highway drainage systems. We have written to land owners in the catchment reminding them of their Riparian maintenance responsibilities and will continue to liaise with the community as necessary.
46. **Radcliffe on Trent** - Following repeated flooding in several areas of Radcliffe on Trent we commissioned investigations into the surface water drainage systems on Nottingham Road (vicinity of St Lawrence Bvd.) and Main Road / The Green. These investigations allowed us to clean systems as necessary and have identified a number of issues that warrant further works / investigations. We are pursuing rectification of these issues with the relevant parties to ensure existing systems operate as effectively as possible. We have also worked with riparian owners who have carried out significant maintenance works to a length of the Sykes Drain (main watercourse in the Clumber Drive / Queens Road area) adjacent to Addington Court. We continue to pursue further improvements in the area and are liaising with riparian owners as required to remind them of their maintenance responsibilities.

Local Levy 2020/2021 Update

47. Central Government is currently investing £2.6bn nationally in a six-year Flood and Coastal Erosion Risk Management programme, of which approximately £170m will be spent in the Trent RFCC region. The local levy is vital in supporting this programme of schemes and studies and directly helps reduce flood and coastal risk to communities. It helps to ensure we maximise the use of central Government funds, and also fund locally important schemes where helping our communities, including local businesses. In many cases the use of local levy has enabled schemes to progress sooner and attract a significant amount of additional national funding, further increasing our capability to address areas of flooding.
48. Since 2014 Nottinghamshire have been very successful in bidding into the Levy securing approximately 2.5 million for flood risk schemes in the county, to work with communities to reduce flood risk.

Digital Media

49. As a Lead Local Flood Authority, we are committed to ensuring all residents, users and interested bodies can access a wealth of information in order to better understand the risk of flooding within Nottinghamshire. Our action plan identifies a need to increase the public knowledge on the risks of flooding as well as providing guidance, support and greater knowledge to those at risk and those of who have already suffered flooding. We are currently working with our key business partners within Nottinghamshire County Council to better understand how to update and present our information in a clear and succinct manner in order to better disseminate that information to our key users. We are working with other teams within the authority to ensure a level of continuity to the advice provided to the users and are exploring the use of the MyNotts app.

Charging for Services

50. Following the Highways and Transport Services Charging for Services Report that went through Communities and Place Committee on the 5th March 2020 the Flood Risk Management Team have put together a new process in order to generate additional income through the Land Drainage Consent programme. A suite of documents, guidance and forms have been created and are ready to be implemented for full time use within our process. We are currently working with our key business partners to upload and update our information online to ensure all users of this service are aware of the changes. A new guidance document has been prepared and has been considered by NCC legal to ensure the content is appropriate for use within the Council. The team will now start using this approach for Land Drainage Consents moving forward. These changes are in line with other Lead Local Flood Authorities across the country. By creating these new measures, it will allow for closer scrutiny of new developments and assist in reducing flood risk across the county.

Telemetry

51. Planning and preparing for flooding as a community can reduce the impact it has, knowing when to act. Flood telemetry systems monitor watercourses and keep track of water levels, they provide data that indicates when flooding may occur. Based in and around local watercourses telemetry technology can give you enough time to prepare for flooding and take action. A combination of telemetry and camera monitored sites across the County in key high-risk locations are proposed as part of a telemetry pilot scheme. This scheme will assist in the managing and analysing Risk Management Authorities responses to flooding and help inform how to better manage these high-risk locations. Across Nottinghamshire County there are large number of critical drainage assets including: trash screens, culverts, weirs, grills and other structures that function to collect debris, manage flows and prevent blockages of our watercourses. These key high-risk locations form part of our current asset inspection programme. Due to the COVID-19 restrictions, non-essential businesses ceased trading, as such undertaking further research and information gathering during this time was not possible. It is intended to secure and trial this technology in the very near future.

Drones

52. Discussions have taken place within the Place Department to explore potential applications for drone technologies. Initial internal research for the potential uses of drone technologies within the Authority appears to be significant. Investigations concerning applications have concluded with a view to purchasing the appropriate technology shortly. COVID-19 restrictions have delayed this project as it was not possible to negotiate with suppliers, however as soon as we are able to liaise with them we will move this project forward.

Property Flood Resilience Programme

53. Following the significant flood events in November 2019 and February 2020, the County Council identified the need to implement Property Flood Resilience measures (PFR) to properties in areas vulnerable to flooding but not covered by Central Governments Flood Protection Grants. At Full Council on the 27th February 2020 it was proposed that funding in the region of £2m be set aside to be put towards flood prevention schemes in Nottinghamshire, with the ambition that this funding be matched by partners including the Environment Agency. It is proposed that a request for this funding will go to Finance and Major Contracts Management Committee in the near future.

54. In order to help accelerate the provision of flood defences to flood victims a PFR prioritisation tool has been developed to ensure those areas in need are effectively and justifiably targeted. These reliance measures are for those most susceptible to flooding and look to reduce the likelihood of water entering properties at ground level. An initial list of 10 areas have been generated to carry out scoping exercises. The work would be delivered by Whitehouse Construction Ltd. who have been procured by NCC through the Environment Agencies PFR framework.

Flood Risk Management Capital Programme - Appendix A

55. In addition to the funding and external investments drawn into the county via the Local Levy, Flood in Grant Aid, DEFRA, District and Borough Councils and various other successful partnership funding initiatives the County Council supports the Flood Risk Management capital programme with an allocation of £600k per year. Appendix A shows the current capital delivery programme contributions supported by the levels of external investment attracted. Confidence in NCC's ability to deliver is evidenced by the level of match funding being secured across the current 6 year programme.

Flood Risk Management Action Plan – Appendix B

56. The County Council have reviewed the Local Flood Risk Management Strategy Action Plan. The document sets out the Statutory Duties of the team, ambitions and flood risk capital schemes. The document guides our flood risk activity in Nottinghamshire over a 6-year period. It also highlights wider ambitions including the use of technology to further improve the understanding of flood risk, how to make space for water in Nottinghamshire and improving the biodiversity of the County. Key internal and external partners have been consulted and feedback has been incorporated to improve the plan. Key objectives of the plan are better management of flood risk across the county, increased levels of awareness of risk within local communities, maximising available resources, improved partnership working and being ambitious for the future in exploring new opportunities and better use of technology. The detailed action plan will be formally reviewed again in 2022.

Scheme Delivery Partners

57. NCC are actively engaged with a number of key partners to enable better scheme delivery and communication across the county. Flood Risk Management works in collaboration with multiple partners and consults with these agencies to assist in the development of pipeline schemes, new initiatives and improvements to processes. We have an influence on regional (Catchment wide) and national policy through being part of the networks below:

- The Environment Agency
- City, Town, District and Parish Councils and Meetings
- Local Flood Forums
- Local Residents and Businesses
- Severn Trent Water
- Trent Valley Internal Drainage Board
- Trent Regional Flood and Coastal Committee

- Association of Drainage Authorities
- Trent Rivers Trust
- National Flood Forum
- Nottingham Trent University
- Via East Midlands Ltd.
- HS2
- Department for Food and Rural Affairs
- Association of Directors of Environment, Economy, Planning and Transport
- Midland Service Improvement Group
- Specialist Service Providers

Summary

58. We have witnessed and have experience of how flooding devastates communities. The most vulnerable in the community will be our priority. NCC will continue to work closely with partners and communities to identify ways of proactively reducing the risk, likelihood and consequences of future flooding events. We will develop scheme options and ensure our communication gives cohesive and clear messages to all. Flood Risk Management recognises the importance of partnership working and we will continue to take an active role in developing local flood risk management partnerships and seek to collaborate with local stakeholders to achieve common goals. We continue to look for opportunities to maximise the efficiencies of the delivery of our service and draw in additional contributions to enhance our offer. We will strive to increase levels of awareness within local organisations and communities, so they can become more resilient to flooding and understand their land drainage responsibilities.

Other Options Considered

59. To do minimum works which would leave communities at a significant risk of future flooding.

Reason/s for Recommendation/s

60. The recommendations are designed to ensure the most effective and efficient route towards the management of surface water flood risk across the County.

Statutory and Policy Implications

61. 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 duties to manage and co-ordinate local flood risk management activities.

62. 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

63. The cost of these schemes will be measures and indicatives contained within existing budgets and externally secured funds.

Implications for Sustainability and the Environment

64. It is anticipated that the recommendations will ultimately result in delivery of a sustainable projects that reduce flood risk across the county whilst also reducing the negative impacts the flooding has on the environment, the economy and our communities.

RECOMMENDATIONS

- 1) That Members consider whether there are any actions they require in relation to the report.
- 1) The Committee endorses the work outlined in the report.
- 2) Members approve the publishing of the updated Flood Risk Management Action Plan.
- 3) Committee encourages all agencies involved to seek and implement suitable measures to alleviate flooding in Nottinghamshire as soon as reasonably possible.
- 4) That Members approve a request for funding in relation to the £1m Property Flood Resilience scheme outlined in paragraph 53 be taken to Finance and Major Contracts Management Committee.

Adrian Smith
Corporate Director, Place

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Constitutional Comments (SJE 23/07/2020)

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

Financial Comments (GB 20/08/2020)

66. The 2020/21 approved Communities and Place capital programme includes £3.1m of funding to carry out the works identified in this report. Should the Authority secure any further external funding there will be a requirement to vary the capital programme accordingly through the usual processes.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

Appendix A

Ongoing Capital Schemes 2020 - 2021

Lead RMA	District	Location	Details	Properties protected	Project costs	Agreed NCC contribution	Other funders	Status
TVIDB	Newark & Sherwood	Egmanton	Phase 2 above ground storage.	45	£135k	£40k	TVIDB Local Levy	Committed
NCC	Newark & Sherwood	Southwell	Scheme to manage surface water flooding across the catchment.	314	£4.368m	£600k	Grant in Aid Local Flood Forum NSDC Town Council Local Levy	Committed
NCC	Ashfield	Hucknall (Titchfield Park Brook)	Scheme to manage flooding from Titchfield Park Brook and surface water.	86	£985k	£73k	Grant in Aid Local Levy ADC	Committed
STW	Newark & Sherwood	Lowdham	Surface water and highway drainage improvements to protect at risk residents from flooding.	17	£2.4m	£140k	STW Via East Midlands Ltd.	Committed

Table 2 Future Schemes 2021 - 2027

Lead RMA	District	Location	Details	Properties protected	Project costs	Potential NCC contribution	Other potential funders*	Status
EA	Newark & Sherwood	Lowdham	Scheme to manage flooding from the Cocker Beck and surface water.	286	£8m	£500k	Grant in Aid Local Levy NSDC DEFRA	Design
EA	Newark & Sherwood	Gunthorpe	Scheme to reduce flood risk from the River Trent/ tributaries.	82	£1.2m	£240k	Grant in Aid Local Levy	Feasibility
EA	Broxtowe	Boundary Brook	Scheme to manage flooding from the Boundary Brook and a tributary.	340	£1.4m	£275k	Grant in Aid Parish Local Levy	Feasibility

Lead RMA	District	Location	Details	Properties protected	Project costs	Potential NCC contribution	Other potential funders*	Status
EA	Bassetlaw	Isle of Axholme Catchment Strategy (Idle)	Strategy to identify opportunities to reduce flood risk by taking a catchment-based approach.	28,000	£150k	£10k	Local Levy	Feasibility
EA	Ashfield, Gedling and Newark & Sherwood	East Nottinghamshire Tributaries Catchment Strategy	Strategy to identify opportunities to reduce flood risk by taking a catchment-based approach.	3,000	£100k	£10k	Local Levy	Feasibility
EA	Bassetlaw	Retford	Scheme to reduce flood risk from the Retford Beck at Grove Lane and Blackstope Lane.	111	£1m	£150k	Grant in Aid Local Levy (confirmed) BDC STW	Feasibility
EA	Newark & Sherwood	Carlton-on-Trent	Property Flood Resilience Scheme.	43	£137.5k	£27.4k	Grant in Aid Local Levy	Feasibility
EA	Bassetlaw	Worksop	Delivery of flood alleviation works.	350	£6m	£500k	Grant in Aid Local Levy BDC	Feasibility
EA	Bassetlaw	Trent River Catchments	Humber Strategy to identify opportunities to reduce flood risk by taking a catchment-based approach.	30,000	£100m+	£100k	Grant in Aid Local Levy BDC DEFRA	Feasibility
NCC	Bassetlaw	Clarbrough	Scheme to manage flooding from the Clarbrough Beck and NFM.	30	£426k	£150k	Grant in Aid BDC Local Levy DEFRA	Design
NCC	All	Various vulnerable communities	Installation of Property Flood Resilience Measures.	130	£1m	£1m	District Councils	Design
NCC	Newark & Sherwood	Bleasby	Flood alleviation works.	15	£200k	£50k	Local Levy Grant in Aid	Feasibility

Lead RMA	District	Location	Details	Properties protected	Project costs	Potential NCC contribution	Other potential funders*	Status
NCC	Mansfield	Mansfield	Delivery of flood alleviation works.	200	£2m	£100k	Grant in Aid Local Levy DEFRA	Feasibility
NCC	Bassetlaw	Shireoaks	Delivery of flood alleviation works.	20	£100k	£50	DEFRA BDC	Feasibility
NCC	Rushcliffe	Gotham	Delivery of flood alleviation works.	15	£80k	£50k	DEFRA Local Levy	Feasibility
NCC	Rushcliffe	West Bridgford	Delivery of flood alleviation works.	300	£5m	£100k	Grant in Aid Local Levy Via East Midlands Ltd.	Feasibility
NCC	All	Countywide	Delivery of NFM Programme to make space for water in Nottinghamshire.	1000+	£1m	£100k	Grant in Aid Local Levy District DEFRA	Feasibility
STW	Broxtowe	Newthorpe	Flood alleviation works.	15	£300k	£50k	Section 106 (£100k)	Design
STW	Gedling	Daybrook Catchment	Delivery of flood alleviation works.	400	£4m	£100k	STW GBC EA Grant in Aid Local Levy	Feasibility
STW	Gedling	Calverton	Delivery of flood alleviation works.	200	£2.5m	£100k	STW Local Levy	Feasibility
STW	Bassetlaw	Rhodesia	Delivery of flood alleviation works.	10	£50k	£10k	DEFRA STW	Feasibility
TVIDB	Newark & Sherwood	Sutton on Trent	Delivery of flood alleviation works.	30	£300	£50k	Local Levy TVIDB	Feasibility
TVIDB	Newark & Sherwood	Thurgarton	Water course capacity management.	20-30	£330k	£65k	Grant in Aid TVIDB District Council	Feasibility

*Efforts have been made to set out a realistic level of contribution in principle from external partners. This will need to be refined over time once specific schemes have been fully costed and agreed between project partners, please consider as indicative currently. Various levels of approval and sign off apply to project partners, Grant in Aid and Local Levy. Project costs shown are estimates which are refined as schemes progress. Properties protected are approximate and subject to change in many cases.

Acronyms used: ADC (Ashfield District Council), BDC (Bassetlaw District Council), EA (Environment Agency), NCC (Nottinghamshire County Council), NSDC (Newark and Sherwood District Council), STW (Severn Trent Water), TVIDB (Trent Valley Internal Drainage Board), DEFRA (Department for Environment Food and Rural Affairs).

Nottinghamshire County Council Local Flood Risk Management Strategy Action

This Action Plan supports the Nottinghamshire County Council Local Flood Risk Management Strategy (v 2.0) June 2015.

The reader should refer to the Main Strategy document for information relating to the local flood risk, objectives, measures and potential funding streams.

Measure / Scheme	Information relating to the measure or scheme for each action
Delivery	Proposed lead and partners for delivery of the action
Programme	Proposed start, finish and review timescales for the action, along with its current status
Funding	Estimated cost, source of funding and information on funding allocation
Priority	Identification of priority for actions
Comments	Any additional information relating to the action including links to case studies or articles where these have been published.

Item	Description	
Measure / Scheme	ID	The individual measure ID. This is automatically generated when a new action is added.
	Objective	Objective, as defined in the LFRMS.
	Measure	Measure to deliver the objective, as identified in the LFRMS.
	Action	Individual action to deliver the measure.
Delivery	Lead	Organisation who will lead the measure or scheme.
	Partners	Organisations who will be supporting or have a key role to play in delivering the measure or scheme.
Programme	Start	Start date (financial year) for the measure or scheme.
	Finish	Proposed finish date (financial year) for the measure or scheme.
	Review	Review date for the measure or scheme. These are quarterly so stated at Month - Year.
	Status	Status of the measure or scheme: Not Started, In Progress, Planning, Community Engagement, Investigation, Feasibility, Design, Implementation or Completed.
Funding	Est. Cost (£)	Estimated cost of the measure or scheme.
	Source	Identified source of funding for delivering the measure or scheme.
	Status	Funding status of the scheme: Secured, Allocated, Requested, To be Confirmed or Unsuccessful.
Priority	Priority assigned to the individual action. Low, Medium or High or 1-10.	
Comments	Any additional comments of information on the measure, action or scheme.	

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*Full list of partners
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Objective		Measure / Scheme	Delivery		Programme				Funding		Priority	Comments	
Measure	Actions	Lead	Partners*	Start	Finish	Review	Status	Est. Cost (£)	Source				
1	To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire to ensure it is a great place to live, work, visit and relax.	1.1 Develop a robust approach to the prioritisation of flood risk schemes in Nottinghamshire.	1.1.1 Identify areas at greatest risk from local flood risk sources making use of the best available information.	NCC.	All Partners.	2015	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
			1.1.2 Ensure records from flood events are documented to help prioritise management of resources.	NCC.	DCs, BCs, IDBs and EA.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
			1.1.3 The Flood Risk Management team will operate in the Values and Behaviour Framework in line with the Place Plan.	NCC.	Colleagues.	2019	Ongoing	Apr-22	In Progress			High	
			1.1.4 Develop a mechanism for better information sharing about flooding across partners.	NCC.	All Partners.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
			1.1.5 Develop a pipeline of scheme ideas to address flood risk across the County.	NCC.	All Partners.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
		1.2 Adhere to Statutory Duties under the Flood and Water Management Act (2010) and Land Drainage Act (1991).	1.2.1 Review the Local Flood Risk Management Strategy (Section 9 of Flood and Water Management Act)	NCC.	EA, IDB and STW.	2020	2027	Apr-22	In Progress	<£5000	NCC Revenue	High	
			1.2.2 Investigate internal flooding of 5 or more properties triggering Section 19 reports under the Flood and Water Management Act.	NCC.	DCs, STW, EA, EP, IDB's, EMs, PC's and TC's.	2015	Ongoing	Apr-22	In Progress	>£5000	NCC Revenue	High	
			1.2.3 Encourage agencies to develop flood mitigation schemes where Nottinghamshire County Council are not the lead. Progress to be reported back through Committee.	NCC.	All RMAs.	2020	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
			1.2.4 Maintain a register of flood risk management assets under Section 21 of Flood and Water Management Act.	NCC.	NCiC and VIA.	2017	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
			1.2.5 Use permissive powers to undertake works to mitigate flood risk or to allow the free passage of water from Ordinary Watercourses, surface water and groundwater under the Land Drainage Act.	NCC.	VIA, DCs and BCs.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
	1.2.6 Process Land Drainage Consents under the Land Drainage Act.		NCC.	IDB and EA.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High		
	1.3 Seek external funding opportunities whenever possible.	1.3.1 Regularly review funding sources and opportunities for collaborative projects.	NCC.	EA, IDBs, MSIG, AW, TRT and STW.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium		
		1.3.2 Ensure relevant information sharing to capture external funding opportunities.	NCC.	EA, IDBs, DCs, AW and STW.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium		
		1.3.3 Promote and retain core expertise in Flood Management and Drainage Design to ensure this is maintained within the Council to provide both project support to Highways, Education, Mineral and Waste sectors and bidding for external funds.	NCC.		2015	Ongoing	Apr-22	In Progress	£25,000 - 50,000	NCC Revenue	High		
	1.4 Collaborate with all stakeholders to achieve common goals.	1.4.1 Pursue partnerships as defined in Objective 3. (To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.)	NCC.	All Partners.	2015	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
		1.4.2 Identify schemes which maximise the common goals, regularly review and share intelligence.	NCC.	All Partners.	2015	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	High		
		1.4.3 Maintain regular liaison with local Risk Management Authorities to monitor progress of their investment programmes and assess effectiveness.	NCC.	DCs, BCs, STW, AW, IDBs and EA.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium		
		1.4.4 Identify where the County can contribute to other Flood Alleviation Schemes delivered by partners.	NCC.	All Partners.	2014	Ongoing	Apr-22	In Progress	£5000 - £500,000	Multi-Agency Funding	Medium		
	1.5 Progress capital schemes identified for flood alleviation.	1.5.1 Progress Southwell flood risk management programme of works including flood defences, Natural Flood Management, hard engineering solutions and Property Flood Resilience measures.	NCC.	VIA, EA, NSDC, TRT, NFF, STC, COM, STW and SFF.	2013	2022	Apr-22	In Progress	£4.6 million	Multi-Agency Funding	High	Local Levy, NCC and GIA reporting required.	
1.5.2 Assist other Risk Management Authorities who are the lead authority to deliver flood mitigation measures and investigations including Lowdham, Worksop, Retford, Gunthorpe and Thurgaton.		EA, STW, IDB and NCiC.	All Partners.	2014	Ongoing	Apr-22	In Progress	>£500,000	NCC Capital	High	Contributions to schemes led by others.		
1.5.3 Progress and complete Egmonton village protection scheme.		IDB.	NCC and COM.	2016	2021	Apr-22	In Progress	£70,000	IDB	Medium	Contributions from NCC.		
1.5.4 Progress Hucknall Titchfield Park Brook Scheme to better protect properties along the Titchfield Park Brook catchment area.		NCC.	ADC, COM, EA and VIA.	2014	2021	Apr-22	In Progress	£50,000	FCERM GiA	High			
1.5.5 Progress and complete Lowdham improvements to the highway and surface water assets including Severn Trent Water network improvements.		NCC & STW.	VIA and COM.	2018	2021	Apr-22	In Progress	£500,000	Severn Trent Water	High	Contributions from NCC.		
1.5.6 Continue working with Severn Trent Water in Calverton to identify and deliver mutually beneficial outputs in the catchment.		NCC & STW.	PC, COM and VIA.	2017	2023	Apr-22	In Progress	£100,000	Severn Trent Water	High	Contributions from NCC.		
1.5.7 Identify and deliver capital investment works in Newthorpe.		NCC & STW.	VIA, COM and BBC.	2012	2023	Apr-22	In Progress	£100,000	Local Levy	High	Contributions from NCC.		
1.5.8 Scope and identify areas for village protection in Girton as an Environment Agency led scheme.		EA.	NCC, COM and NSDC.	2013	2027	Apr-22	In Progress	£150,000	NCC Capital	Medium	Contributions from EA.		
1.5.9 Continue working with Trent Valley Internal Drainage Board in Sutton on Trent to improve the performance of flood risk management assets.		IDB.	NCC, PC, NSDC, COM, HE and VIA.	2014	2027	Apr-22	In Progress	£50,000	IDB	Medium	Contributions from NCC.		
1.5.10 Progress and understand the complex interactions between surface water assets in the Upper Daybrook Catchment.		NCC.	STW, GBC, EA and NCiC.	2016	2020	Apr-22	In Progress	£100,000	Local Levy	High	Contributions from NCC.		
1.5.11 Continue working with Severn Trent Water to complete the Normanton on Soar scheme.		NCC.	STW, PC, EA and VIA.	2016	2020	Apr-22	In Progress	£80,000	NCC Revenue	High	Contributions from STW.		

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Objective		Measure / Scheme	Actions	Lead	Partners*	Start	Finish	Review	Status	Est. Cost (£)	Source	Priority	Comments		
			1.5.12	Continue working in partnership with Severn Trent Water to establish short and long term solutions for flooding in Willoughby on the Wolds.	STW.	NCC, EA and PC.	2018	2027	Apr-22	In Progress	£50,000	NCC Capital	High	Contributions from NCC.	
			1.5.13	Progress capital scheme and Natural Flood Management in Claborough.	NCC.	TRT, BDC and PC.	2016	2027	Apr-22	In Progress	£20,000	NCC Capital	Medium	Contributions from BDC.	
			1.5.14	Work in partnership with Gotham Parish Council to address localised flooding issues.	NCC & STW.	PC, VIA and RBC.	2016	2027	Apr-22	In Progress	£30,000	NCC Capital	High	Contributions from STW.	
			1.5.15	Investigate localised flooding hotspots in Critical Drainage Areas.	NCC.	All Partners.	2011	Ongoing	Apr-22	In Progress	>£5000	NCC Revenue	High		
			1.5.16	Maintain regular overview of Trent Valley Internal Drainage Board planned works to watercourses and pumping stations.	NCC.	IDB's	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium		
			1.5.17	Deliver flood mitigation measures driven by Section 19 investigations where NCC are the lead Risk Management Authority.	NCC.	All Partners.	2014	Ongoing	Apr-22	In Progress	£10,000 - £50,000	NCC Capital	High		
				1.6	Ensure flood management actions will be adaptable and responsive to future changes in the climate through policy.	1.6.1	Identify actions for Nottinghamshire following any new publications in regard to Climate Change.	NCC.	All Partners.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue
1.6.2	Ensure modelled future flood scenarios are incorporated into design and planning requirements through policy.	DCs.				NCC.	2011	Ongoing	Apr-22	In Progress	<£5000	NCC Capital	Medium		
1.6.3	Identify impact of Climate Change scenarios for measure 1.1. (Develop a robust approach to the prioritisation of flood risk schemes in Nottinghamshire.)	NCC.				All Partners.	2011	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low		
2	To increase levels of awareness within local organisations and communities by enabling and supporting them so they can become more resilient to flooding and understand their land drainage responsibilities.	2.1	Improve sources and avenues of information dissemination to the public, including Local Resilience Forums, online tools and digital media.	2.1.1	Work in partnership across council functions to identify new community contacts.	NCC.	All Partners.	2011	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.1.2	Identify ways to improve communications with hard to reach communities.	NCC.	All Partners.	2011	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.1.3	Introduction of regular meetings with District and Borough Councils to share information.	NCC.	DC's and BC's.	2020	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.1.4	Develop Flood Risk Management website to ensure all relevant information and guidance is provided across the County.	NCC.	All Partners.	2015	Ongoing	Apr-22	In Development	<£5000	Multi-Agency Funding	High	
				2.1.5	Improve online tools for investigation, reporting and managing reports of flooding.	NCC.		2015	Ongoing	Apr-22	In Development	<£5000	NCC Revenue	Medium	
				2.1.6	Utilise unmanned aerial vehicles for undertaking flood investigations and asset inspection programme.	NCC.	ARC and VIA.	2020	Ongoing	Apr-22	In Development	£25,000 - £50,000	NCC Capital		
				2.1.7	Further develop digital media to support measure 2.2.2 including the MyNotts mobile application. (Encourage sign up to flood warnings and weather information.)	NCC.	EA, BCs, DCs, TCs, PCs and COM.	2019	Ongoing	Apr-22	In Development	<£5000	NCC Revenue	Low	
		2.2	Encourage communities, residents, developers, businesses and partners to understand and better manage their own flood risk.	2.2.1	Improve information provision on Property Flood Resilience.	NCC.	COM, EA, PCs, TCs and DCs.	2013	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.2.2	Encourage sign up to flood warnings and weather information.	EA and NCC.	All Partners.	2016	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Low	
				2.2.3	Produce and distribute bespoke information packs for communities through various channels including Riparian Ownership, Roles and Responsibilities of Risk Management Authorities.	NCC.	All Partners.	2020	Ongoing	Apr-22	In Development	<£5000	NCC Revenue	Low	
				2.2.4	Promote local community Flood Wardens.	NCC and EA.	COM and DCs.	2013	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.2.5	Encourage development of community flood plans in Critical Drainage Areas.	NCC and EA.	COM, BCs and DCs.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.2.6	Continue to communicate riparian ownership responsibilities with all relevant parties.	NCC.	All Partners.	2012	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
2.2.7	Identify the need for community resilience stores.	NCC.	All Partners.	2012	Ongoing	Apr-22	In Progress	<£5000	NCC Capital	Low					

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Measure / Scheme				Delivery		Programme				Funding		Priority	Comments
Objective	Measure	Actions	Lead	Partners*	Start	Finish	Review	Status	Est. Cost (£)	Source			
3	To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.	3.1 Take an active role in local flood risk management partnerships.	3.1.1 Direct and lead on local flood issues within the regular meetings of the local flood risk management groups including Strategic Flood Risk Management Board, Lead Local Flood Authority Coordination and Local Flood Group Meetings.	NCC.	DCs, IDBs, STW and EA.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
			3.1.2 To provide a Flood Risk Management service for all residents within Nottinghamshire, both domestic and commercial, with the aim to educate, support, influence and empower.	NCC.	All Partners.	2012	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
			3.1.3 Ensure the aims of this strategy are considered within the Humber Flood Risk Management Plan.	NCC.	EA, BDC & IDBs.	2012	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
			3.1.4 Support local planning authorities with good practice in delivering flood risk management through Local Plans and planning applications.	NCC.	LPAs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
			3.1.5 Identify opportunities to work with Nottingham City Council to gain mutual benefits.	NCC and NCIC.	EA and STW.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
			3.1.6 Develop co-operative links with all neighbouring Lead Local Flood Authorities, district and borough councils to share good practice.	NCC.	LPAs and LLFAs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
			3.1.7 Maintain linkages with the Sherwood and River Idle catchment partnerships.	NCC.	NWT and EA.	2016	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
			3.1.8 Identify opportunities to connect with flood forums and local interest groups.	NCC.	LRF, EMs, COM, PCs and TCs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
	3.2 Sharing best practice and pursuing recognition regionally and nationally.	3.2.1 Share innovative and forward thinking across the industry.	NCC.	All Partners.	2018	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
		3.2.2 Submit industry bids for recognition of the work across flood risk management in Nottinghamshire.	NCC.	All Partners.	2018	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
		3.2.3 Actively participate in industry leading professional organisations including ICE, CIWEM, ADA, ADEPT, LGC and MSIG.	NCC.	All Partners.	2018	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
	3.3 Ensure effective coordination between emergency planning and highways management / land drainage.	3.3.1 Jointly promote community resilience and business continuity measures.	NCC, NFU and LRF.	DCs and BCs.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low		
		3.3.2 Identify requirement for Surface Water Management Plans in Critical Drainage Areas.	NCC.	DCs and EA.	2020	Ongoing	Apr-22	In Development	<£5000	NCC Revenue	Low		
		3.3.3 Establish a communication plan across internal teams to support 2.1. (Improve sources and avenues of information dissemination to the public, including Local Resilience Forums, online tools and digital media).	NCC.	All Partners.	2020	Ongoing	Apr-22	In Development	<£5000	NCC Revenue	Medium		
	3.4 Maintain effective linkages with Internal Drainage Boards and VIA for highway and network management across the County.	3.4.1 Identify where works to Internal Drainage Board Ordinary Watercourses may impact flood risk in Nottinghamshire.	IDBs and EA.	NCC.	2014	Ongoing	Apr-22	In Progress	<£5000	IDB	Medium	Contributions from NCC.	
		3.4.2 Proactively develop a cohesive catchment wide strategy for identifying joint schemes and partnerships for alignment of capital programmes.	NCC, EA, IDBs and STW.	CRT, TRT, NFF and NWT.	2012	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
		3.4.3 Identify joint benefits of highway and transport schemes.	NCC and HE.	VIA.	2012	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
			3.4.4 Review and identify opportunities for improving flood risk management across other infrastructure providers e.g HS2, County Hall and Highways England.	NCC.	HE, DCs, VIA, EA and HS2.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
3.4.5 Working with and coordination of highway and network management (VIA) to manage flood risk across Nottinghamshire.			NCC.	VIA.	2017	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	High		
3.5 Pursue joint initiatives with RMA's and other partners.		3.5.1 Communicate with Risk Management Authorities on a County scale to ensure consistent approach to flood investigations and mitigation.	NCC.	EA, IDBs, STW and AW.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High		
		3.5.2 Establish an agreed approach for cross function boundary catchment investigations for alignment of initiatives.	NCC.	All Partners.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low		
3.6 Work and engage with land owners and developers to obtain sustainable flood risk management in Nottinghamshire.		3.6.1 Engagement and work with landowners to pursue joint schemes such as Natural Flood Management, Drainage Works and Sediment Control.	NCC and EA.	NFU, PCs, TCs, NWT, TRT and CRT.	2013	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium		
		3.6.2 Continually review emerging sustainable water management policies, for example Natural Flood Management.	NCC.	STW, AW, NWT, NFF, EA and TRT.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
		3.6.3 Encourage and promote community inspections with focus on critical flood risk management assets.	NCC.	COM and PCs.	2015	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High		
3.7 Continually review and liaise with major infrastructure schemes or improvements.		3.7.1 Work with and collaborate with High Speed Two for cross beneficial opportunities.	NCC.	HS2.	2018	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium		
3.8 Continue to develop our understanding of groundwater risks in Nottinghamshire.		3.8.1 Build our understanding of the future risks from groundwater rising in former mines and other industrial sites.	NCC and EA.	COM and CA.	2016	Ongoing	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low		
		3.8.2 Establish improved monitoring and recording of groundwater flood incidents.	NCC, DCs and EA.	COM and CA.	2019	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low		
4	To integrate local flood risk management into	4.1 Ensure as far as practical, local planning authorities take full	4.1.1 Review existing SuDS Guidance Note to maximise new and emerging policies.	NCC.	VIA, DCs and BCs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	

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Objective		Measure / Scheme	Delivery		Programme				Funding		Priority	Comments	
		Measure	Actions	Lead	Partners*	Start	Finish	Review	Status	Est. Cost (£)	Source		
the planning process and support sustainable growth.	account of flood risk in Local Plan policies and allocations, planning applications and supplementary planning documents.	4.1.2	Ensure that Strategic Flood Risk Assessments consider the impact of surface water and information set out in the Nottinghamshire Preliminary Flood Risk Assessment, and the Local Flood Risk Management Strategy.	NCC	DCs and BCs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
		4.1.3	Respond to consultations on draft policies in Local Plans on flood risk management.	NCC.	LPAs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
		4.1.4	Work with Local Planning Authorities to ensure maximum benefits through drainage in planning applications.	LPAs.	NCC.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	High	
		4.1.5	Respond to consultations on draft proposals in Supplementary Planning Documents where flood risk can be minimised or reduced.	NCC.	LPAs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
		4.2	Encourage and promote the use of SuDS in all new developments and encourage the use of sustainable water	4.2.1	Develop and publish a SuDS Guidance Note for publication to take account of new and emerging policies.	NCC.	LPAs and DEFRA.	2020	2027	Apr-22	To Be Programmed	<£5000	Multi-Agency Funding
			4.2.2	Work with Local Planning Authorities to implement SuDS Guidance within their Local Plans.	NCC.	LPAs.	2020	2027	Apr-22	To Be Programmed	<£5000	Multi-Agency Funding	Medium
		management where appropriate.	4.2.3	Promote and develop exemplar schemes to help developers with examples of costs and opportunities for SuDS.	NCC.	LPAs and DEV.	2020	2027	Apr-22	To Be Programmed	£10,000	Multi-Agency Funding	Medium
			4.2.4	Investigate opportunities to use old colliery yards and spoil tips to provide SuDS for new development.	NCC.	LPAs and CA.	2020	Ongoing	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low
			4.2.5	Ensure that all new developments have adequate future proofing of SuDS through maintenance contracts.	NCC.	LPAs and VIA.	2014	Ongoing	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low
		4.3 Maximise opportunities to integrate flood management with other county functions.	4.3.1	Ensure consideration of flood risk in minerals and waste planning.	NCC.	LPAs.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	High
		4.3.2	Integrate surface water management with regular highways upgrades and works programmes.	NCC.	HE and VIA.	2017	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
	4.4 Identify opportunities to integrate SuDS design into existing and new public property and spaces.	4.4.1	Work with Nottinghamshire County Council Property Team to address drainage maintenance and potential use of SuDS e.g schools.	NCC.	EA, ARC and VIA.	2016	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
		4.4.2	Engage with the development of new public property to encourage the use of SuDS on all sites.	NCC.	LPAs.	2014	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
5	To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our environment and deliver wider benefits.	5.1 Improve connections between blue and green infrastructure management.	5.1.1	Improve internal communications between ecology, heritage, land drainage, parks, property & flood risk managers.	NCC.	COM.	2020	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Medium
			5.1.2	Explore routes for biodiversity enhancement through flood management e.g Natural Flood Management as supported by the Council and County Ambitions in the Place Plan and Environment Strategy.	NCC.	All Partners.	2018	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium
			5.1.3	Liaise with the Environment Agency and other Risk Management Authorities about how flood management can contribute to water framework directive objectives.	NCC and EA.	All RMAs, LPAs, CRT, TRT, NWT and NFU.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low
		5.2 Identify improvements for existing and planned scheme development.	5.2.1	Work towards incorporating best practice sustainability targets and policy such as CIRIA / BREEAM / CIWEM assessments within project requirements.	NCC.	VIA, LPAs, STW and EA.	2014	Ongoing	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium
			5.2.2	Identify whether any heritage assets are at risk of flooding and could benefit from existing planned schemes to support safeguarding of built and archaeological heritage sites across the County.	NCC.	COM and NE.	2017	Ongoing	Apr-22	In Progress	<£5000	NCC Revenue	Low
		5.3 Investigate how we can 'make space for water' in Nottinghamshire and support the Place Plan.	5.3.1	Understand and explore the opportunities to store water during extreme flood events to limit the negative impacts of a changing climate on Nottinghamshire's environment.	NCC.	All Partners.	2017	Ongoing	Apr-22	In Progress	£25,000 - 50,000	Multi-Agency Funding	Low
			5.3.2	Identify potential locations for flood storage in discrete catchments.	NCC.	All Partners.	2018	Ongoing	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Medium
			5.3.3	Improve our understanding of wider social, economic and environmental impacts of flood storage in open spaces.	NCC.	All RMAs, DEFRA, CRT, TRT, NWT and NFU.	2017	Ongoing	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Medium

- * ADC Ashfield District Council
- ARC A joint venture between Scape Group and Nottinghamshire County Council
- AW Anglian Water
- BBC Broxtowe Borough Council
- BC Borough Council
- BDC Bassetlaw District Council
- CA Coal Authority
- CRT Canals and Rivers Trust
- COM Communities
- DC District Council
- DEV Developers
- EA Environment Agency
- EM Elected Members
- GBC Gedling Borough Council

Nottinghamshire County Council Local Flood Risk Management Strategy Action Plan - Draft for Consultation

Version: 2.0
 Revision Date: 01/09/2020
 Next Review Date: 2022



*Full list of partners
 overleaf

Measure / Scheme			Delivery		Programme				Funding		Priority	Comments
Objective	Measure	Actions	Lead	Partners*	Start	Finish	Review	Status	Est. Cost (£)	Source		
HE	Highways England											
HS2	High Speed Two											
IDB	Internal Drainage Board											
LRF	Local Resilience Forum											
MSIG	Midlands Service Improvement Group											
NCC	Nottinghamshire County Council											
NCiC	Nottingham City Council											
NFU	National Farmers Union											
NSDC	Newark and Sherwood District Council											
NWT	Nottinghamshire Wildlife Trust											
RBC	Rushcliffe Borough Council											
RMA	Risk Management Authority											
SFF	Southwell Flood Forum											
STC	Southwell Town Council											
STW	Severn Trent Water											
TRT	Trent Rivers Trust											
VIA	Highway Subcontractor for Nottinghamshire County Council Highways											

Programme Status	Funding Source	Funding Status	Years	Months
To Be Programmed	Private Sector	Secured	2021-2022	Jan-21
In Progress	CIL	Allocated	2022-2023	Mar-21
In Development	Defra	Requested	2023-2024	Jun-21
Community Engagement	Environment Agency	To be confirmed	2024-2025	Sep-21
Investigation	FCERM GiA	Unsuccessful	2025-2026	Jan-22
Feasibility	NCC Capital		2026-2027	Mar-22
Design	NCC Revenue		2027 onwards	Apr-22
Implementation	Local Levy			Jun-22
Completed	Network Rail			Sep-22
	Other LLFA			Jan-23
	Severn Trent Water			Mar-23
	IDB			Jun-23
	Multi-Agency Funding			Sep-23
	To be confirmed			Jan-24
	Not Applicable			Mar-24
				Jun-24
				Sep-24
				Jan-25
				Mar-25
				Jun-25
				Sep-25
				Jan-26
				Mar-26
				Jun-26
				Sep-26

3 September 2020**Agenda Item:12****REPORT OF THE CORPORATE DIRECTOR, PLACE****Transport Update and Transport Recovery Planning****Purpose of the Report**

1. To provide an update on current transport activity and our transport recovery planning in response to Covid-19.

Information

2. The report outlines the actions during the Covid -19 pandemic and sets out our approach for the coming months to support safe travel throughout the county and to outline current work within transport services and our overall approach to recovery.
3. Our recovery planning is based on three key principles:
 - **Safety** – adhering to Government advice in terms of social distancing and ensuring our services are Covid-19 secure; promoting the reduction of transport emissions to protect the health of our residents and visitors to the County; and working with transport operators and users including schools, colleges and other educational institutions to ensure safety of users and staff.
 - **Our Economy & Sustainability** – investing in economic and social regeneration; exploring, designing and delivering new future-proofed models of public transport; and investing to ensure transport and highways are safe, reliable and sustainable to promote regeneration and meet resident expectations
 - **Our Connectivity** – ensuring where possible and with funding available, there is a good level of connectivity and access to public transport across the County to support social, leisure and work-related travel, being mindful of economic recovery and social isolation / health impacts.
4. Since lockdown on 23rd March 2020, Covid-19 resulted in reduced travel around the County, therefore reducing the need for transport services which in turn could lead to an impact on the viability of transport around the County. Patronage reduced to between 5 and 10% of pre-Covid levels during April and has now recovered to between 25 and 40% of pre-Covid levels. The Council currently has 75 contracts supporting local bus services with a budget of over £4m including those funded using developer contributions; 600 contracts for school and SEND transport with a combined budget of £14m; and is putting in place measures for the safe operation of all our transport services to be in step with the phased recovery and aligned with significant checkpoints such as the new autumn term for schools and colleges.

Context

5. Outlined within this section of the report is the normal transport operational context/metrics to help members understand the Covid-19 impact on these operations and the likely implications for the transport sector in the short, medium and long term; and its impact on the Council's Transport review, which was outlined in the Communities and Place Committee report, Transport Review Update on the 5th March 2020.

Adult Social Care Transport and Fleet overview

6. In normal operation, fleet have around 80 drivers, 60 vehicles and operate a mixed economy of services. This can be roughly broken down as: 50 Adult Day Centre runs with around 800 passenger trips per day, 17 local bus routes carrying around 1,000 passengers per day and 3 school routes carrying 25 pupils per day.
7. This can be broken down as follows:
 - 60% of the work is Adult Day Care transport, usually operating between 08:00-09:30 and 15:00-17:00;
 - 35% is Local Bus services. These are primarily integrated with ASCH work either providing shopping services during the day or early/late commuter journeys. There are three separate routes operated with larger vehicles including the two electric buses on the 510 service;
 - 5% are School services; these are currently for mainstream and special education needs pupils.

Local Bus

8. Most local bus services are provided by commercial operators, but this does differ from area to area, with the Nottingham conurbation approximately 98% commercial, whilst in East Bassetlaw around 10-20% is commercial. There were approximately 27m passenger journeys in the County last year.
9. Currently the County Council has around 75 contracts, financially supporting over 100 routes. Support varies from funding entire routes, minor support for commercial routes, major network support to improve transport connectivity and Fleet operated services. A significant focus of this support is on rural isolation. Pre-Covid, the Council supported 1.8m journeys per annum.
10. In terms of accessibility, approximately 75% of Notts residents are within 400m of a bus service.

School Bus and SEND

11. In Mainstream schools we provide over 150 school transport services across the County. These range from taxis to high capacity double deck vehicles.
12. There are 450 SEND transport services carrying around 1,500 pupils and students; approximately 350 escorts are required to provide support on these with some high dependency and medical support also provided.

13. The County Council also offers Independent Travel Training to vulnerable children, providing them with the skills to travel to school, college or training using available public transport. These also provide life skills which improve their opportunities on leaving education. Nottinghamshire has trained over 450 pupils over the past few years.

Bus Stations

14. The County Council has built four bus stations since 2007, in Mansfield, Worksop, Newark and Retford, with a total of 432k departures and 3.5 million passengers passing through them per annum.

15. Each bus station is different in size and has different levels of service provision with all bus stations having a physical presence throughout the day dealing with customer queries (approx. 146k per annum), cleaning and first line maintenance. There are also commercial units in Mansfield bus station, Retford and Worksop bus stations and a Stagecoach office in Mansfield to manage the local operation.

Bus Stops

16. The County Council maintains over 5,000 bus stops and 980 shelters in the County. There are also 470 shelters maintained by Clear Channel. There are currently over 8,000 timetable cases and 730 real time information displays providing next bus and disruption information.

Concessions and Ticketing

17. There are 152k concessions pass holder with 11K disabled bus passes. There are also 3.5k passes with a companion element. Each month, 3.4k elderly passes are renewed and 874 new applications are processed; 190 disabled passes are renewed, and 150 new applications are processed.

Scholars Travel Pass Process

18. Over 5k free passes are issued along with 800 discretionary passes for faith schools, 350 Post-16 students and 700 for pupils for those not entitled to free travel. Contracted services also carry around 1k fare paying passengers. There is an income of approximately £250k per annum.

19. We are currently processing the applications for the September school return for both SEND and Mainstream schools. We anticipate 800 SEN post/under 16 and 2.5k mainstream school under/post-16 passengers.

Covid-19 Lockdown and Response

Adult Social Care Transport:

20. Since 23 March 2020, day services have offered an outreach service from their bases. A number of vehicles and drivers have been made available at each Day Service and have been essential in assisting with community-based care, ensuring non driving staff (care assistants) have been transported to client's homes and where applicable, have transported clients for their daily exercise during lockdown. More recently, fleet have provided transport for community-based activities which provide essential support to individuals and respite for carers. The transport provision is tied closely to the Adult Social Care recovery plans. In

addition to day service support, Fleet have also redeployed drivers to support County Enterprise Foods Meals Distribution service – it is envisaged these drivers will be required for the foreseeable future.

Local Bus Services:

21. Shortly after lockdown the Government announced a rescue package for the bus industry (Bus Operator Covid-19 Bus Service Support Grant (CBSSG)) and shortly afterwards announced emergency funding for contracted local bus services (Local Authority CBSSG (LA CBSSG)) of £150k per month. The Local Authority CBSSG was provided to contract any new services required in response to Covid-19, PPE equipment and loss of income on contracted services.
22. Supported routes were suspended in March mainly due to operators either furloughing staff or developing safe Covid practices; these are now restored, some with the help of Government funding (LA CBSSG). Local bus services operated by Fleet were switched to 'on-demand' services and continued to operate with pre-booked journeys. All services are now restored to normal timetables. Fleet vehicles have been fitted with Perspex screens and seats have been blocked where appropriate to ensure social distancing.
23. Commercial services are now operating at near pre-Covid levels at between 70-100%; however, patronage is still significantly below pre Covid levels at around 25% - 40%, but this does vary from area to area and route by route. Just after lockdown some services dropped to between 0% and 45% of pre-Covid service levels and patronage was down to between 5 and 10% of pre-Covid levels.
24. The LA CBSSG has also been used to improve services to connect NHS and key workers to their place of work and the provision of a purely on demand NHS shuttle for staff to access Kings Mill Hospital as well as improving connectivity to Retford Hospital, Newark Hospital and Queens Medical Centre on services 37/90 and 367.
25. Commercial bus services have also been supported directly from central government via the Bus Operators CBSSG arrangements to partially compensate for lost revenue. The bus operators were obliged as part of the funding package to consult Local Authorities on any changes to the network and the County has ensured this has been balanced between communities, to ensure people who need to use public transport or chose to, can do so to get to work and access essential services.
26. It should also be noted that bus operators have approached the County Council with longer term concerns for some marginal services and we are in discussions to understand the impact of potential service withdrawals or reductions in service.
27. The other main challenge for commercial and tendered bus services is if there is a longer-term reduction in patronage, which some commentators believe will be as high as 20%, this may have significant impact on marginal services especially in rural areas.
28. The government has now changed the message on the use of public transport from essential travel only, but there is still a requirement for social distancing, and it is mandatory for passengers to wear face coverings. This has reduced the capacity of public transport to below 50%. This could be an issue as we return to the 'new norm' and potentially reduces capacity to cater for the schools return. This is discussed in more detail later in the paper.

Coach Operators

29. The bus companies whose business is split between coaching (e.g. holiday tours) and bus operations have been particularly badly hit during the Covid-19 outbreak because of the current social distancing requirements making coaching uneconomic for the foreseeable future. This may in turn mean a reduction in suppliers or shrinkage in operations which may impact on tender prices in the medium to long term and in some cases impact on some commercially operated bus routes. However, the relaxing of social distancing on school transport and the reopening of leisure centres (including swimming pools) will help them in a limited way.

School Transport:

30. Schools were closed in March except for vulnerable or key worker family pupils. A small amount of transport continued for those children of key workers and this gradually increased after Easter and then again in May. Further pupil cohorts were allowed back in June and more transport was required. Before the Summer break, there were approximately 65 exclusive services operating to around 25 schools.

31. Some schools and educational establishments where SEND transport is provided closed in March, however several establishments continued to provide onsite education for the vulnerable or key worker families or young people.

32. The number of young people attending gradually increased after Easter and then again in June. Before the Summer break, there were 330 under 16 pupils attending 50 schools, 80 post 16 students attending 9 colleges and 35 EOTAS (Education Other Than at School) pupils. In total, 46% of the transport contracts were operating.

33. For both mainstream and SEND school transport, the government announced the plans for all students to return in September but there remains different guidance for dedicated transport and commercial bus operations. On dedicated transport from September social distancing is not mandatory, however the wearing of face coverings for children over the age of 11 is strongly advised. On the commercial network, social distancing is mandatory and face coverings are mandatory for those over the age of 11.

34. Council officers engaged with schools and bus operators to plan the new school networks; mindful of the fact that demand may be suppressed at least in the short term for the following reasons:

- many parents and pupils may be reluctant to use the bus because of the underlying message about public transport throughout the current outbreak;
- there is an active campaign promoting walking and cycling;
- parents are working more flexibly and are more likely to be able to give lifts to their children.

35. However, we have planned based on forecasted numbers and adapted service provision accordingly. The Council will introduce daily exact fares on some services to cater for the forecast reduction in pass renewals or new purchases and to minimise the spread of Covid-19.

36. There have been some challenges to provide school transport due to schools considering alternative solutions to keep pupils safe.

37. Based on government guidance the County Council has provided additional transport capacity and services in partnership with commercial operators in response to the challenges highlighted above.

Independent Travel Training (ITT)

38. Most schools that undertake travel training closed in March and some have now re-opened. The schools are requesting ITT to be resumed from September 2020 and the team have agreed to take small groups out to help with pressure within the school from September.

Bus Stations

39. Once the Covid-19 lockdown was announced patronage levels rapidly dropped to less than 10% of pre-Covid levels and the bus operators reduced their services accordingly as did the County Council. This led to a significant reduction in the number of departures from the bus stations and the decision was taken to close a number of bus stations to minimise costs and to reduce the potential for the spread of Covid-19.

40. All county bus stations are now up and running as the economy opens up and messaging around public transport use has changed. The number of departures has increased to between 70 and 100% of pre-Covid levels, but for this to continue this will depend on continued government funding in the short term and people's confidence to use public transport returning over the coming months. The bus stations have been made as Covid safe as possible in line with government guidance.

41. With the closure of the bus stations this led to reduced income and the deferral of some rent payments.

Concessions, Ticketing and Scholars

42. To support the renewal process for disabled applicants during Covid-19, for those renewing their passes, we have automatically renewed their bus pass for one year as they were not able to obtain medical professional confirmation during this period.

43. Also, during Covid-19 we refunded school season passes for the remainder of the school year which has resulted in a loss of income of £100k.

Concessions and Contract Support Payments

44. The County Council followed government advice on the continuation of contract payments and Concessions at pre-Covid levels to support the sector to help them through the lockdown and help them through the transport restart and recovery process. This support was complementary to the Bus Operator CBSSG and LA CBSSG. Officers have worked closely with operators to access central government funding.

Transport Recovery Planning

45. A Local Recovery Forum (LRF) Transport and Infrastructure Cell was set up to guide the restart and recovery phase for public transport which includes bus operators, rail operators, NET, County Council, City Council and District Councils partners. This cell ensures partners share relevant information and work on solutions to support the economic recovery and restart of public transport. The work includes:

- sharing government guidance related to the messaging around public transport use and the infrastructure which includes bus stations;
- examining data on traffic levels to determine action to tackle congestion;
- considering School return information from September 2020 to discuss capacity constraints and find solutions;
- co-developing the Outbreak plan and Incident Management Plan for transport and public realm. There is also a subgroup for Community Transport with its unique characteristics and sets of challenges being faced by the charitable sector.

46. The LRF Cell will support and guide the transport recovery and, in the future, when and if the Cell closes, the ongoing transport work will be managed within the Quality Bus partnership framework.

47. Throughout the Covid-19 outbreak and recovery the County Council has been using the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and Associated Transport Co-ordinating Officers (ATCO) network to exchange information regionally and nationally to implement government guidance and understand best practice.

48. Officers have also engaged with the main operators on a weekly or bi weekly basis to support their operations and guide bus service reinstatement.

Financial impact of Covid-19

49. The Council is currently forecasting that there are significant increased costs due to Covid - 19 which is a mix of reduced income i.e. reduced Departures charges at bus stations and increased costs of Home to School and SEND transport to ensure the safe return of pupils to school in September. These combined costs are estimated to be an additional £2.4m.

50. The final costs of Covid-19 are not known yet and will depend on a number of factors , including whether we have a local outbreak , and once these become apparent this will be included in future budget forecasts and reported to committee.

National Bus Strategy Update

51. Rural Mobility Fund: The government extended the bidding deadline because of Covid-19 and the County Council submitted a bid for Demand Responsive Transport (DRT) pilot projects as outlined in the previous Transport Review committee report. The proposals were:

- Ollerton: five demand responsive services in the Ollerton area with passengers able to seamlessly interchange onto connecting services;
- Mansfield: this will be a new DRT services for evening to connect people to work and leisure.

- East Midlands Airport /SEGRO: this will be a DRT services which connects south west Rushcliffe to the above destinations as well as the DNRC, East Midlands Parkway and the University of Nottingham. This will also facilitate interchange onto the wider bus network.

52. The County Council has submitted a bid for £1.5m and awaits the announcement of the bid, where if successful NCC will have to develop a joint business case with the DfT. Upon finalising the business case (which will include any adjustments due to the impact of Covid-19), the new services will be introduced in 2021/22 following consultation with stakeholders.

53. The Government has also passported £648k to the County Council to be spent on Covid-19 affected services and, if money allows, it can be used for other service improvements.

On-going Transport Recovery

54. Transport review: The focus of the current review was to systematically look at all the County Council supported network and determine whether they should be provided differently as outlined in the previous paper. However, with the current market instability and several operators highlighting issues with marginal services, these efforts will need to be refocused to take this into account. It is worth noting that commercial operators are keeping all their routes under review, whilst reviewing capital investment, so there is the potential for further services to be withdrawn or altered during the Covid -19 recovery period.

55. DRT Fleet review: The operation of Demand Responsive services have been received positively so this will inform the future rollout of DRT services and officers will look at fleet operated services changing to this model as the first phase of the Transport Review pilots. Officers will consult with stakeholders, once the future bus landscape is better understood. Other services that were originally planned for DRT pilots will now be put on hold.

56. DRT booking and payments software: It is proposed that we bring forward plans to develop web and app bookings to improve the customer experience and minimise cash handling. This advanced scoping of different market solutions will put the Council in a good position once the consultation has been completed with residents.

57. Develop My NOTTS apps: It is proposed to include concessions application, nottsbus timetables, school timetables, booking DRT (and possible payment), reporting bus infrastructure damage and lost property. This will complement the planned ongoing improvements to the Travelchoice website.

58. National Bus Strategy monies: Determine how to use these monies over next 12 months to support Covid -19 impacted services and any increases in contract prices.

59. External funding: As part of the review of the Covid-19 impact on the local bus landscape, officers will look for opportunities to use developer monies to sustain or improve services. We will also continue to seek funding for new services to support local bus operators and the local economy.

Reasons for Recommendations

60. Officers continue to work with transport partners to help transport recovery. This report highlights the actions to date to aid the recovery, longer term sustainability of the sector and maintain connectivity for Nottinghamshire residents.
61. The introduction of DRT will facilitate efficiencies in operation and improve service provision for customers.
62. Bidding for external funding supports infrastructure improvements to make the County an attractive proposition for investment.

Public Sector Equality Duty Implications

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

Statutory and Policy Implications

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

Implications for Service Users

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

Recommendations

- 1) That Members consider the actions taken and ongoing work and consider whether there are any further actions they require in relation to the issues contained within the report.

Adrian Smith
Corporate Director, Place

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

Constitutional Comments (AK 04/08/2020)

66. The report falls within the remit of Communities and Place Committee under its terms of reference.

Financial Comments (RWK 10/08/2020)

67. The Council has incurred an estimated additional cost of £2.4 million within transport services as a result of responding to COVID-19. These additional costs are included in the total

estimated additional costs incurred by the Council due to COVID-19 of over £49 million that have been reported to Finance and Major Contracts Committee.

68. To date the Council has received £42.1 million in additional grant towards additional costs and lost income arising from COVID-19. The Government has also announced a scheme to support lost income. Some of the income losses in transport services may be eligible for this scheme.

69. The additional costs and lost income in transport services are being kept under constant review and will be revised as recovery plans are developed further.

Background Papers

- Communities and Place Committee: Transport Review update – 5th March 2020
- **Useful links:**
- <https://www.gov.uk/government/latest?departments%5B%5D=department-for-transport>

Electoral Divisions and Members Affected

- All



3 September 2020

Agenda Item:13

REPORT OF THE CORPORATE DIRECTOR, PLACE

BINGHAM ROAD, RADCLIFFE ON TRENT - PROVISION OF HUMPED ZEBRA CROSSING

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above proposed pedestrian crossing and whether it should be implemented.

Information

2. Radcliffe-on-Trent is a large rural village, located approximately 7km east of Nottingham. Bingham Road is a local distributor road, which links the village centre with the A52 Grantham Road. Planning permission was granted by Rushcliffe Borough Council in June 2019 for the erection of 103 dwellings and associated infrastructure. This application forms part of a larger phased development of up to 400 dwellings given outline permission in November 2018 (Ref 13/02329/OUT). The development is located on land to the east of Shelford Road, which was previously used for agricultural purposes. Conditions attached to the planning permission require that a humped zebra pedestrian crossing be installed on Bingham Road in the vicinity of the Bingham Road / New Road junction.
3. In response to the planning requirement it is proposed to introduce a humped zebra crossing on Bingham Road, to the east of the New Road / Cropwell Road junction. The statutory notice relating to the crossing was publicly advertised between 6th March and 3rd April. The notice period was interrupted by the Covid19 emergency, which led to the Government's instructions regarding mandatory self-isolation and social distancing. This lockdown inhibited the public's opportunity to be meaningfully involved in the statutory notice process. To ensure the process was fully accessible to all, the consultation was resumed when restrictions on movement were lifted. The second notice period operated from 2nd July to 24th July 2020, a copy of the notice is attached. All submissions, received during both notice periods, are considered in this report.
4. During the notice periods a total of six responses were received, of which three expressed support and / or made comments on the proposals. These comments included a request for bus stop clearway markings to be installed at more stops on local bus routes and questions regarding the enforcement of parking restrictions.

5. It is considered that there are three outstanding objections to the proposals, including an objection from Radcliffe on Trent Parish Council.

Objections Received

6. Objection – Crossing proposed in the wrong location / not required
All respondents, including the Parish Council, objected to the proposal on the basis of its location. Respondents stated that the crossing location was too near to an existing zebra crossing, to the west of Cropwell Road and was therefore not required. One respondent suggested that parents and children were more likely to use an alternative route over private land to access Bingham Road. They considered that the new crossing was therefore not on the pedestrian desire line and would not be utilised.
7. Respondents also suggested that the crossing could create traffic congestion when lorries were unloading at the nearby Tesco retail store or safety issues when buses stopped at the adjacent stops. It was suggested the crossing should be located further along Bingham Road or that a mini roundabout should have been provided instead.
8. Response – Crossing proposed in the wrong location / not required
Planning permission for the Shelford Road housing development was granted by Rushcliffe Borough Council. The permission was conditional on several requirements being met; one of which was the construction of a pedestrian crossing Bingham Road in the vicinity of the Bingham Road / New Road junction.
9. The crossing location was determined on the basis of the pedestrian desire lines using New Road between the residential development on Shelford Road and the Junior and Secondary schools located on Cropwell Road. This route is well-lit, maintained and utilises the public highway unlike the route suggested by the respondent, which is not adopted Highway and does not appear on the definitive map as a designated public right of way. The proposed crossing location is supported by County Councillor Cutts.
10. The detailed design to obtain technical approval for the new crossing as part of a section 278 agreement, required a safety audit. The audit was undertaken, and no road safety issues related to the crossing location were identified. The crossing subsequently received technical approval from Via East Midlands / Nottinghamshire County Council.
11. Whilst it is noted that the respondents would prefer the crossing to be located elsewhere or alternative highway features installed, the proposed location has been subject of a safety audit and is on the desire line for pedestrians wishing to access the schools, shops and services in Radcliffe on Trent village centre.

Other Options Considered

12. Other options considered included the extent of the crossings controlled area, which could have been lesser or greater. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Comments from Local Members

13. Councillor Cutts expressed support for the proposed crossing at this location.

Reason/s for Recommendation/s

14. The proposed scheme will facilitate pedestrian movements over Bingham Road to destinations, such as the schools, to the east of the village centre. The measures contained in the proposals meet the requirements of the Shelford Road development planning conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

15. 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 public-sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

16. Nottinghamshire Police responded to confirm that they had no objection or comments to make on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

17. The scheme is being wholly funded by the developer.

Human Rights Implications

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

Public Sector Equality Duty implications

19. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
 - Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
20. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

21. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to the village Junior and Secondary schools.

RECOMMENDATION/S

It is **recommended** that:

- 1) The humped zebra crossing proposed for Bingham Road is implemented as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Mike Barnett - Team Manager (Major Projects and Improvements) / Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments (SJE 19/08/2020)

22. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments (SES 19/08/2020)

23. The financial implications are set out in paragraph 17.

24. The cost of this scheme will be funded by the developer as per the conditions attached to the planning permission that require that a humped zebra pedestrian crossing be installed on Bingham Road in the vicinity of the Bingham Road / New Road junction.

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.

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

Electoral Division(s) and Member(s) Affected

Radcliffe on Trent ED - Councillor Kay Cutts

PROVISION OF HUMPED ZEBRA CROSSING

NOTICE IS HEREBY GIVEN that the Nottinghamshire County Council in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984 (zebra crossing) and Section 90A - 90I of the Highways Act 1980 (traffic calming hump), proposes to install a humped zebra pedestrian crossing across Bingham Road, Radcliffe on Trent in the Borough of Rushcliffe approximately 29 metres east of its junction with New Road.

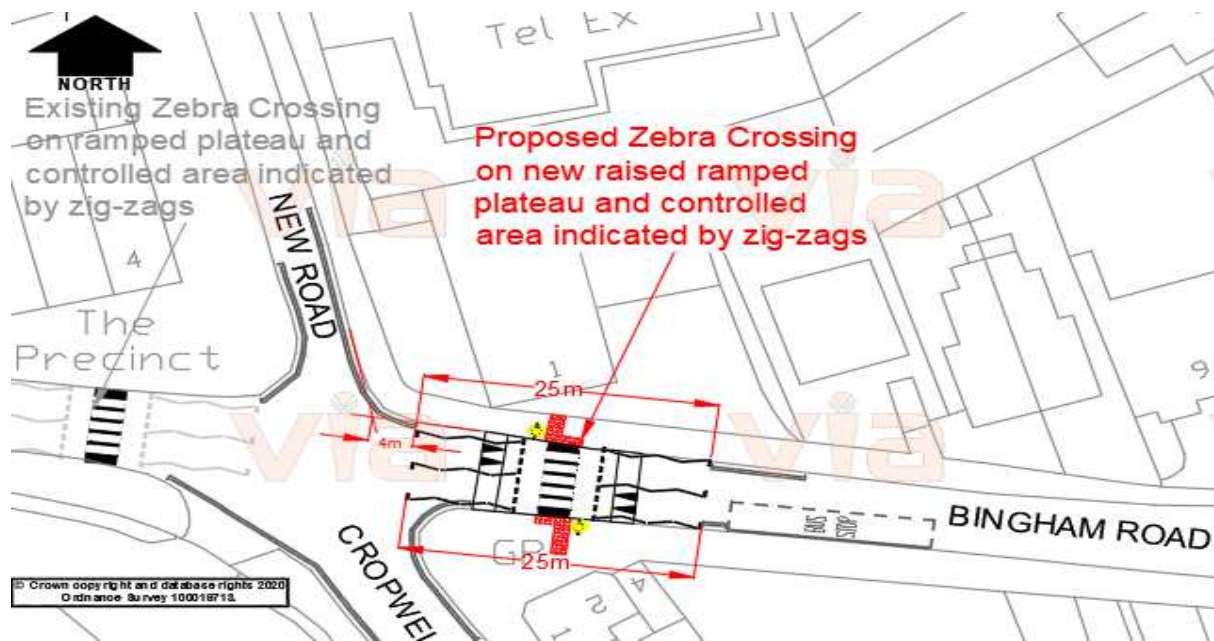
The crossing will incorporate a controlled area, on a new raised plateau, indicated by zig-zag markings along the carriageway where parking and loading will be prohibited. The extents of the controlled area are:-

BINGHAM ROAD, RADCLIFFE ON TRENT (the north side)

- From a point 4 metres east of its junction with New Road in an easterly direction for 25 metres

BINGHAM ROAD, RADCLIFFE ON TRENT (the south side)

- From its junction with Cropwell Road in an easterly direction for 25 metres



Written comments / objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds) must be received by the **24th July 2020**. Any details you provide may be shared with Nottinghamshire County Council as appropriate.

The crossing is being installed to assist pedestrians in crossing the road. The raised crossing plateau (10metres wide) is in keeping with other crossings on Bingham Road.

**Improvements Manager,
Major Projects and Improvements,
Via East Midlands Ltd,
Bilsthorpe Depot,
Bilsthorpe Business Park,
Bilsthorpe,
Nottinghamshire NG22 8ST**

3 September 2020

Agenda Item: 14

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME

Purpose of the Report

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

Information

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

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

Constitutional Comments (HD)

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

Financial Comments (PS)

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

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – OCTOBER 2020

Report	Description	Lead Officer	Report Author
01 October 2020			
Inspire Fourth Year Review 2019-20	To update the Committee on the development of Inspire in the delivery of cultural, learning and library services across Nottinghamshire and its achievements in the fourth year of operation.	Derek Higton, Service Director	Peter Gaw, Chief Executive Officer, Inspire
Inspire learning annual plan, fees and performance review	To update the Committee on performance and outcomes during the 2018/19 academic year. To seek approval for the following for the 2020/21 academic year: <ul style="list-style-type: none"> • Service Plan; • plans for use of Education Skills Funding Agency (ESFA) funding; • Schedule of Fees; • Supply Chain Arrangements. 	Derek Higton, Service Director	Peter Gaw, Chief Executive Officer, Inspire
Transforming Cities Programme	<ul style="list-style-type: none"> • To provide an update on Nottingham City Council's Transforming Cities Fund bid and to set out the next steps in project delivery; • To seek approval of Committee for scheme suggestions within or on county highway; • To approve and appoint a suitable elected Member to sit on the steering Board • To seek approval to progress negotiations with landowners to secure the land required to deliver the A60 Park and Ride in parallel to preparing a Compulsory Purchase Order and; • To seek approval of Committee to prepare scheme display material and undertake necessary consultation of proposals for elements of the bid proposals. 	Adrian Smith, Corporate Director/Matthew Neal, Service Director	Sally Gill, Group Manager/Kevin Sharman, Team Manager

Trading Standards & Communities Update	To update the Committee on key Trading Standards and Communities matters.	Derek Higton, Service Director	Mark Walker, Group Manager
Flood Section 19 Reports for Beeston and Ruddington		Derek Higton, Service Director	Gary Wood, Group Manager/Sue Jaques, Team Manager
VIA Update	Update	Derek Higton, Service Director	Gary Wood, Group Manager/Doug Coutts, Managing director, VIA EM
05 November 2020			
Highways Drainage – Recommendations	To seek approval for officers from Via EM Ltd. and the County Council to pursue the recommendations set out in this report.	Derek Higton, Service Director	Gary Wood, Group Manager/Martin Carnaffin, Team Manager
Performance and Finance report for Quarter 2 Place Core Data Set	Quarterly review of performance and finance data	Adrian Smith/Nigel Stevenson	Chris Williams/Robert Knott
Trading Standards & Communities Update	To update the Committee on key Trading Standards and Communities matters.	Derek Higton, Service Director	Mark Walker, Group Manager
03 December 2020			
Flood Section 19 Reports for Ollerton		Derek Higton, Service Director	Gary Wood, Group Manager/Sue Jaques, Team Manager
Review of Highway Network Management Plan	Review of Management Plan.	Adrian Smith	Gary Wood/Suzanne Heydon