

Transport and Highways Committee

Thursday, 21 May 2015 at 10:30

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

AGENDA

- 1 To note the appointment of the Chairman and Vice-Chairman by the County Council on 14 May 2015
- 2 To note the membership of the Committee 2015/16
- 3 Minutes of the last meeting held on 23 April 3 - 6
- 4 Apologies for Absence
- 5 Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary)
- 6 LGA Public Transport Consortium (PTC) Setting the Agenda for the Next Government 7 - 16
- 7 Beeston Statutory Quality Bus Partnership Update 17 - 20
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13	Objections to Permanent TROs - Update on Service Director Approvals (2014-15 Q4)	65 - 70
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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 David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.

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

Meeting	Transport and Highways Committee
Date	23 April 2015 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Kevin Greaves (Chairman)
Steve Calvert (Vice-Chairman)

Roy Allan
Andrew Brown
Richard Butler
A Steve Carr
Stephen Garner

Colleen Harwood
Richard Jackson
John Peck
Mike Pringle

OFFICERS IN ATTENDANCE

Pete Barker	- Planning Policy and Corporate Services
Mike Barnett	- Team Manager, Highways
Tim Gregory	- Corporate Director, Environment and Resources
Jas Hundal	- Service Director, Environment and Resources
Pete Mathieson	- Team Manager, Transport & Travel Services

COMMITTEE MEMBERSHIP

The Clerk to the Committee reported orally that Councillor Mike Pringle had replaced Councillor Michael Payne for this meeting only.

MINUTES OF THE LAST MEETING

That the minutes of the last meeting held on 19 March 2015 were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

None.

DECLARATIONS OF INTEREST

None.

TRANSPORT & TRAVEL SERVICES: CREATION OF TWO TEMPORARY POSTS

RESOLVED 2015/028

That Committee approve the creation of the following posts on a temporary basis for 12 months:

- 1) A QBP and Compliance Officer post at Grade 5 (subject to Job Evaluation)
- 2) An Interchange Officer post on Band A (subject to Job Evaluation)

THE NOTTINGHAMSHIRE COUNTY COUNCIL (NOTTINGHAM ROAD, EASTWOOD) (PARKING RESTRICTIONS) TRAFFIC REGULATION ORDER 2014 (5190)

RESOLVED 2015/029

That the Nottinghamshire County Council (Nottingham Road, Eastwood) (Parking Restrictions) Traffic Regulation Order 2015 (5190) be made as advertised with amendments and objectors advised accordingly. Amendments are:

- Extend 'No Waiting At Any Time' (double yellow line) restrictions on southern side of Nottingham Road by 1m outside 150 Nottingham Road.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (B6023 ALFRETON ROAD/FONTON HALL DRIVE SUTTON IN ASHFIELD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (4156)

RESOLVED 2015/030

That the Nottinghamshire County Council (B6023 Alfreton Road / Fonton Hall Drive, Sutton in Ashfield) (Prohibition of Waiting) Traffic Regulation Order 2015 (4156) is made as advertised and objectors advised accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ANTILL STREET, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (5187)

RESOLVED 2015/031

That the Nottinghamshire County Council (Antill Street, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2015 (5187) be made substantially as advertised but amended as follows and objectors advised accordingly.

Amendments are:

- Antil Street
 - Reduce existing 18 metres of no waiting at any time restrictions (double yellow lines) to 10 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce 18 metres of proposed no waiting at any time restrictions (double yellow lines) to 8 metres (east side)
- Lawrence Street
 - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 14 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 7.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095)
- Balfour Road
 - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8 metres (westside) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095) as shown on H/04078/2117

THE NOTTINGHAMSHIRE COUNTY COUNCIL (MILL ROAD & PINFOLD LANE, STAPLEFORD) (PROHIBITION OF WAITING & NO STOPPING ON ENTRANCE CLEARWAY) TRAFFIC REGULATION ORDER 2015 (5189)

RESOLVED 2015/032

That the Nottinghamshire County Council (Mill Road & Pinfold Lane, Stapleford) (Prohibition Of Waiting & No Stopping On Entrance Clearway) Traffic Regulation Order 2015 (5189) is made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CLIFFE HILL AVENUE AND WINDSOR STREET, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (5188)

RESOLVED 2015/033

That the Nottinghamshire County Council (Cliffe Hill Avenue and Windsor Street, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2015 (5188) is made as advertised and the objectors informed accordingly.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26TH FEBRUARY 2015.

RESOLVED 2015/034

That the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

WORK PROGRAMME

RESOLVED 2015/035

That the Work Programme be noted and consideration be given to reducing the number of reports due to go to the Committee meeting in May.

The meeting closed at 11.10am

Chairman

21 May 2015**Agenda Item: 6****REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY &
ENVIRONMENT****LGA: PUBLIC TRANSPORT CONSORTIUM (PTC)
SETTING THE AGENDA FOR THE NEXT GOVERNMENT****Purpose of the Report**

1. To advise Committee of the contents of a Public Transport Consortium (PTC) briefing paper "Setting the Agenda for the Next Government".
2. To support the continued membership of the PTC.

Information and Advice

3. The PTC is a Special Interest Group within the Local Government Association which promotes public transport issues on behalf of Local Authorities, outside of the metropolitan areas, thus supporting effective local decisions on public transport for the benefit of local citizens. The main aims are to:
 - Have an understanding of local transport issues
 - Development of legislation
 - Allocation of resources

The PTC also has the influence to have an effective impact at national, regional and local level through:

- Direct lobbying of government and ministers
 - Engaging key partners such as transport operators
 - Raising awareness of emerging policy issues
 - Sharing best practice
4. Membership is open to all non-metropolitan and unitary authorities. The PTC has representatives from all the political parties which provide a balanced viewpoint based on the transport needs of non-metropolitan areas. The PTC is supported by a voluntary pool of Local Authority Transport Officers including Nottinghamshire. The County Council Chair and Vice chair are invited to the PTC meetings.

Setting the Agenda for the Next Government

5. In April 2015 the PTC circulated a document "Setting the Agenda for the Next Government" **Appendix 1**. The paper outlined the key part that buses, rail, transport

infrastructure and concessionary travel play in delivering an integrated transport system and their importance for local communities.

6. The PTC wishes to engage with Government and prospective parliamentary candidates and sought views on the funding issues listed at the end of the briefing paper. The Chairman, therefore, sent a positive response to the paper supporting its aspirations.
7. The Committee are, therefore, asked to note the response and agree to the continued membership of the PTC which has and will continue to provide a very active method of engaging with Government and a source of information regarding key transport issues.

Summary of Key Issues

8. A summary of the key policy and funding issues highlighted in the document are as follows, together with the Nottinghamshire position and future challenges:

- (i) **Develop Local Bus Services:**

The Council continues to support local bus provision prioritising access to employment, training and health facilities. Over the past 5 years the total spent by local authorities on supported bus services has reduced by £44.2m (15%) and this ongoing challenge has been addressed in Nottinghamshire through a managed approach to the review of supported local bus service contracts.

Sustained investment in bus stop facilities including shelters, real time information and associated maintenance means the council is ranked No. 1 nationally in the 2014 Passenger Focus Bus Passenger Satisfaction Survey for satisfaction with the Bus Stop . This is discussed in more detail under Agenda Item 7. Reductions in Local Transport Plan funding for bus stops in 2015/16 will reduce the level of support for future provision and maintenance.

Bus Service punctuality is a key driver of bus service satisfaction in Nottinghamshire. Effective partnership working takes place between transport and highways with funding for local bus priority measures including bus stop clearways, traffic signal priority and the effective management of road works and civil parking enforcement.

- (ii) **To fund the current concessionary fares scheme for those currently entitled:**

The Council has contributed to discussions nationally with the Department for Transport regarding effective funding Concessionary Fares reimbursement arrangements for local authorities therefore recognising the social and economic benefits of the scheme.

The County Council countywide concessionary travel scheme is anticipated to cost £10.98m in 2015/2016 benefitting 164,000 residents undertaking nearly 11 million passenger journeys per year. The Council has proactively negotiated reimbursement arrangements for 2015/16. The scheme will include free travel for Nottinghamshire pass holders on the NET tram lines 2 and 3. Future scheme costs will be affected by usage of the tram and is recognised as a future funding pressure as part of the Budget Pressure Challenge.

Local bus fares in England increased by 58% in the past ten years compared to a 35% increase in the RPI. The Council's Integrated Ticketing Strategy and Delivery Plan will help to address the affordability of the bus, in particular for younger people.

- (iii) To create additional rail capacity urgently and invest in rail infrastructure:

Rail services in Nottinghamshire are an important part of the local transport network delivering important benefits for local communities.

Recent developments in Nottinghamshire include the opening of the Nottingham Station hub, served by the Robin Hood Line to Mansfield and Worksop, and line speed improvements on the Nottingham- Newark line.

The Council supports the LGA in that government give greater recognition of the role of the train in delivering their wider policies including investment for additional stations, more affordable ticket options and development of digital technology.

- (iv) Provide devolution to local authorities to use funding more flexibly, specifically for transport, as they see appropriate:

The Council provides £200K discretionary annual Grant Aid Support to Voluntary Car and Minibus schemes and this support is to be maintained for the next 3 years. The Council was recently successful with a bid to the government Total Transport Pilot Fund to help support better co-ordination and integration across providers including the community transport sector with the aim of recognising the cross sector benefits and realising future savings and better service provision. This will include a travel solutions hub with the potential to pool funding including top-up funding from other government departments and transport providers resulting in more effective commissioning of services.

Overall the Council supports the LGA that government give greater recognition of the role of the bus in delivering their wider policies which in turn will help local bus operators to invest and innovate.

Other Options Considered

- 9. None.

Environment & Sustainability

- 10. Public transport is vital for local communities, key to congestion management, improves air quality and reduces CO2 emissions.

Statutory and Policy Implications

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

Financial Implications

12. The PTC membership cost is provided for in the service budget.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Committee notes the contents of the PTC paper “Setting the Agenda for the Next Government”.
- 2) Supports the continued membership of the Public Transport Consortium.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:
Pete Mathieson
Team Manager
Commissioning & Policy

Constitutional Comments (LM 28/04/2015)

13. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TR 29/04/2015)

14. The financial implications are set out in paragraph 12 of the report.

Background Papers

None.

Electoral Divisions and Members Affected

All

Setting the Agenda for the Next Government



The Public Transport Consortium (PTC) is a special interest group of the Local Government Association, representing the interests of shire counties and unitary authorities in England and Wales.

The Consortium aims to:

1. act as a forum for discussion and promotion of public transport issues affecting local authorities outside metropolitan areas;
2. promote the exchange of experience and good practice between member authorities and in liaison with other bodies;
3. advise appropriate committees or other executive bodies of the LGA on public transport issues; and
4. represent interests of member authorities to Government, the Local Government Association, operators and other organisations involved in public transport

BUSES

Buses are vital to our communities, enabling people to have an independent lifestyle and gain access to work, education, healthcare, shopping and leisure activities.

Whilst they directly link people and services they manage congestion giving a better journey to those that do not use them and for those delivering goods and services.

For 48% of users, the bus is their only means of travel – 10% of bus commuters would be unable to access their job without the bus. A strong bus network supports the vitality of urban centres – bus users spend almost £30 per shopping visit. 43% of bus users are travelling to or from work or education, 32% are going shopping.

Working in partnership with the Local Government Association as a Special Interest Group



Local authorities recognise the vital role of the bus and seek to implement strategies to increase use of the local bus network, maximising the economic and social benefits to people, business and communities: in this way people are provided with the transport they need. Buses are responsive to changes in demand, enabling local economies to grow. Support of Central Government is essential to deliver these vital services, but local authorities are best placed to allocate such funding.

The National Concessionary Travel Scheme for people of state pension age and with disabilities offering free travel on local buses outside peak hours has been an enormous benefit – 10 million people have a pass and make an average of 110 bus journeys a year. This enables them to live independently and reduce the costs to other public services. The scheme is statutory, but many local authorities who administer the scheme on behalf of Central Government are inadequately financed by Central Government to deliver this concession. Coupled with reduced funding to local authorities, recent years have been characterised by reductions in bus services (2000 routes reduced or withdrawn since 2010), directly contrary to the wishes of local authorities and communities. Central Government must act nationally to reverse this situation, as inadequate reimbursement to operators reduces the commercial viability of services, increasing local authority costs. Local authorities need central Government support to deliver infrastructure that drives up the attractiveness and dependability of bus services. Bus service punctuality is the most important criteria for users, and measures to reduce congestion should be enhanced by implementing the Traffic Management Act 2004 part 6 and the use of CCTV. These measures will enable local authorities to prevent issues such as illegal parking and yellow box junction infringements. Government must give greater recognition to the vital role of the bus to ensure investment by local authorities and operators. Funding should be provided for bus services from other government departments to recognise the vital role played in enabling them to deliver their policies. For those authorities that wish to provide bus services in a different way, the legal process should be made much simpler.

Inevitably, a conventional bus service cannot meet all needs and Government must create a climate in which Community Transport schemes can develop.

RAIL

There has been a 60% increase in rail travel since 1995 from more people travelling rather than existing users travelling more. Rail travel for business purposes has nearly tripled. Rail growth is a reflection of changes in society with less use of cars amongst some groups. A greater proportion of the population travel by train, across all regions, not just the traditional London commuter area, which has also experienced growth and whose growth is predicted to continue. In 1995 63% of national rail journeys were to, from or within London but by 2005 it was 57%, demonstrating growth in rail use outside London. Crowding on rail services is now a major issue.

This growth has clearly exceeded expectation and there is a need to resolve immediate issues and to commit to long term investment. The chronic shortage of adequate rolling stock needs urgent attention through the franchising process. However, investment in rail is a long term process and the priority must be to safeguard land to develop new rail connections, as has been demonstrated with east west rail. Single track lines returning or becoming dual track will assist in building capacity (there are currently over 19,000 miles of single track railway), and the electrification programme should be enhanced – the south west of England is the only mainline without planned electrification. Greater resilience of the rail network must be built in to ensure it can still function in times of disruption as rail lines are crucial to achieving significant economic growth. No new diesel rolling stock has been ordered since 2008. There is a need to provide more funding for regional rail services.

To deliver transport infrastructure it is essential to maximise access to external funding; local authorities need more flexibility in the use of such funds. Devolution of decision making, with appropriate funding, is required. Development should take place in areas where there is an existing good provision of public transport, avoiding increasing car use.

The Consortium is anxious to engage with prospective Parliamentary candidates and is interested in your views. A response to the issues raised would be appreciated – a response of agree or disagree with the following statements is all that is required.

The Government should provide funding:

- 1) To develop local bus services
 - Recognise the value of bus services in delivering economic growth and regeneration, reducing traffic congestion and contributing to carbon reduction targets
 - Enabling people to live independent lives
 - Encourage bus operators to invest and innovate
 - Bring together existing bus funding with a top-up from other government departments specifically to fund bus services
- 2) To fund the current concessionary fares scheme for those currently entitled
 - Recognise the social and economic benefits the scheme brings
 - Recognise the need for travel assistance for young people entering work and give tax breaks on the cost of bus season tickets
- 3) To create additional rail capacity urgently and invest in rail infrastructure
 - Recognise rail services are cost effective
 - Consider social value as part of franchise determination
 - Fund additional stations
 - Offer more bespoke ticket options
 - support new rail lines and reinstatement of rail services, restoring two tracks
 - urge the introduction of digital technology
- 4) Provide devolution to local authorities to use funding more flexibly, specifically for transport, as they see appropriate
 - Bring together the commissioning of local transport services by different public bodies
 - Recognise the cross sector benefits of transport
 - Leverage in sources of funding for use as locally determined.

21 May 2015

Agenda Item: 7

REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT

BEESTON STATUTORY QUALITY BUS PARTNERSHIP UPDATE

Purpose of the Report

1. To provide an update on the Beeston Statutory Quality Bus Partnership (SQBP) scheme and approve the making of the scheme from the dates outlined in this report.

Information and Advice

2. On 9 January 2014 Transport and Highways Committee approved the report 'Mansfield Bus Station and Mansfield Town Centre Statutory Quality Bus Partnership – Building On The Success' which proposed the development of further SQBP's or Voluntary Quality Bus Partnerships (VQBP), to add value to the investment in the Beeston Bus/Tram interchange and Worksop Bus Station.
3. The Transport Act 2000 looked to strengthen partnership working between Local Authorities and local bus operators to improve the quality and reliability of bus services. The SQBP is a legal agreement between the County Council and bus operators to meet certain quality standards, which is monitored by the Traffic Commissioner to ensure compliance.
4. Significant infrastructure improvements in Beeston are underway providing an upgrade to 23 bus stops within the SQBP area including the installation of a further 11 real time displays and four bus shelters. These works will be completed by the 1st July 2015.
5. The SQBP consultation ended on 18 March. No objections to the scheme were received and it is proposed that the Scheme will come into effect from the 1st September 2015 for the Interchange and the 1st July for the surrounding bus stops. A copy of the scheme document is available online at the following address: www.nottinghamshire.gov.uk/travelling/travel/sbqp/

Beeston Public Transport Interchange (BPTI)

6. An operator of a local service may only use the facilities in the scheme area including the BPTI if they comply with Section 8 of the SQBP Scheme document – "Conditions of Use". It is the responsibility of local bus operators to notify the traffic commissioner of their commitment to participate in the scheme by completing Schedule 5 of the SQBP Scheme

document and sending to the Traffic Commissioner for the North Eastern Traffic Area in advance of the 1 September 2015 Scheme implementation date.

7. It is hoped that buses will start using Beeston Bus Tram Interchange from Summer 2015 to provide a smooth transition for the commencement of the tram service. From this date the current bus station will close and will no longer be used. The new Interchange will operate a slot booking system for buses that will be managed by the County Council and ensure that buses can only use the Interchange with prior agreement.
8. A leaflet will be produced to provide detailed information on where to catch the bus from the opening of the Interchange. This information will also be available on the County Council, Broxtowe Council, Nottingham City Council and bus operator websites. Information about Beeston bus services will also be disseminated via social media including Facebook and Twitter. Other promotional activity for bus services including any route/timetable changes will be prepared in conjunction with the bus operators.
9. A further progress report on the Beeston SQBP will be produced in January 2016.

Other Options Considered

10. To do nothing and continue without a SQBP and without the slot booking arrangements in the new Interchange. The Scheme aims to bring benefits to persons using Local Services by improving the quality of those local services operating in the Scheme Area and restricting the use of the bus stops and other facilities in the Scheme Area to those Local Services that meet the Standards of Service. To proceed without the Scheme would potentially compromise the quality of local bus services in Beeston and cause operational conflicts at the BPTI through lack of a system to regulate bus arrivals and departures. This could affect the smooth operation of the tram through the BPTI and pose a safety risk to passengers.

Statutory and Policy Implications

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

Sustainability and Environment

12. The provision of the Beeston Public Transport Interchange will encourage more people to use public transport thus reducing car use and congestion.

Financial Implications

13. The County Council as part of the LTP Programme, has funded improvements to the Interchange and a number of bus stops in the Beeston SQBP area. Any capital or revenue expenditure associated with the Scheme is funded from within existing resources.

Implications for Service Users

14. The provision of the Beeston Public Transport Interchange will improve the customer experience for users and encourage modal switch to bus and tram from other modes of transport.

RECOMMENDATION

- 1) To note the outcome of the Beeston SQBP consultation and approve the making of the SQBP Scheme, effective from 1 September 2015 for the Interchange and the 1st July for the surrounding bus stops.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:
Pete Mathieson
Team Manager
Commissioning & Policy

Constitutional Comments (LM 28/04/15)

15. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TR/29/04/2015)

16. The financial implications are set out on paragraph 13.

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.

- Mansfield Bus Station And Statutory Quality Bus Partnership Progress Report - Transport & Highways Committee Report- 6 February 2013
- Mansfield Bus Station And Mansfield Town Centre Statutory Quality Bus Partnership – Building On The Success - Transport & Highways Committee Report- 9 January 2014

Electoral Divisions and Members Affected

All

21 May 2015**Agenda Item: 8****REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY &
ENVIRONMENT****DFT TOTAL TRANSPORT PILOT FUND & COMMUNITY MINIBUS FUND****Purpose of the Report**

1. To inform Committee of the County Council's successful bid for Total Transport Pilot Funding.
2. To seek approval for the appointment of consultants to provide support for delivering the pilot project.
3. To advise Committee of the successful outcome of Community Transport Minibus Fund bids.

Information and Advice**Total Transport Fund**

4. In January this year the DfT invited bids from County Councils for the £7.6m Total Transport Pilot Fund. The funding was available to Local Authorities who provide public road passenger transport services in rural and rural-outer urban areas.
5. The Government recognises that passenger transport is fundamental to the sustainability and independence of communities, because it provides people with access to public services, healthcare, employment, education and training. Inadequate transport can, therefore, be a barrier to well-being and prosperity.
6. Around £2 billion of public funding for transport services is currently spent annually by various agencies e.g. Local Authorities, National Health Service, and Schools & Colleges etc. However, Government feel that this funding is not well co-ordinated or integrated at a local level resulting in duplication and inefficiencies. In July 2014 the Transport Select Committee published a report on "Passenger Transport in Isolated Communities" and expressed a belief that a total transport model could benefit isolated communities. However, there is no clear evidence of the benefits and costs because no trials had been carried out. It was, therefore, recommended that total transport schemes be piloted in a range of urban and rural areas.
7. Local Transport is currently provided by a broad range of services run by many different organisations including Local Authorities, Health, Colleges etc. Providing these services in an integrated way may ensure that the overall needs of passengers

are met and the services provided are efficient and effective. The fund will allow the various partners, led by the County Council and the City Council, to undertake feasibility studies and pilots in our area, and other groundwork to identify what scope there is for integration between the various agencies.

8. The expected outcomes from this pilot are detailed in the attached bid (**Appendix 1**) and summarised below:
9. Enhanced travel opportunities for older people, younger people, low income residents, disabled persons, college and school students, hospital patients and unemployed people – in particular those from isolated rural areas who are unable to use traditional public transport services
10. Improvements to the delivery of existing or new local bus services, especially in isolated rural areas
11. More efficient use of transport resources within Nottinghamshire County Council / Nottingham City / other partners e.g. Health
12. Efficiency savings to all partners as own transport services utilised more efficiently / own clients transported most appropriately
13. The County Council and City Council submitted a bid for £300k which was successful. The bid covers the rural areas of Newark & Sherwood, Rushcliffe and Bassetlaw. A copy of the bid is attached: **Appendix 1**. The main proposal is to develop a travel solutions hub – see **Appendix 2**, in order to align passenger transport resources across the organisation and beyond.
14. The project will commence immediately and will be linked to the wider Transport Transformation programme – see **Appendix 3** for details. A project of this kind will require additional support and tenders have been invited from consultants who have significant experience in this area. We do not have the resource capacity to undertake the majority of this work internally. As such the bid to the DfT was made to secure the additional resources needed.

Community Minibus Fund

15. On 26 March 2015 the DfT announced the outcome of the £25m community minibus fund which will provide 9 to 16 seat passenger vehicles specifically tailored to meet local community transport needs. More than 300 charities and community groups across England submitted successful bids, two of which were in Nottinghamshire, Ravenshead Community Transport and Bassetlaw Action Centre. The new minibuses will improve the everyday lives of people in the Bassetlaw and Gedling areas by providing vital links to health, retail and social events. This is particularly important for those people in our communities who are unable to use traditional public transport services.
16. The provision of these two vehicles supports the County Council Mobility Strategy and its aspirations for a stronger 3rd Sector.
17. Further details of both funding streams are available at www.dft.gov.uk

Proposals

18. That work on the project commences immediately and that the additional consultancy support be put in place by June 2015. The funding is to cover the cost of the pilot to June 2017.
19. That meetings are held with partners to finalise the programme of work and timescales for the pilot. Regular update reports on progress will be brought to the Committee.

Other Options Considered

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

Environment & Sustainability

21. Local passenger transport is key to congestion management, reduction in car use and improving air quality.

Statutory and Policy Implications

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

Financial Implications

23. The cost of the pilot is funded from the bid.

Implications for Service Users

24. Improvements in local transport services will improve the availability of transport for commuting and enable people, especially in isolated rural areas to access key services.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the successful bid for DfT Total Transport Funding (£300k) and the contents of the pilot project.
- 2) Approve the appointment of consultancy to support delivery of the pilot project.
- 3) Note the successful outcome of the DfT Community Transport Minibus Fund bids.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:

Mark Hudson
Group Manager
Transport & Travel Services

Constitutional Comments (LM 28/04/2015)

25. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TR 29/04/2015)

26. The financial implications are set out in paragraph 23 of the report.

Background Papers

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

House of Commons Transport Committee

“Passenger Transport in Isolated Communities”:

14 July
2014

DfT Letter – Total Transport Fund (TTF) and application form:

14
January
2015

DfT – TTF Awards Letter:

27
March
2015

DfT Minibus Fund Awards:

9 April
2015

County Council Mobility Strategy

(<http://www.nottinghamshire.gov.uk/travelling/travel/communitytransport/mobility-strategy-for-nottinghamshire/>)

April
2011

Electoral Divisions and Members Affected

All

Total Transport Pilot Fund

Application Form



**Nottinghamshire
County Council**



**Nottingham
City Council**



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Guidance on the Application Process and this application form are available at:

www.dft.gov.uk/

Applications must be emailed to buses@dft.gsi.gov.uk by **Wednesday 11 February 2015**.

If you have any questions about the bidding process, please contact **Steve Blackmore** on 020 7944 3339 or by email: steve.blackmore@dft.gsi.gov.uk

1. Project Summary

Guidance on the Total Transport Pilot Fund has been published alongside this application form. The guidance provides useful advice on how to develop and write a successful proposal and should be referred to when filling in this application form.

Applicant Information

Local transport authority name(s)*:

Nottinghamshire County Council (NCC) Lead Authority

Nottingham City Council (Nottm)

*(If the bid is a joint proposal, please enter the names of all participating local transport authorities and specify the lead authority)

Senior Responsible Owner name and position:

Mark Hudson, Group Manager, Transport and Travel Services

Bid Manager name and position:

James Lewis, Project Manager, Transformation Team

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2. Overview

2.1 Project name:

Total TITAN (Towards Integrated Transport across Nottinghamshire)

2.2. The Geographical Area:

The area covered by this proposal encompasses the three rural districts of Nottinghamshire – Bassetlaw, Newark & Sherwood and Rushcliffe (see Annex 1). Each of these districts meets the criteria for the 'rural-50' classification and the additional maps outline the extent of the isolation that these communities face and the reliance on private vehicles.

2.3. Description of the types of transport provision covered by the bid:

- Local bus - Operated by a range of external providers under contract to NCC including in-house fleet
- Home to school (mainstream and SEN) – Operated by a range of external providers under contract to NCC (including NCC in-house fleet)
- Adult Social Care - Operated largely by NCC in-house fleet
- SEN & Adult Social Care transport integrated by Nottingham City Council
- Non-Emergency Patient Transport (NEPT) services – contracted to Greater East Midlands Commissioning Support Unit (GEMCSU) on behalf of the six Clinical Commissioning Groups in Nottinghamshire (three of which are included in this bid)
- Voluntary and Community Sector minibus and social car schemes
- College transport
- Ad hoc and regular taxi provision across all partners

2.4. Description of Proposal:

We will undertake the following **Actions**:

- Scoping studies of passenger journey requirements
- Integrating all the transport services set out above
- Integrating IT booking and planning systems of different partners
- Feeding in all client requirements
- Considering particular needs of client against types of transport and non-transport solutions available
- Providing the most appropriate method of transport or alternative for each client
- Allocating transport on basis of assessed need and availability
- Sharing booking, transport and staff resources

These will deliver the following **Outputs**:

1. An enhanced 'Travel Solutions Hub' and a single point of contact for clients
2. Integrated booking and journey planning software
3. A better utilised fleet of internal and external vehicles
4. A team of highly trained staff matching people to travel solutions
5. A mosaic of travel solutions to match users' needs
6. More efficiency in health appointments – less 'no shows'
7. More travel choice in rural areas
8. Expanded Independent Travel Training offer

These Outputs will deliver the following **Benefits and Outcomes**

- More efficient use of transport resources within Notts CC / Nottm City / other partners
- Efficiency savings to all partners as own transport services utilised more efficiently / own clients transported most appropriately
- Enhanced travel opportunities for older people, younger people, low income residents, disabled persons, college and school students, hospital patients and unemployed people
- Improvements to existing or delivery of new local bus services, especially in isolated rural areas

2.5. Total DfT funding sought (£)

Administration and management of feasibility & scoping studies	£130,000
IT support to integrate booking software	£25,000
3 pilot demonstrations (3 x £30,000)	£90,000
Monitoring and Evaluation	£25,000
Independent Travel Training (ITT) Pilot Scheme	£30,000
Total	£300,000

3. Progress on integration to Date and Further Scope to Integrate Services

3.1 Progress to date in integrating public road passenger transport services

- Integrated transport unit at NCC ('Transport and Travel Services') established in 2008
- NCC has been working to establish an integrated transport model for the procurement and operation of transport services on behalf of its own internal departments
- NCC defined a 'Travel Solutions Hub' whereby one central team organises all transport, having access to all potential options which might meet the travel need identified in order to arrive at the most appropriate, most value for money solution (see diagram in Annex 2)
- NCC Corporate Leadership Team has approved plans to move towards greater integration. Working towards bringing together the transport commissioning, planning and procurement into a single function which will also be empowered to challenge eligibility and entitlement decisions
- Integrated mainstream and home to school transport at NCC
- Integrated SEN and ASCH transport in Nottingham City
- Integrated NCC Adult Social Care transport and local bus services; 12 contracts at present or planned
- Ongoing investment in transport software (Trapeze) by NCC to streamline the scheduling process
- Community Transport capacity used on SEN and NHS contracts
- Community Transport Sector partnership: sharing resources and capacity
- CT4TC co-located with Bassetlaw Action Centre - lottery-funded project in East Bassetlaw offering more travel opportunities to residents Bus operators, taxi companies and Community Transport operators all on preferred tenderer list
- NCC and Nottingham City examining 'Shared Services' for transport service provision

3.2 Further scope to integrate services

- Total Transport Pilot would incorporate Non-Emergency Patient Transport into the Travel Solutions Hub, arranging travel on behalf of Bassetlaw, Newark & Sherwood and Rushcliffe Clinical Commissioning Groups
- The Pilot will seek to integrate the organisation of NEPT services and college transport services with those transport services procured by NCC and Nottm
- Booking staff would assess client travel needs (including NEPT) and arrange appropriate transport
- The timing of the pilot is particularly relevant as the current NEPT contract ends in early 2017 and GEMCSU is considering more cost-effective transport procurement arrangements from mid-2017
- A single call centre would coordinate all bookings, finding the most appropriate, most efficient and best value for money solution, passing on the savings to the relevant bodies
- The Central booking service will provide transport 7 days per week to reflect the proposed extension of NHS appointments to weekends; similarly, some local bus users will benefit from the 7 day service
- Promoting greater independence by expanding ITT provision (currently for SEN clients) to encompass Adult Social Care and NEPT clients
- Serving a wider set of journey needs – more NEPT clients will be eligible for transport
- Demonstrating the scope for greater efficiencies in transport provision
- *Letters of support for the proposed pilot are provided in Annex 3*

3.3. Why the integration described in section 3.2 is a priority

The integration provides us with the opportunity:

- To address funding issues through providing a more efficient and value for money system
- To remove duplication of scarce resources in rural areas (e.g. NEPT, ASHPP and local bus services)
- To open up Sunday travel opportunities for many rural residents
- To take advantage of the highly opportune timing with regard to the current NEPT contract end date
- To separate transport procurement from provision which will provide a more efficient solution
- For rural residents who do not qualify for NEPT services for medical reasons, but could make use of available brokered services in their locality
- To use NCC in-house fleet capacity to integrate NEPT and college services across all providers
- To meet the needs of vulnerable groups and wider set of transport clients
- To maximise the utilisation of vehicles across a whole service mosaic

4. Description of Proposal

Proposal

Provide an outline model of how you propose to deliver service integration in your specified area.

The accompanying Gantt chart in Annex 4 provides a visual representation of the tasks and timelines detailed here in the text below.

1. Governance

Duration: 24 months (March 2015 – Feb 2017)

To steer, manage and deliver the pilot project in line with the project plan, including:

- Appointment of a Steering Group to oversee the project
- Appointment of a Management Group to oversee project delivery
- Development of a Project Plan
- Recruitment of consultants to manage the project on a day-to-day basis
- Procurement of other necessary services and supplies

2. (a) NEPT and (b) College Transport Scoping Studies

Duration: 3 months (June – August 2015)

To obtain a clear understanding of the full extent of the NEPT and college transport services, including:

- Eligibility criteria to qualify for NEPT
- Approximate numbers of clients within the pilot areas
- Number and types of vehicle deployed on contract(s)
- Journey requirements in pilot areas
- Service specification(s) for NEPT & college contracts
- Contract performance issues in pilot areas
- NEPT call centre contract / college transport contracts
- Procurement procedures, procurement strategy and timelines
- Marketing and promotion issues, including electronic and digital information provision
- Mapping of current transport provision and passenger / client journeys
- Accessibility mapping of access to services
- Map current transport planning and booking IT tools.

3. IT Integration Feasibility Study

Duration: 3 months (June – August 2015)

To explore options for integration / co-operation of Trapeze and Cleric software, including:

- SWOT analysis of booking software for NEPT, college and NCC transport services
- Options for maintaining separate systems and providing NEPT, College and NCC transport services
- Practicalities of integrating two IT systems within a specific time period
- Associated costs of integrating or co-locating software

4. Integrated Travel Hub Feasibility Study

Duration: 3 months (June – August 2015)

To examine the practicalities of introducing an integrated call centre including:

- Location / co-location
- Operational protocols
- Staffing and resourcing
- Recharging arrangements
- Service monitoring arrangements
- Detailed costings

5. Staff Training Scoping Study

Duration: 2 months (August – October 2015)

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To understand the extent of expertise in existence across all transport provision with a view to:

- Reviewing staffing arrangements across all booking services

- Determining training requirements
- Devising a training package

6. Implementation of Pilot Duration: 3 months (October – January 2016)

To establish the basis for the Pilot by:

- Integrating IT systems
- Establishing the call centre
- Training staff
- Assessing and allocating driver & vehicle resources

7. Pilot Operation Duration: 9 months (January 2016 – October 2016)

- Delivery of the Total TITAN services in the 3 pilot areas

8. Independent Travel Training Pilot Duration: 12 months (October 2015 – October 2016)

- Provision of ITT services to Adult Social Care clients
- Provision of ITT services to NEPT clients
- Provision of ITT services to rural residents

9. Monitoring and Evaluation Fieldwork 3 x 1 month (August 2015, Feb 2016 and October 2016) Analysis (August 2015 – December 2016)

Assessing the costs, benefits and impacts of the Pilots through the:

- Development of an Evaluation & Monitoring Plan
- Setting of success criteria
- Development of impacts and measures to be collected and assessed, e.g.
 - Nos. of service users (NCC, NHS, Others)
 - Capacity utilisation of vehicles
 - Efficiencies and savings
 - Qualitative survey of service users
 - Mapping of new transport provision and passenger / client journeys
 - Accessibility mapping of new access to services

Further detail of proposed monitoring and evaluation is provided in section below

What benefits are expected to result from the integration of those services? Please set out why you think the total transport model will prove beneficial for your area

The Key benefits we anticipate are:

- Cost savings – e.g. use of NCC in-house fleet or CT services rather than bespoke ambulance or taxi services
- Fewer cars on roads in rural areas and entering hospital grounds, relieving congestion
- Consideration of availability of alternative transport solutions in pilot areas *before* passengers are granted or refused the NEPT service
- One telephone number for all transport bookings – providing a better passenger experience and removal of confusion, and the ability to make online bookings
- All rural communities will benefit from an improved NEPT service
- Availability of vehicles and deployment through the Travel Solutions Hub makes transport available for vulnerable groups at times and geographic locations not previously possible
- Brokerage ensures all transport provision loading is maximised and that the transport provided is most appropriate to clients' needs
- Better service provided for clients from a service more tailored to their needs
- Better coordination of links provided between health appointments and transport provision
- Efficiency savings realised

- Meeting the needs of vulnerable groups and wider set of transport clients
- Alternative non-direct transport provision will be provided; such as ITT to access the bus and community transport network, thus improving the sustainability of rural bus services and CT provision
- Wider set of journey needs will be served
- Demonstrating the scope for greater efficiencies in transport provision and act as 'Exemplar' project for the provision of total transport solutions
- Providing appropriate transport opportunities to access health services
- Using integrated transport provision to provide 7 days per week travel opportunities for rural communities
- More usage of environmentally friendly vehicles; leads to improved air quality e.g through the use of electric buses

What monitoring and evaluation will be carried out to understand the success of the new approach?

Provide detail around the budget set aside for monitoring and evaluation, and provide details around the methodology to be used to carry out this work.

The tasks for the evaluation and monitoring programme are set out below:

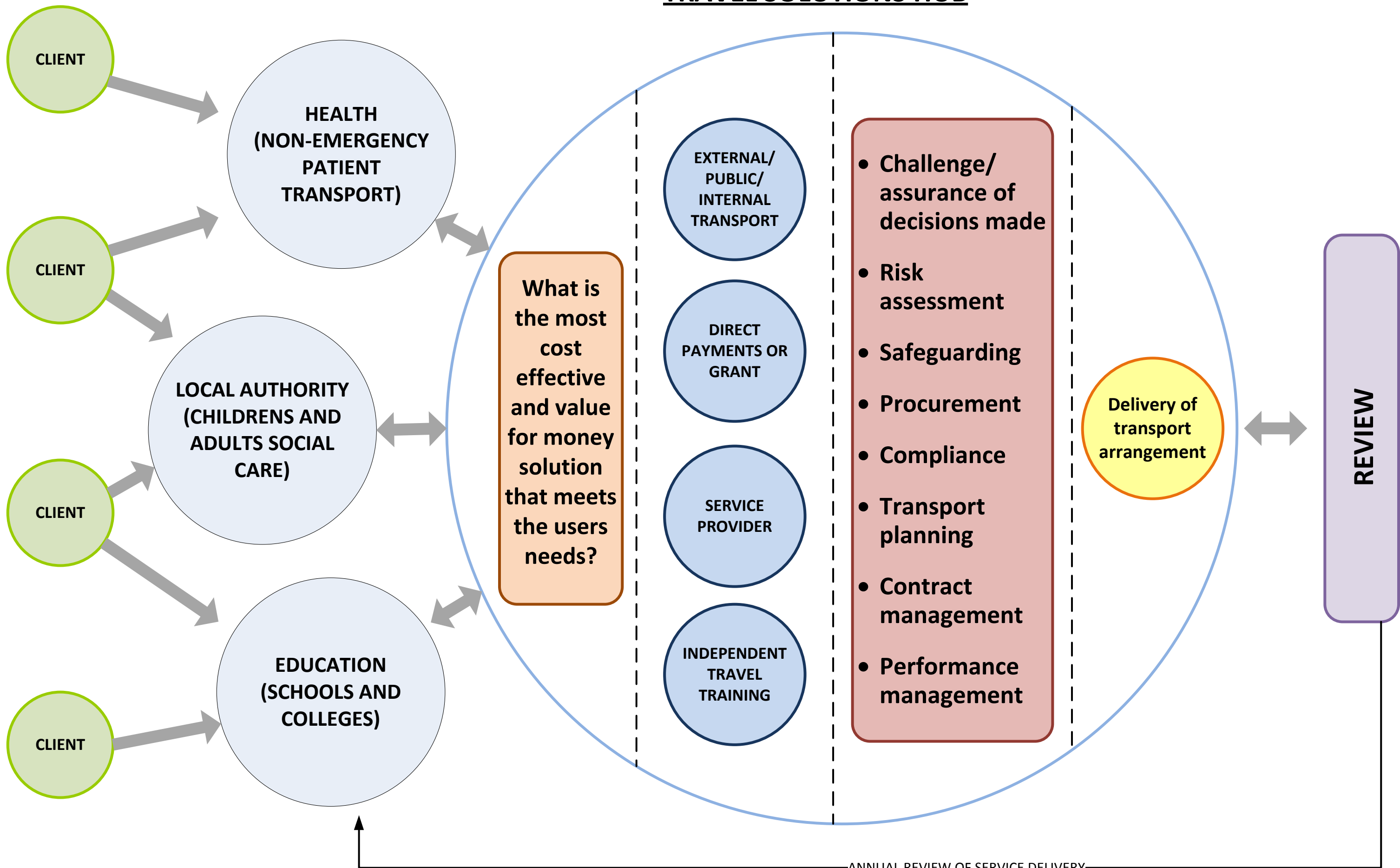
- Development of an Evaluation and Monitoring plan
- Setting success criteria
- Establishment of impacts and measures to be assessed / collected, e.g.
 - Cost of provision
 - Customer satisfaction surveys – re. booking, journey experience, staff, etc.
 - Software suitability
 - Replicability / scaling of pilot
 - Efficiency savings
 - Quantification of benefits
 - Systems performance, e.g. software
 - Impacts on travel time
 - Impacts on travel experience
 - Impacts on costs
 - Impacts on fleets
 - Level of integration achieved
 - Benefits for vulnerable groups
 - Benefits for rural areas / rural residents
 - Additional financial and social benefits levered
- Setting a Future Action Plan

£25,000 has been set aside for monitoring and evaluation; the data collection will take place at three distinct project stages:-

- Before (to assess the current situation) 6K
- During (to assess the position at beginning of pilot implementation) 6K
- After (to assess the position at end of pilot and compare with before and during situations) 6K
- Analysis, comparison & reporting 7K

To summarise we feel that the Total Transport Pilot Fund provides us with a very real and present opportunity to investigate whether we can work collectively across Nottinghamshire to improve access to health, care, education and employment for isolated communities. We feel that if our bid were successful then we would be able to demonstrate that our pioneering approach, for which we have widespread support, could provide a new model for collaborative passenger transport across the public sector.

TRAVEL SOLUTIONS HUB



Redefining Your Council: Place & Resources Portfolio

Transport Transformation Programme Summary

Project	TP01 Travel Hub Project	TP02 Total Transport Pilot Fund Project	TP03 OBC's and Final Structure Project	TP04 Shared Services Project	TP05 Migration of Fleet Services to NEWCO
	April 2015 – April 2016	April 2015 – April 2017	April 2015 – August 2016	April 2015 – April 2016	April 2015 – April 2016
	Mark Hudson/James Lewis	Mark Hudson/James Lewis	Chris Ward	Pete Mathieson	Chris Holland
Summary	<p>Delivery of a cross organisational travel hub for NCC, combining departmental transport resources and functions into a single transport service planning & financial management, bringing commissioning and delivery closer together.</p> <p>Key activity:</p> <ul style="list-style-type: none"> - Structural change - Business Process Reengineering (LEAN+) - Policy review - IT system review - Cultural change (for demand management) 	<p>Feasibility studies for the integration of LA transport with wider partners such as NHS and Schools/Colleges</p> <p>Key activity:</p> <ul style="list-style-type: none"> - Feasibility Studies - Partner engagement - Business Process Reengineering (LEAN+) - Policy review - IT system review - Cultural change (for demand management) 	<p>Delivery of outstanding Outline Business Cases for TTS (and CFCS & ASCH) and development of new operating structure following the completion of other projects</p> <p>Key activity:</p> <ul style="list-style-type: none"> - Structural Changes - Business Process Reengineering (LEAN+) - IT system implementation - Cultural change - Change management of transition to new operational structure - Review of Local Bus Services (PMF) 	<p>Exploration of opportunities for sharing services (transport only) with the City Council and the creation of a single unit</p> <p>Key activity:</p> <ul style="list-style-type: none"> - Feasibility Studies - Partner engagement - Business Process Reengineering (LEAN+) - Policy review - IT system review - Cultural change (for demand management) - Devolution 	<p>Activity to support the migration of fleet services out of TTS into new highways JV Newco</p> <p>Key activity:</p> <ul style="list-style-type: none"> - Contingency planning (in case of failure) - Staff Transfer - Structural Changes

21 May 2015**Agenda Item: 9****REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****PASSENGER FOCUS – BUS PASSENGER SURVEY RESULTS****Purpose of the Report**

1. To inform the Committee of the results of the autumn 2014 Passenger Focus Bus Passenger survey and key findings.

Information and Advice

2. Passenger Focus is the statutory body that represents bus passenger interests, and conducts research related to buses including, since 2011, a bus passenger satisfaction survey. The survey superseded the Department for Transport (DfT) bus passenger satisfaction surveys. The survey is of bus passengers' journey experiences carried out between 10 September and 30 November 2014, and included more than 47,000 passengers overall nationally.
3. In 2014 the County Council provided £6000 match funding to boost the target level of responses which enabled operator specific reports to also be provided for the main operators.
4. The survey was carried out across 27 local authority areas across the UK including 15 unitary or shire authority areas. Nottinghamshire was last included in the 2012 survey.
5. This survey complements the NHT Public Satisfaction Benchmarking Survey reported to the Transport and Highways Committee on the 19th March 2015.

Background

6. Routes considered for selection were all bus services shown on *traveline* (National Bus Enquiry Service) where at least 30% of a route, or more than 15 minutes of a route, runs within Nottinghamshire. The survey was conducted among passengers who board those routes within the County boundary. The County Council match funding enabled a total of 803 responses to be received for Nottinghamshire which exceeded the target number of 700 and represented a survey response rate of 28%.

Summary of Results

7. The results indicate that overall bus satisfaction in Nottinghamshire has improved since 2012 to 93% (from 87%). Compared against other local authority areas included in the survey Nottinghamshire was ranked 3rd for overall satisfaction with the journey and was the No. 1 ranked authority for Bus Stop satisfaction.
8. The following is an extract of the Executive Summary of the report:
"Across the English areas we surveyed, overall satisfaction has remained at 88 per cent satisfaction with value for money rose to 63 per cent (last year 61 per cent). Tyne and Wear stayed the top Passenger Transport Executive (PTE) area for overall journey satisfaction and West Midlands again continued to improve. Outside the PTE areas, both York and Nottinghamshire achieved the highest overall passenger satisfaction."
9. A summary of Nottinghamshire's performance across some of the 30 individual satisfaction measures, compared against other local authority areas is shown below:

Category	Score 2014	Score 2012		Rank 2014	Rank 2012	
Overall Satisfaction	93%	87%	↑	3	9	↑
Bus Stop Overall	90%	81%	↑	1	4	↑
Information	83%	75%	↑	2	5	↑
Punctuality *	86%	69%	↑	3	14	↑
The bus driver - helpfulness/attitude *	86%	79%	↑	1	2	↑
On Bus Journey Time *	89%	84%	↑	6	12	↑
Personal Safety	83%	80%	↑	4	2	↓
Value for Money	68%	65%	↑	7	2	↓

Note: * Key driver of satisfaction in Nottinghamshire

10. Overall the key elements of passenger satisfaction identified from the survey were; on bus journey time, punctuality, safety of driving, value for money and smoothness of driving. In Nottinghamshire the top 3 drivers of passenger satisfaction were bus drivers' helpfulness/attitude, on-bus journey time and punctuality.
11. The 2012 survey didn't generate sufficient results for a detailed analysis for the main operators in Nottinghamshire to be made, except for Nottingham City Transport whose overall satisfaction (92%) was ranked 14/61 of bus company areas in 2014 compared to (95%) 1/31 in 2012. Overall results from the 2014 survey for the other main operators in Nottinghamshire are as follows:

Stagecoach 94% - ranked 7/61; TrentBarton 92% - ranked 15/61.

12. A chart illustrating a more detailed breakdown of the Nottinghamshire results from the 2014 survey is shown at Appendix 1.

Conclusions

13. The survey results indicate that overall bus satisfaction in Nottinghamshire has improved from 87% in 2012 to 93% in 2014 with Nottinghamshire **ranked 3rd** of 27 local authority

areas surveyed **for overall satisfaction** (up from 9/20 in 2012), **No. 1 local authority for Bus Stop satisfaction** and **3rd for punctuality**.

14. The results reflect the sustained investment in all aspects of the bus journey experience, in particular bus stations, bus stop facilities, information provision including real time information together with the investment by operators in fully accessible vehicles, driver training and information including the use of social media.
15. A particular area for improvement identified is **Value for Money**. Whilst the score increased to 68% in 2014 (ranked 7/27) from 65% in 2012 (ranked 2/20), it is the lowest scoring of the 30 individual satisfaction measures, in particular amongst passenger's aged 16-24.
16. To address Value for Money, Transport & Highways Committee at the March meeting, approved the Integrated Ticketing Strategy Delivery Plan for Nottinghamshire, which is playing an important role in helping to achieve the County Council's vision for a better value for money and more affordable public transport offer.
17. The survey was undertaken soon after the introduction of significant changes to the Nottinghamshire tendered bus network in autumn 2014. The survey, therefore, might not fully reflect the experience of passengers following the introduction of the changes. Transport and Travel Services will continue to work with partners including bus operators to ensure these impressive results are sustained.
18. The national launch of the survey results was held on 12 March with keynote speakers including Baroness Kramer, Gordon Marsden MP and Jon Lamonte (CEO- Transport for Greater Manchester). Passenger Focus is to be renamed Transport Focus from April 2014, reflecting its enhanced role representing users of the strategic road network.
19. Nottinghamshire County Council's high ranking in this survey is consistent with the finding in the NHT Public Satisfaction benchmarking Survey.

Proposals

20. It is proposed that:
 - a) The report is noted.
 - b) To approve the Council's continued match funding contribution to the survey for the next 5 years (2019 survey).

Reasons for Recommendations

21. The recommendations including the continued match funding support for the surveys will ensure that Nottinghamshire County Council is included in future Passenger Focus surveys, and ensures that sufficient responses are received to allow for the production of operator specific reports for the main operators.
22. The survey is becoming increasingly relied upon by local authorities and bus operators as an independent benchmark of bus passenger satisfaction.

Statutory and Policy Implications

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

Implications for Service Users

24. The provision of a quality local bus network giving users access to key services, jobs, health and leisure together with continued investment in all aspects of the journey experience will help to ensure the results of the 2014 survey are maintained in the future.

Financial Implications

25. The cost to match fund Nottinghamshire's involvement in the survey for the next 5 years is estimated at £30K which is contained in the current revenue budget.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report
- 2) Approve the match funding for survey from 2015 to 2019

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services or
Pete Mathieson, Team Manager, Commissioning & Policy

Constitutional Comments (SJE 25/03/2015)

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

Financial Comments (TMR 25/03/2015)

27. The financial implications are set out in paragraph 25 of the report.

Background Papers

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

Passenger Focus – Autumn 2014 Bus Passenger Survey Report:

<http://www.passengerfocus.org.uk/research/bus-passenger-survey>

Passenger Focus – Autumn 2014 Bus Passenger Survey Report data tool:

<http://data.passengerfocus.org.uk/bus/>

Transport and Highways Committee, 19th March 2015; PERFORMANCE REPORT– Transport and Travel Services

Electoral Divisions and Members Affected

All

2 Area results Local transport authorities

Nottinghamshire

Headline results

Overall
satisfaction

93%

Value for
money

68%

Punctuality

86%

Journey
time

89%

The top three drivers of **satisfaction**

Bus drivers'
helpfulness/attitude

29%



On-bus journey time

25%



Punctuality

23%



FARE-PAYERS ONLY

Key results

Satisfaction (%)

	2011 all satisfied	2012 all satisfied	2013 all satisfied	2014 all satisfied	2014 very satisfied	2014 fairly satisfied	2014 neither /nor	2014 all dissatisfied	2014 base size
OVERALL JOURNEY									
All passengers	-	87	-	93	61	32	5	2	786
Fare-paying passengers	-	86	-	91	53	37	6	3	348
Free-pass holders	-	89	-	96	71	24	3	2	421
Aged 16 to 34	-	-	-	87	46	41	9	4	177
Aged 35 to 59	-	86	-	94	63	31	4	2	202
Passengers commuting	-	86	-	88	48	40	8	4	225
Passengers not commuting	-	89	-	95	67	28	3	2	546
Passengers saying they have a disability	-	78	-	91	60	31	6	3	247
VALUE FOR MONEY									
All fare-paying passengers	-	65	-	68	31	37	14	18	339
Aged 16 to 34	-	-	-	62	30	32	16	22	159
Aged 35 to 59	-	68	-	73	31	42	13	14	157
Passengers commuting	-	71	-	65	26	40	13	21	191
Passengers not commuting	-	59	-	71	37	34	16	13	143
PUNCTUALITY & TIME WAITING FOR THE BUS									
Punctuality of the bus	-	69	-	86	58	28	6	9	715
The length of time waited	-	72	-	84	56	28	8	8	755
ON-BUS JOURNEY TIME									
Time journey on the bus took	-	84	-	89	63	26	8	3	780

Detailed results

Satisfaction (%)

	2011 all satisfied	2012 all satisfied	2013 all satisfied	2014 all satisfied	2014 very satisfied	2014 fairly satisfied	2014 neither /nor	2014 all dissatisfied	2014 base size
THE BUS STOP									
Overall satisfaction with the bus stop	-	81	-	90	45	44	6	5	769
Its distance from the journey start	-	87	-	89	59	31	7	4	744
The convenience/accessibility of its location	-	92	-	93	61	32	4	3	680
Its condition/standard of maintenance	-	71	-	82	44	38	12	6	697
Its freedom from graffiti/vandalism	-	75	-	83	53	29	12	5	689
Its freedom from litter	-	72	-	80	46	34	12	8	698
The information provided at the stop	-	75	-	83	46	36	10	8	697
Your personal safety whilst at the stop	-	80	-	83	50	33	13	4	707
ON THE BUS									
Route/destination information on the outside of the bus	-	83	-	92	65	27	7	1	743
The cleanliness and condition of the outside of the bus	-	80	-	90	53	38	8	2	737
The ease of getting onto and off the bus	-	89	-	96	71	24	4	1	760
The length of time it took to board	-	90	-	96	72	24	3	1	742
The cleanliness and condition of the inside of the bus	-	82	-	90	47	43	6	4	765
The information provided inside the bus	-	70	-	82	48	35	15	2	712
The availability of seating or space to stand	-	92	-	89	59	30	6	5	761
The comfort of the seats	-	79	-	84	48	36	10	6	756
The amount of personal space you had around you	-	76	-	80	44	36	11	9	750
Provision of grab rails to stand/move within the bus	-	83	-	88	52	36	8	4	752
The temperature inside the bus	-	82	-	81	44	37	11	7	752
Your personal security whilst on the bus	-	89	-	90	57	33	8	1	751
THE BUS DRIVER									
How near to the kerb the driver stopped	-	91	-	95	73	22	3	2	760
The driver's appearance	-	89	-	94	72	22	5	1	745
The greeting/welcome you got from the driver	-	79	-	88	62	26	7	5	745
The helpfulness and attitude of the driver	-	79	-	86	62	24	9	5	745
The time the driver gave you to get to your seat	-	80	-	87	61	26	7	6	745
Smoothness/freedom from jolting during the journey	-	76	-	81	46	35	10	9	746
Safety of the driving (i.e. speed, driver concentrating)	-	86	-	91	66	26	6	2	751

Factors affecting journey length

	2011 % occurrence	2012 % occurrence	2013 % occurrence	2014 % occurrence
Congestion/traffic jams	-	22	-	17
Road works	-	16	-	15
Bus driver driving too slowly	-	5	-	2
Poor weather conditions	-	1	-	2
Waiting too long at stops	-	8	-	5
Passenger boarding time	-	16	-	16

Base size - 466 - 803

Passengers could provide more than one answer

Anti-social behaviour

	2011 % 'yes'	2012 % 'yes'	2013 % 'yes'	2014 % 'yes'
Other passengers' behaviour giving cause to worry or feel uncomfortable	-	8	-	7
Base size	-	466	-	803

Source: Passenger Focus: Bus Passenger Survey – autumn 2014.

REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS**FLOOD RISK MANAGEMENT UPDATE AND STAFFING****Purpose of the Report**

1. To seek approval to create one new post in the flood risk management team to deal with the new requirement to comment on planning applications as Lead Local Flood Authority and to host one of the Environment Agency / Defra foundation degree students to support the County Council in delivering its flood risk management duties.

Information

2. In its role as Lead Local Flood Authority (LLFA) NCC has powers and statutory duties to manage and co-ordinate local flood risk management activities. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

General update

3. Most parts of the Flood and Water Management Act 2010 have now been implemented. The major exception to this is the establishment of a Sustainable Drainage Approval Body (SAB) responsible for approving SUDS (Sustainable Drainage Systems) and it appears that this Approving Body will never be implemented. On December 19th 2014 the government published the results of the latest consultation on Sustainable Drainage Systems (SUDS) and it is now suggested that the approval of drainage systems would form part of the planning process, and approval would rest with the local planning authorities. For SUDS this would mean that the present system where no public body has to adopt and maintain SUDS would remain, and the current adhoc arrangements where many SUDS are maintained by private maintenance companies would continue. There is no requirement for the County Council to adopt any SUDS and therefore it is suggested that none are adopted or maintained by the County Council.
4. In December 2014 a new consultation was issued by government on proposals which if implemented would make the County Council in its role as a Lead Local Flood Authority a statutory consultee in the planning process initially for major developments. This consultation closed on the 29 January 2015 and the authority has responded to this consultation (in consultation with the Chair of Transport and Highways Committee) supporting the principle of the County Council becoming a statutory consultee in the planning process. The statutory consultee role is vital to allow the County Council to

perform its role as a Lead Local Flood Authority managing local flood risk. This new role came into force on the 15 April 2015. The County Council as a Lead Local Flood Authority has actively engaged with all local planning authorities to develop procedures to support the planning process. Most local planning authorities who lack expertise in flooding and drainage are also seeking advice from the County Council on local drainage matters

5. The County Council has developed a draft Local Flood Risk Management Strategy which it is required to under the Flood and Water Management Act 2010. The Strategy will pick up flood risk locations across the County, prioritise these and put forward appropriate actions, which will include Surface Water Management Plans (SWMPs) for high risk locations with complex flood risk issues. Longer-term schemes will be developed as a result of SWMPs. For areas where the risk is lower, working with communities to improve resilience will be critical.
6. The Environment Agency now only comment on planning applications that have an impact on main rivers. Issues relating to ordinary watercourse flooding, surface water flooding or groundwater flooding are for the County Council as Lead Local Flood Authority to deal with and comment on.
7. The County Council is required to make comments within 21 days of receiving the application from the local planning authority. The quantity of applications received for comments is expected to be less than the 3000 applications received by the Highways Development Control Team but is still expected to be significant and in the order of 400 per annum for major applications plus minor applications in sensitive areas. For the purpose of statutory consultation major development is defined as 10 houses or more or development greater than 0.5 hectare.

Resources

8. To allow development and economic regeneration benefits to proceed, and to protect communities from flooding, it is most important that the Lead Local Flood Authority meets its duties in providing robust advice to local planning authorities.
9. For the financial year 2015/2016 the government have provided financial support of £81,604 to meet this new burden, although in future years they have indicated that the figure is likely to be between £13,000 and £21,000.
10. It is proposed to create an additional Principal Officer Post (Band B) to assist in providing this service. In addition temporary agency staff will be employed for the first few months to help in the technical assessment of the detailed flood risk assessments that accompany major planning applications, and to assist in training staff in this technically demanding area.
11. One further proposal is that the County Council hosts one of the Environment Agency / Defra foundation degree students to support the County Council in delivering its flood risk management duties.
12. The student would spend the first 9 months at university and then spend 15 months with

the County Council as a Lead Local Flood Authority. The cost of this to the County Council would be £12,000.

13. All of the above costs will be funded from the additional grant monies and from charging for pre application planning advice.

Statutory and Policy Implications

14. The County Council has a number of new statutory duties and powers under the Flood and Water Management Act (2010) and Flood Risk Regulations (2009). This report is intended to ensure that the County Council can comply with these new duties and powers.
15. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

16. The costs of funding the additional resources are detailed in paragraphs 9 and 12. These will be funded from the additional grant monies and for charging for pre application planning advice.

RECOMMENDATION/S

It is RECOMMENDED that Committee approves the creation of one new Principal Officer post and the hosting of a foundation degree student.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Andy Wallace – Flood Risk Manager Tel: 0115 977 4590

Constitutional Comments (SJE 05/05/2015)

This decision falls within the Terms of Reference of the Transport and Highways Committee to whom responsibility for approving the relevant departmental staffing structures has been delegated.

Financial Comments (TMR 30/04/2015)

The financial implications are set out in paragraph 16 of the report.

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

21 May 2015**Agenda Item: 11****REPORT OF THE INTERIM SERVICE DIRECTOR, HIGHWAYS****CIVIL PARKING ENFORCEMENT: ENFORCEMENT AGENT (BAILIFF)
CONTRACT AWARD****Purpose of the Report**

1. Following an NCC Invitation to Tender in December 2014 for enforcement agents to support Civil Parking Enforcement, 6 eligible tenders were received and assessed against the declared criteria in accordance with the Public Tenders Regulations 2006 by a panel of officers.
2. The purpose of this report is to note the award of a contract for enforcement agent services to the four companies who scored highest against the published criteria.

Information and Advice

3. Nottinghamshire County Council assumed responsibility for on-street parking enforcement in 2008 from the Police. The County Council has since delivered this service in partnership with the District and Borough Councils in an arrangement called the Notts Parking Partnership. A key part of that partnership is a single back office (the Central Processing Unit or CPU) that undertakes all the administration on behalf of the Notts Parking Partnership. The CPU has subsequently expanded to provide the service for most of the Local Authorities in Derbyshire and Lincolnshire to the extent that including the County Council, there are 23 partner authorities using the same back office.
4. The Traffic Management Act 2004 provides the legislative framework for local authority parking enforcement. Once issued Penalty Charge Notices (PCNs) follow a series of pre-determined stages and ultimately if the PCN remains unpaid, the authority has no realistic option other than applying for a warrant to be allocated to an enforcement agent. Prior to the Taking Control of Goods Act 2014 (TCG) which is outlined below, enforcement agents were routinely known as bailiffs.
5. In 2009, the County Council procured the use of 4 bailiff companies to support the collection of PCNs. This framework contract was also used by the partner Authorities who currently use the CPU to process PCNs. The CPU applies for approximately 10,000 warrants annually in the names of the partner authorities and these have been allocated across the 4 companies. The CPU Manager acts as the contract manager for the bailiff contract. Typically

bailiffs/enforcement agents will collect fully on between 25% and 40% of all cases passed for collection across all partners that use the existing framework contract.

6. In April 2014, the TCG was introduced to clarify a number of issues with bailiff collections primarily around the fees that could be charged. Previous legislation had left a number of charges unspecified with the only requirement that they should be 'reasonable'. This led to significant variations in practice nationwide and the TCG aimed to provide consistency and fairness to the process. As bailiff companies collecting road traffic debt basically work on a no-cost basis to the Authority (the debtor pays the fees), many authorities did not have contracts with the bailiff companies and consequently had little control over their practices. This is not the case in Nottinghamshire because the 4 bailiff companies that have worked for the County Council and the partner Authorities did so under a comprehensive contract and specification that ensured their fees and collection procedures were declared and agreed by the Council in advance.
7. The main changes introduced by the TCG apart, from rebranding bailiffs as enforcement agents, was the introduction of a fixed fee structure restricting the charges to the various stages of collection; the initial compliance stage incurs a £75 charge; if an enforcement agent has to attend a property a further £225 can be added and in the event that goods are removed, this has a final charge of £105. The compliance stage consists in detail of the issuing of a Notice of Enforcement to the debtor once they have been traced. Phone calls and emails/texts are also used to encourage the debtor to engage with the enforcement agents as soon as possible to prevent the need for an agent to visit the property and potentially seize goods. All fees are charged to the debtor so there is no direct cost to the local authority. The TCG also introduces an extensive code of conduct and restrictions on times of activity. The latest procurement therefore utilises the new legislation within the specification.
8. The County Council opened a competitive procurement on 19th December 2014 conducted in accordance with the Open (Single Stage) Procedure under County Council Directive 2004/18/EC as implemented by the UK Public Contracts Regulations 2006. The tender return date was 9th February 2015 and 6 tenders were received on this date. An evaluation panel was assembled that comprised three officers from the County Council and one from Derbyshire County Council and was moderated by a senior officer from the County Councils Procurement Team.
9. The TCG Regulations have effectively fixed the fees that enforcement agents can charge so the evaluation was based entirely on the quality of the responses to 21 Method Statement questions each with a separate weighting. Of the 6 tenders received, the highest scoring bids were made by Bristow and Sutor, Equita, Marstons and Rundles. Following the necessary stand-still period, these 4 have all been offered and have accepted the contract with the County Council.
10. Four companies are required to provide adequate coverage to process the number of warrants created across the three Counties (Nottinghamshire, Derbyshire and Lincolnshire). Work will be allocated initially on an equal split but will be amended based on performance against a number of Key Performance Indicators. The framework is also available for the collection of sundry debt by the County Council and all the successful tenderers have committed to doing this for the County Council for no additional cost assuming they will also receive road traffic debts. Sundry debt is that owed to the County Council for miscellaneous items such as unpaid school meals, overpayments to exiting staff and other fees. The

enforcement agents cannot act upon a warrant but follow a different debt collection process with a charge to the County Council normally. The annual amount of sundry debt is approximately £23K in this financial year and consequently the collection rates and fees are not significant sums. As the tenderers have agreed to waive the fees during the next new contract there will be a small saving accrued.

11. The TCG Regulations have introduced a larger initial fee when a warrant is received by the Enforcement agents. In response to this, the CPU has also implemented a number of initiatives designed to reduce the number of cases that are passed to the enforcement agents to collect. It is inevitable that some cases will progress that far but to encourage earlier engagement with the local authority the CPU now sends a letter prior to the legal debt stage inviting recipients to enter into a payment plan to clear the outstanding amount. In addition, NCC will shortly be introducing a text service to further encourage recipients to contact us rather than deal with the enforcement agents. Furthermore, the new specification ensures that the Enforcement agents cannot move the case to the second visit stage until at least 21 days have passed and at least two letters have been sent to the debtor including an immediate offer for repayment over three monthly payments. The legal minimum is 7 days and one letter so this enhanced compliance stage and payment options gives further opportunities for early contact and easier settlement. The enforcement agents will bear the full cost of this as part of the compliance fee.

Other Options Considered

12. There are a small number of people who will refuse to pay a Penalty Charge Notice despite all attempts by the local authority and there is no viable alternative in these circumstances to using a professional enforcement agent service. If debts were not pursued vigorously it is inevitable that the number of non-payers would rise and the whole enforcement service would become economically unviable. It would also be wholly unreasonable to those motorists who do pay their Penalty Charge Notices in a timely manner. The County Council has introduced a number of measures to help those unable to pay the outstanding amount in full and to ensure that debtors engage with us as much as possible. The enforcement agents are bound by new legislation in the fees they charge and how and when they can seek to collect the outstanding debt.

Reason/s for Recommendation/s

13. Members are informed of the award and the new Regulations that apply for debt collection.

Statutory and Policy Implications

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

Financial Implications

15. As indicated, bailiffs /enforcement agents are required to pursue outstanding debt from the authorities that utilise the CPU. There is no direct cost to the authorities for this service as the collection fees are included within the overall debt. Under the previous contract the bailiffs did charge a fee for collecting Sundry Debt but the new tenders waive this which will realise a small annual saving.

Implications for Service Users

16. The TCG Regulations, the contract details and the measures taken to reduce debt processing will ensure that service users that have not paid Penalty Charge Notices will be given the opportunity to pay the debt in instalments on an agreed payment plan. In addition they will be liaising with enforcement agents working to strict legal and contractual guidelines on how and when they can pursue debt.

RECOMMENDATION

- 1) That Members note the award of the enforcement agent contract to Bristow & Sutor, Equita, Marstons, and Rundles for the period 2015-2019 under the terms of the UK Public Tenders Regulations 2006.

Neil Hodgson
Interim Service Director (Highways)

For any enquiries about this report please contact:
Gareth Johnson-CPU and Enforcement Manager
Tel: 01623 434536

Constitutional Comments (AK 11/03/2015)

17. The Highways and Transport Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TMR 16/03/2015)

18. The financial implications are set out in paragraph 15 of 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

21 May 2015**Agenda Item: 12**

REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS

NITROGEN DIOXIDE AIR QUALITY IN NOTTINGHAMSHIRE

Purpose of the Report

1. The purpose of this report is to update Committee on the exceedances of nitrogen dioxide limit values in the county as a result of road traffic and the work being undertaken by the County Council and its partners to reduce nitrogen dioxide at these locations.
2. The report also updates Committee on the legal action against the UK for failure to meet the limit values within agreed timescales and failure to request an extension to those timescales.

Information and Advice

3. European directives on air quality set limit values and target values for various pollutants in ambient air, including nitrogen dioxide (NO₂), and require EU member states to assess, report compliance and take action to rectify any exceedances of those values. The limit values for NO₂ were meant to be met by 2010, although member states could apply for a time extension to 2015.
4. The Secretary of State for Environment, Food and Rural Affairs has responsibility for meeting the limit values in England and the Department for Environment, Food and Rural Affairs (Defra) co-ordinates assessment and air quality plans for the UK as a whole.
5. Defra are required under the Environment Act 1995 to produce a national air quality strategy for England, and this was last reviewed and published in 2007. This sets a number of air quality objectives (set in regulations for certain pollutants) for the protection of human health and the environment to be achieved between 2003 and 2020. The national strategy sets out how responsibilities for meeting EU limits are effectively shared between government and local authorities and recognises that action at national, regional and local level may be needed, depending on the scale and nature of the air quality problem. Part IV of the Environment Act 1995 and the National Air Quality Strategy 2007 require local authorities in England to assess air quality in their area and designate air quality management areas if improvements are necessary.
6. For the purposes of air quality assessment the UK comprises 43 zones. UK zones do not generally comprise a single administrative authority but comprise a number of local authorities, each of which may have local air quality management plans. Nottinghamshire falls into the East Midlands/Nottingham urban area zones.

Nitrogen Dioxide

7. Nitrogen dioxide is a brown gas, with the chemical formula NO_2 . It is chemically related to nitric oxide (nitrogen monoxide), a colourless gas with the chemical formula NO . Together, NO and NO_2 are known as nitrogen oxides or NO_x . NO_x is released into the atmosphere when fuels are burned (for example, petrol or diesel in a car engine or natural gas in a domestic central heating boiler). NO_x emissions from burning fossil fuels are mainly released as NO , but some sources can release a lot as NO_2 . For example, diesel vehicles (especially when moving slowly) release a lot of NO_2 , and NO_2 can make up as much as 25% of the total NO_x emissions from diesel vehicles. All of the road traffic related air quality issues in Nottinghamshire are due to higher levels of NO_2 .

Review and assessment of air quality

8. A review and assessment of air quality is the first step in the local air quality management process. Part IV of the Environment Act 1995 requires each local authority to review air quality 'from time to time'. The National Air Quality Regulations 2000 and the Air Quality (Amendment) Regulations 2002 prescribe air quality objectives and the dates for meeting them. For each objective, local authorities have to consider present and future air quality and assess whether the objectives are likely to be achieved by the prescribed date. For NO_2 , there are two limit values in the directive for the protection of human health that were required to be met by 1 January 2010:
- An annual NO_2 mean concentration of no more than $40\mu\text{g}/\text{m}^3$.
 - An hourly NO_2 mean concentration of $200\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times in a calendar year.
9. Review and assessment is undertaken using a phased approach, which initially requires the conducting of an 'Updating and Screening Assessment'. Where objectives set for air quality are unlikely to be met, local authorities must issue orders designating these areas as air quality management areas (AQMAs). In these areas local authorities are required to draw up action plans to ensure air quality objectives are met. Action plans may include measures to be taken both within and outside an AQMA and also involve the setting of targets to ensure that the air quality objectives are met within agreed timescales.
10. Within Nottinghamshire the district and borough councils are responsible for undertaking the air quality assessments. If exceedances are primarily a result of road traffic the responsible highway authority (Highways England or the County Council) must work in partnership with the district/borough council to develop the AQMA action plan.

Air quality in Nottinghamshire

11. Air quality across the county is generally good but there are some locations which have transport related air quality issues. There are currently six transport related AQMAs in the county all of which are due to exceedances of NO_2 . Four of the locations are on the Highways England managed motorway and trunk road network at:
- M1/A6007 closest houses to east of M1 in Iona Drive and Tiree Close, Trowell
 - M1/B600 houses on the Nottingham Road and Back Lane, Nuthall closest to the M1
 - A52 – houses adjacent to the A52 (trunk road) from Nottingham Knight roundabout northwest to the borough/city boundary

- A52 – Holme House, Stragglethorpe.

12. The two locations on the County Council managed road network are located at:

- A60 – on Trent Bridge at its junction with Radcliffe Road (in AQMA declared in 2005) which is adjacent to the Nottingham City Council AQMA and which runs along London Road
- A60 – Mansfield Road, Daybrook between Sherbrook Road and Parkyn Road (in AQMA declared in 2011).

13. Road transport is the dominant source of pollution in areas exceeding the NO₂ limit values in the UK and Nottinghamshire. The County Council has therefore worked in partnership with Gedling and Rushcliffe Borough Councils on the development and delivery of their action plans to address air quality at the locations on the County Council's road network. The County Council has also assisted Rushcliffe Borough Council and Highways England in the development of the action plan to address air quality at the A52 locations identified above.

14. The AQMA in Daybrook is predominantly due to the close proximity of terraced properties to the carriageway and the volume of traffic (particularly diesel vehicles) queuing along the A60. The AQMA on Trent Bridge results from the proximity of residential property to southbound traffic queuing at traffic signals (the traffic signals have been optimised to reduce the length of time vehicles queue at this location).

15. The NO₂ levels at the A60 Trent Bridge did not exceed the limit value in either 2011 or 2013 and only marginally exceeded the 40µg/m³ limit value in 2014 (by 0.1µg/m³). The NO₂ levels at the A60 Mansfield Road, Daybrook exceeded the limit values by 4µg/m³ in 2013 (the most recent data available) which is a significant reduction (between 6 and 10µg/m³) when compared to 2012.

16. Reductions expected from improved vehicle standards have not materialised and is considered the main reason why the UK has not been able to achieve full compliance with the NO₂ limit value. Despite the introduction of vehicles meeting increasingly stringent Euro standards, real world emissions of NO_x from many vehicle classes have been considerably higher than anticipated. This has been compounded by the growth in diesel vehicles on UK roads (switching from petrol to diesel) and increases in van and local bus (both predominantly diesel engines) activity in some urban areas resulting in a parallel increase in NO_x emissions per vehicle. There has also been an increase in the fraction of NO_x directly emitted as NO₂ from diesel vehicle exhausts due to the fitting of oxidation catalysts and certain types of diesel particulate filters aimed at reducing other pollutant emissions (e.g. CO₂) from vehicles.

17. The reductions in NO₂ levels achieved to date are therefore primarily due to work undertaken as part of the air quality action plans delivered by the County and district councils and changes in traffic flows. Whilst traffic flows on the A60 Daybrook between 2010 and 2014 have increased by 0.5%, traffic flows on Trent Bridge have decreased by 2.2% during the same period.

Air quality action plans

18. The County Council works in partnership with Gedling and Rushcliffe borough councils to meet the statutory duty to prepare and publish annual AQMA action plans. The air quality

action plans detail a range of measures that will be delivered to help meet the EU NO₂ limit values. These measures include targeted measures within the AQMA such as infrastructure improvements and travel planning; as well as general measures that benefit larger areas such as promotion and marketing and passenger transport ticketing improvements. Primarily all of the measures included in the action plan aim to keep traffic moving freely, reduce the levels of traffic travelling through the AQMA and promote cleaner vehicles. The measures contained in the action plan include:

- Effective network management such as traffic control and upgrades to traffic signals
- Parking such as managing parking to improve journey time reliability, park and ride and the impact of the work place parking levy on reducing traffic travelling through the AQMA
- Travel planning at a variety of locations to promote travel alternatives to private vehicle use
- Smarter working such as flexible working, home working etc.
- Car sharing, promoting and facilitating car sharing
- Walking and cycling infrastructure improvements, marketing and promotion
- Passenger transport infrastructure and service improvements as well as marketing and promotion
- Passenger transport ticketing improvements such as smart cards, integrated ticketing and concessionary fares
- Promotion of cleaner vehicles (particularly buses through quality partnerships [BQPs] and HGVs through the eco-stars programme)
- Development control such as site location and mitigation in the vicinity of development
- Major transport schemes such as NET phase 2 and A453.

19. These measures are delivered through the work undertaken to deliver the County Council's Local Transport Plan. The ability to continue the level of work in the future will, however, be significantly impacted as central government funding for integrated transport improvements has been top-sliced and allocated to the Local Growth Fund. These changes in funding allocations have resulted in the amount of integrated transport funding allocated by government to Nottinghamshire reducing by almost 50% between 2014/15 and 2015/16.

20. Alternative funding, such as central government grants, will be sought to deliver air quality improvements within the AQMAs, although there is no guarantee of success for such bids. For example, a Green Bus Fund bid made to DfT to fit equipment on bus services running through AQMA to reduce emissions was not prioritised for funding. The County Council will, however, continue to attempt to secure funding from DfT for air quality improvements in the AQMAs and a bid to the Office for Low Emission Vehicles (OLEV) is being drafted with the City Council and BQP partners to implement a low emission corridor which includes the Trent Bridge AQMA, and part of the bid includes higher Euro standards (VI) vehicles.

Future considerations

Development control

21. Whilst the borough councils, as the planning authority, consider the local air quality impacts in the vicinity of each individual new development they do not currently have any planned mitigation of the traffic growth at AQMA locations as part of development proposals (including cumulative impacts of planned development on the AQMA locations). The borough councils as the responsible air quality monitoring/planning authority also have no

plans to undertake air quality modelling of the cumulative impacts (particularly on the AQMA) of proposed developments in either Gedling or Rushcliffe boroughs. The County Council therefore has raised concerns that without significant mitigation at the development locations to specifically address the housing proposals on the AQMA (e.g. by ensuring traffic levels do not increase as a result of development by securing significant sustainable transport improvements from the developers), any measures subsequently included within an AQMA action plan would be very unlikely to mitigate this planned growth, and certainly would not reduce the pollutants to an acceptable level.

Legal action against the UK

22. Four years ago ClientEarth (a non-profit environmental law organisation) launched legal action against Defra. The case concerns 16 parts of the country (including the East Midlands) for which the government has not met its NO₂ limit values and for which the government did not apply to the EC for a time extension to achieve those limit values.
23. Whilst the High Court agreed that the UK had failed in its duty to achieve NO₂ limits by the 2010 deadline, it did not agree that the UK had to apply to the EC to extend the deadline and did not award any remedy. ClientEarth appealed the High Court decision to the Court of Appeal, who upheld the decision and dismissed the appeal. In 2013, however, the Supreme Court determined that the UK had breached the EU Air Quality Directive and referred several questions on interpretation of EU law to the Court of Justice of the EU (CJEU).
24. In November 2014 the CJEU ruling subsequently confirmed that the UK should have submitted plans to apply for a time extension for all non-compliant areas. It also confirmed that the lower national courts were wrong not to give a remedy for the UK's breach of the law and that the national courts now need to ensure that the government produces plans to reach the limits in as short a time as possible.
25. Following the CJEU ruling, the case was heard at the Supreme Court on 16 April 2015 to consider the ruling and determine what, if any, remedy is appropriate. The resultant Supreme Court judgement ruled that government must draw up a plan by the end of 2015 detailing how it will meet EU pollution limits as soon as possible.
26. In February 2014 the European Council also launched a separate legal action against the UK for its failure to meet air quality limit values although it is likely that before proceeding any further the European Council will wait until the outcome of the Supreme Court's ruling.
27. It is not currently clear what impact either of these court cases will have on the district authorities responsible for air quality, or the County Council as the AQMA results from road traffic, for which the County Council is responsible. One potential outcome may be the requirement to introduce a Low Emission Zone whereby all diesel vehicles over a certain size (e.g. HGVs and buses) would be required to meet specific emission standards for NO_x in order to travel on roads within the AQMA.

Other Options Considered

28. There are no alternative options to consider as the report is for information only.

Conclusions

29. The County Council will continue to work in partnership with district councils and other partners to monitor air quality, and develop and deliver improvements at locations where air quality exceeds limit values in the county. A further report will be presented to Committee should the Supreme Court (or any subsequent) ruling have an impact on the actions required to be undertaken to address NO₂ limit values in Nottinghamshire.

Statutory and Policy Implications

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

RECOMMENDATION/S

It is recommended that Committee note the contents of the report.

Neil Hodgson
Interim Service Director Highways

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

Constitutional Comments (SLB 30/04/2015)

31. This report is for noting only.

Financial Comments (GB 30/04/2015)

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

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- 2013 Air Quality Action Plan for Gedling Borough Council – *Gedling Borough Council 2014*
- 2013 Air Quality Action Plan for Rushcliffe Borough Council – *Rushcliffe Borough Council 2014*

- Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide (NO₂) in the UK: Draft UK Overview Document – *Defra June 2011*

Electoral Division(s) and Member(s) Affected

- All



REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS

OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS – UPDATE ON SERVICE DIRECTOR APPROVALS (2014/15 QUARTER 4)

Purpose of the Report

1. To provide Transport and Highways Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders during quarter 4 of 2014/15.

Information and Advice

2. A Traffic Regulation Order (TRO) is a legal order, which allows the County Council to regulate the speed, movement and parking of vehicles. Nottinghamshire County Council as Local Highway Authority has a responsibility to consider all objections received before making a TRO permanent.
3. Under the committee system officers have authority to take day to day operational decisions and it is considered that many decision on TRO's where objections are received fall within this definition. On 12th July 2012, Transport and Highways Committee approved an approach that permitted officers to deal with these matters for 3 objections or less with the following exception that are referred to the Committee for consideration, these include:
 - those which have received significant objections from consultees – more than 3 objections from separate properties that cannot be resolved by amendments to the scheme;
 - those which have received objections from the local County Councillor/s, formal decisions of District or Parish Council/s or another local authority;
 - those which have received objections from Public Transport Operators or Associations, Road Haulage Association, Freight Transport Association, Highways Agency, Traffic Commissioner or emergency service;
 - those which have received objections by petition;
 - those which have been the subject of a public inquiry
4. The current process for considering objections by officers is a report from Team Manager, Major Projects and Improvements to the Service Director for Highways. These are presented in a similar format to committee reports. The last update to Transport and Highways Committee detailing report considered by the Service Director was on 13th November 2015 detailing those reports approved up to the end of Quarter 2 in 2014-15.

Service Director Reports

5. No reports were approved by the Service Director in Quarter 3 and 14 reports have been considered by the Service Director in Quarter 4 of 2014-15, details of which are as follows:

Title	Number of Objections	Sign-off Date
High Road and Regent Street, Beeston (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2015 (5192)	3	26/01/15
Coledale, West Bridgford (Prohibition of Waiting and No Stopping on Entrance Clearways) Traffic Regulation Order 2015 (8223)	3	26/01/15
Stubbing Lane Area, Worksop (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (1164)	1	26/01/15
Stapleford Area (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (5174)	3	13/02/15
Retford Area (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (1156)	1	13/02/15
Latimer Drive, Manville Close and Westray Close, Bramcote (20mph Speed Limit) Order 2015 (5183)	2	13/02/15
Leen Mills Lane, Hucknall (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (4153)	2	13/02/15
Sutton in Ashfield Area (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (4146)	2	13/02/15
Mansfield East and South Area (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (2177)	2	13/02/15
A638 Great North Road and North Road, Retford (Various Speed Limits) Order 2015 (1180)	3	26/02/15
Albert Avenue, Bailey Street, Derby Road and Wellington Street, Stapleford (Prohibition of Waiting, Amendments to Parking Places and Residents' Controlled Zone) Traffic Regulation Order 2015 (5170)	3	19/03/15
Chewton Street Area, Eastwood (Prohibition of Waiting) Traffic Regulation Order 2015 (5168)	3	20/03/15
Cyril Avenue and Warren Avenue, Stapleford (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (5186)	3	23/03/15
Bus Turning Area, Darlton Drive and Newcombe Drive, Arnold (Prohibition of Waiting) Traffic Regulation Order 2015 (7168) and Bus Stop Clearway	2	25/03/15

6. For information during 2014/15 approximately 170 TRO's were consulted on and implemented of these 36 required reports to consider objections received. Through the agreed procedure 18 were considered by Transport and Highways Committee and 18 by the Service Director.

Other Options Considered

7. No other options were considered, the process was agreed at Transport and Highways Committee on 12th July 2012.

Reasons for Recommendations

8. To ensure that objections to permanent TRO's are appropriately and efficiently considered.

Statutory and Policy Implications

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

Financial Implications

10. The majority of TRO's are funded by the Local Transport Plan capital programme with a small number funded through revenue budgets or charged to third parties if development related. There are no direct financial implications for this report.

RECOMMENDATION/S

It is recommended that:

The Committee note all TROs where objections have been considered by officers;

Neil Hodgson
Service Director (Highways)

Name of Report Author
Mike Barnett

Title of Report Author
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

Constitutional Comments (SLB 30/04/15)

11. This report is for noting only.

Financial Comments (GB 29/04/15)

12. There are no direct financial implications arising 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.

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

Specific reports include:

- The Nottinghamshire County Council (High Road and Regent Street, Beeston) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2015 (5192) – Consideration of Objections
- The Nottinghamshire County Council (Coledale, West Bridgford) (Prohibition of Waiting and No Stopping on Entrance Clearways) Traffic Regulation Order 2015 (8223) – Consideration of Objections
- The Nottinghamshire County Council (Stubbing Lane Area, Worksop) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (1164) Station Road, Carlton (Prohibition of Waiting and Taxi Clearway) Traffic Regulation Order 2014 (7161)
- The Nottinghamshire County Council (Stapleford Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (5174) Consideration of Objections - Cow Lane, Bramcote and Halls Road, Stapleford
- The Nottinghamshire County Council (Retford Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (1156) Consideration of Objections – Bracken Lane, Retford
- The Nottinghamshire County Council (Latimer Drive, Manville Close and Westray Close, Bramcote) (20mph Speed Limit) Order 2015 (5183) – Consideration of Objections
- The Nottinghamshire County Council (Leen Mills Lane, Hucknall) (Prohibition of Waiting and No Stopping on Entrance The Clearway) Traffic Regulation Order 2015 (4153) Consideration of Objections
- The Nottinghamshire County Council (Sutton in Ashfield Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (4146) Consideration of Objections – Barker Street, Huthwaite
- The Nottinghamshire County Council (Mansfield East and South Area) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2015 (2177) Consideration of Objections – Ling Forest Road and Abbey Road, Mansfield
- The Nottinghamshire County Council (A638 Great North Road and North Road, Retford) (Various Speed Limits) Order 2015 (1180) Consideration of Objections

- The Nottinghamshire County Council (Albert Avenue, Bailey Street, Derby Road and Wellington Street, Stapleford) (Prohibition of Waiting, Amendments to Parking Places and Residents' Controlled Zone) Traffic Regulation Order 2015 (5170)
- The Nottinghamshire County Council (Chewton Street Area, Eastwood) (Prohibition of Waiting) Traffic Regulation Order 2015 (5168) Consideration of Objections
- The Nottinghamshire County Council Cyril Avenue and Warren Avenue, Stapleford (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (5186) Consideration of Objections
- Cliffhill Lane, Aslockton - Speed Limit Order 2014 (8201);
- Holles Street Area, Priorswell Road and Central Avenue, Worksop (Prohibition of Waiting) Traffic Regulation Order 2014 (1160);
- A6002 Bilborough Road, Trowell and A6002 Bilborough Road, Strelley (30mph and 40mph) Speed Limit Order 2014 (5154);
- Black Scotch Lane, Mansfield (Prohibition of Waiting) Traffic Regulation Order 2014 (2165).

Electoral Division(s) and Member(s) Affected

County Councillors - Countywide

21st May 2015**Agenda Item: 14****REPORT OF THE INTERIM SERVICE DIRECTOR, HIGHWAYS****PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Division – updated at the end of quarter 4 2014/15 (March 2015).

Information and Advice

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control as set out in the Appendix Scorecard to this report.

Performance Analysis

4. The following analysis highlights key performance indicators.
 - a. *Highway Safety* - Within quarter on quarter variation, the overall trend in the numbers of people and children killed or seriously injured in road accidents is still on target and long term the Council is well on course to achieve the 2020 target.

The 2020 target is to reduce the number of people killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). At Q4 2014-15 the figures indicate an in year 33.6% reduction has been achieved i.e. a reduction from 517 to 343 against the baseline figure.

The 2020 target is to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). At Q1 2014-15 the figures indicate a 62.7% reduction has been achieved, i.e. a reduction from 55 to 20 against the baseline figure.

- b. *Street Lighting* - Following the reintroduction of the Bulk Clean and Change programme, the time taken to repair a street light has reduced compared with performance at the beginning of the year. At Q4 the figure for the average Street Lighting repair rate was 4.42 days compared against a target of 7 days. This is the best quarterly performance of the year, following the re-introduction of bulk clean and change. Overall for the year the average performance for street lighting repairs equates to 12.15 days.

- c. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q4 the figures for both indicators are 92.5% and 95% respectively, showing good performance. Overall for the year the average performance processing of development control applications and pre-applications equates to 94% and 96.5% respectively. This is set in the context of rising planning application numbers ie 2188 in 2013 and 3495 in 2014.

- d. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The latest annual results for 2014 are shown on the Appendix Scorecard. As the figures indicate the County Council maintained its position compared to 2013 with some minor movement. The Overall Service satisfaction has improved slightly along with Road Safety. Improvement of the customer focus of the Division continues, with improving provision of information on the web site. Provision of current highway works progress updates on the web site including resurfacing works, improvement schemes and street lighting column replacement projects. Development and investment in technology is progressing for future provision of feedback to customer reports of minor defects.

- e. *Road congestion* – Road congestion performance is monitored through journey times which are determined using Traffic Master Journey time data (Provided by the DfT) for each of the market towns and for the Greater Nottingham area (excluding the City). Performance against the targets is monitored on an academic year basis (September to July), with the results for this year being 3.24mins (journey time/ mile in am peak) compared with a target of 3.29mins.

- f. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources. The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. The results show that 1.5% of the A Road Network needs repair compared with 1.7% previously and a target of 4%. The condition of the B & C road network results show that 4.1% of the B & C Road Network needs repair compared with 8.1% previously and a target of 9%. This marked improvement is partly due to the way these roads are surveyed (50% per year) and year on year steady investment. The condition of the Unclassified road network results show that 19.2% of the Unclassified Road Network needs repair compared with 20.8% previously and a target of 19%.

- g. *Potholes and Repairs* – Over £6.7 million was spent during 2014/15 on filling potholes, patching roads and footways, patching roads in preparation for surface dressing or resurfacing those roads where it would have been uneconomic to fill individual potholes. A further £600k was spent on small drainage schemes to reduce highway flooding which is a major cause of potholes, particularly in freezing conditions. Pioneering new methods for filling potholes and patching roads using “find and fix” teams and new materials have led to quicker response times for more serious “Category 1” potholes. For Q4 there were 5624 defects repaired compared with 4719 in Q4 of the previous year. In total, 17142 defects were repaired in 2014/15 compared with 17756 in 2013/14.

Other Options Considered

5. None – this is an information report.

Reasons for Recommendations

6. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

8. The monitoring of service performance will ensure that the Highways Budgets will be used efficiently and effectively.

Implications for Service Users

9. The continued monitoring and management of performance will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

10. That Committee note the contents of the report.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Neil Hodgson Interim Service Director Highways

Constitutional Comments

None – report for information.

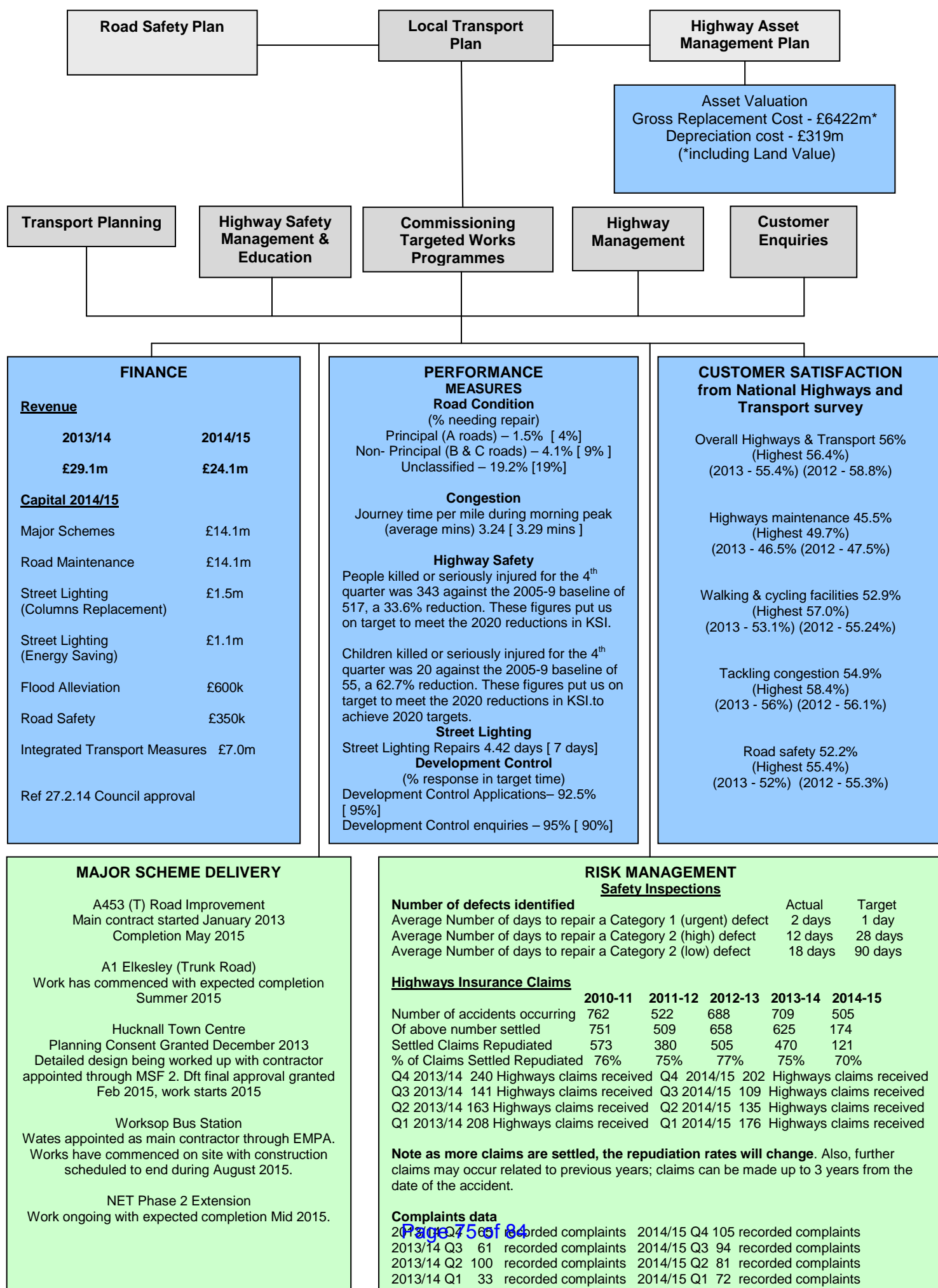
Background Papers

None

Electoral Divisions

All

Highways Division



21 May 2015

Agenda Item: 15

REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS & SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26TH MARCH 2015.

Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council on 26th March 2015.

A. Petition Regarding Part Night Lighting at Misterton (Ref 2015/113)

2. A 78 signature petition was presented to the Chairman of the County Council at the meeting of 26th March 2015 by Cllr Liz Yates.
3. The petition was from residents of Grove Park, Grovewood Road, Gravelholes Lane and Amcott Avenue, Misterton who were requesting that the street lighting be returned to all night operation.
4. Over the last 18 months various changes have been made in Misterton with regard to altering the part night lighting schemes. As Misterton is one of the most northern villages in Nottinghamshire the travel cost and staff time involved in return visits to keep adjusting one or two lights is not cost effective.
5. As a result of the petition there will be more lights on all night than part night operation. Therefore the decision has been taken to adjust all the lighting to all night whilst the street lighting crews are there. The works will be combined with a bulk clean and change (on all lights) so that further visits will not be needed for some time.
6. It is recommended that the lead petitioner be informed.

B. Petition Supporting the Installation of two Bus Stops in Farndon (Ref 2015/114)

7. A 33 signature petition was presented to the Chairman of the County Council at the meeting on 26th March by Councillor Sue Saddington. The petition supports the proposals for two new bus stops on Marsh Lane, Farndon close to the junction of Chestnut Grove. This Petition followed a news article in the Newark Advertiser by a resident objecting to the proposed location of one of the bus stops.
8. The County Council is currently reviewing the demand for the bus stop in conjunction with the local bus operators and the Parish Council and will, during the process, consider any objections received together with the support given in the petition.
9. It is recommended that the lead petitioner be informed.

C. Petition Requesting a Residents' Parking Scheme on Grange Avenue, Beeston (Ref: 2014/0115)

10. A petition signed by 24 residents was presented to County Council on 26 March 2015 by Councillor Steve Carr. The petition raises complaints about intrusive parking on Grange Avenue and requests the introduction of a residents' parking scheme.
11. Parking restrictions in and around Beeston and Chilwell are currently under review by the County Council, particularly relating to potential impacts of NET Phase 2. To that end, before the tram works started surveys were undertaken to establish the current levels of parking (including Grange Avenue) so that we can determine changes in parking patterns once NET Phase 2 becomes operational. Further surveys will be carried out within six months of the line opening.
12. The experience of NET line 1 has shown that parking at local tram stops is not a major issue as access to the intermediate stops is not as attractive as the free park and ride car parks where there is better security. Having said this it may be that parking patterns are different on NET Phase 2 and therefore should the need arise the 2015/16 funding allocated for parking improvements will be prioritised to address parking issues arising from NET Phase 2.
13. The County Council receives a number of non-tram related requests for parking restrictions across the county. Each request is assessed and if necessary considered, alongside all other requests, for funding in a future years' integrated transport programme. Grange Avenue will also be considered as part of these assessments.
14. It is recommended that the lead petitioner be informed.

Other Options Considered

15. Each petition response sets out any other options that may be considered.

Statutory and Policy Implications

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

Recommendation

It is RECOMMENDED that the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

Neil Hodgson
Service Director - Highways

Jas Hundal
Service Director - Transport, Property & Environment

Background Papers and Published Documents

Minutes of County Council meeting 26th March 2015.

Electoral Division(s) Affected

Milsterton, Farndon & Muskham, Beeston North

21 May 2015**Agenda Item: 16****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2015.

Information and Advice

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

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Policy, Planning and Corporate Services

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
18 June 2015				
Local Bus Service Update	Update report	Info	Chris Ward	Mark Hudson
Rights of Way Improvement Plan	Update Report	Info.	Neil Lewis	Neil Hodgson
Cycle Safety	Exposition of relevant statistics	Info.	Gareth Coles	Neil Hodgson
The Nottinghamshire County Council (William Street and New Street, Newark on Trent)(Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (3185)	Consideration of objections	Decision	Mike Barnett	Neil Hodgson
Bridge Street, Worksop – Proposed Traffic Regulation Order	Consideration of objections	Decision	Mike Barnett	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Local Transport Plan Implementation Plan	Approval of implementation plan	Decision	Kevin Sharman	Neil Hodgson
Highways Infrastructure Asset Management Plan (HIAMP)	Update Report	Info	Don Fitch	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
16 July 2015				
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	Neil Hodgson
Public Transport – County & City Shared Service Project	Project update	Decision	Pete Mathieson	Mark Hudson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
FUTURE MEETINGS				
10 September 2015	East Coast Mainline: Crossing Closures	Proposed Options	Decision	Karen Nurse
8 October 2015				
12 November 2015				
10 December 2015				
7 January 2016				
11 February 2016				
17 March 2016				
21 April 2016				
19 May 2016				
23 June 2016				
21 July 2016				