

Transport and Highways Committee

Thursday, 23 June 2016 at 10:30

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

AGENDA

- | | | |
|----|--|---------|
| 1 | To note the appointment of Councillor Kevin Greaves as Chair and Councillor Steve Calvert as Vice Chair by the County Council on 12 May 2016 | |
| 2 | Minutes of the last meeting held on 19 May | 3 - 6 |
| 3 | Apologies for Absence | |
| 4 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 5 | Changes to the Local Bus Service Network | 7 - 10 |
| 6 | Transport Focus - Bus Passenger Survey Results | 11 - 18 |
| 7 | Via East Midlands Limited | 19 - 26 |
| 8 | Flood Risk Management Strategy | 27 - 38 |
| 9 | Land Searches for Public Rights of Way Commons and Greens | 39 - 42 |
| 10 | Ilkeston Road, Melbourne Road, Stapleford Prohibition of Waiting TRO | 43 - 50 |
| 11 | Tollerton Lane, Tollerton 40 50mph Speed Limits TRO | 51 - 60 |

12	Performance Report - Highways	61 - 74
13	Responses to Petitions Presented to the Chairman of the County Council	75 - 78
14	Work Programme	79 - 82

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 Peter Barker (Tel. 0115 977 4416) 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	19 May 2016 (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
Colleen Harwood

Stan Heptinstall
Richard Jackson
John Peck
Mike Pringle

OTHER COUNTY COUNCILLORS IN ATTENDANCE

David Martin

OFFICERS IN ATTENDANCE

Pete Barker	- Democratic Services Officer
Sue Bearman	- Legal Services
Tim Gregory	- Corporate Director, Place
Neil Hodgson	- Service Director, Highways
Jas Hundal	- Service Director, Environment, Transport & Property

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 21 April, having been circulated to all Members, were taken as read and were confirmed, subject to the following amendment, and were signed by the Chair:-

- The reference to an Environmental Impact Assessment regarding the item on the Proposed Bus Stop Clearway (Calverton Road, Arnold) was incorrect, the reference should have been to an Equalities Impact Assessment.

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Garner (other reasons).

MEMBERSHIP

Councillor Heptinstall replaced Councillor Rigby and Councillor Pringle replaced Councillor Payne, both for this meeting only.

DECLARATIONS OF INTERESTS

No declarations of interests were made.

CONSULTATION – ROAD WORKS: REDUCING DISRUPTION ON LOCAL ‘A’ ROADS

RESOLVED 2016/027

That the response to the consultation, as set out in Annexes 2 and 3 of the report, be approved.

RAIL ISSUES – EAST MIDLANDS RAIL FRANCHISE

RESOLVED 2016/028

1. That the proposal set out in paragraph 9 of the report for a joint East Midlands Rail Franchise Officer with a County Council contribution of up to £20k, be approved.
2. That the creation of a new post to support the remainder of the rail work area, as set out in paragraph 10 of the report, be approved.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRIDGFORD ROAD AND MUSTERS ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING AND PARKING BAYS) TRAFFIC REGULATION ORDER 2016 (8245)

Neil Hodgson, Service Director Highways, updated the figures in paragraph 6 of the report. The survey undertaken on the section of Bridgford Road south of Musters Road, found that there were 55 contraventions in 2 hours and on the section north of Musters Road, the survey found that there were 347 contraventions.

RESOLVED 2016/029

1. That the Nottinghamshire County Council (West Bridgford Area, Nottinghamshire) (Prohibition of Driving – Bus Lane) Traffic Regulation Order 2016 (8236) be made as advertised;

2. That the Nottinghamshire County Council (Bridgford Road and Musters Road, West Bridgford) (Prohibition of Waiting and Parking Bays) Traffic Regulation Order 2016 (8245) be made as advertised with the following amendments:
 - Removal of proposed 30 minutes limited waiting parking bays from outside 2/4 and 6 Musters Road;
 - Extension of 'No Waiting At Any Time' restrictions across the driveway of 8 Musters Road.
3. That the introduction of camera bus lane enforcement on the city-bound bus lane on Bridgford Road; subject to a further period of monitoring over the coming year of up to 12 months be approved, and that delegated authority to the Corporate Director (Place) to introduce camera enforcement if the monitoring reveals that the levels of contravention on the city-bound bus lane on Bridgford Road do not reduce significantly after implementation of the above proposals, be approved.

Councillor Brown, Councillor Butler and Councillor Jackson requested that their votes dissenting against the above decision be recorded.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

RESOLVED 2016/030

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

The meeting of the Committee originally due to take place on 22nd September at 10.30am would now be held on 21st September at 2pm.

The NET report due to be discussed at the meeting of the Committee on 21st July would be about the existing lines.

RESOLVED 2016/031

That the Work Programme be noted.

The meeting closed at 11.18am.

23 June 2016**Agenda Item:****REPORT OF THE SERVICE DIRECTOR ENVIRONMENT, TRANSPORT AND
PROPERTY****CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Manager, Transport and Travel Services to cancel vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2016/17 £4.1m will be spent on supported bus services across the county.
3. Local bus services across the county are provided in two ways:
 - (i) Commercial services which operate without funding support
 - (ii) Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Manager, Transport and Travel Services to replace vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders.
5. In 2014 the County Council withdrew support for two evening journeys to Shelford and East Bridgford as part of the budget efficiencies review. Following extensive local consultation in 2015 Trentbarton Buses agreed to re-instate these services and provide additional evening journeys for villages to the south of Bingham on a commercial basis. Trentbarton have now advised the County Council that they will be withdrawing the

evening journeys on their Rushcliffe Villager routes from 31 July 2016. Passenger figures and revenue information unfortunately show that patronage has not been sufficient to make these viable. Average revenue for the 8 months of operation has been £864.88 per month against an operating cost of £3,018 per period. In recent months the level of use has also dropped sharply from 971 passengers in January to 620 in April. The daytime Villager 1 & 2 services are unaffected by these withdrawals. All local Members and Parish Councils have been informed of the decision.

6. Cotswold CVS Transport have recently gone into administration. They operated two local bus routes, one primary school run and an adult day centre route under contract to the County Council, these have all been covered with local operators and our own Fleet Transport Service at no additional cost. The services had been part of the local transport review carried out in the Newark area in 2012/13 and included trial tenders for operating Adult Day Care services. At that time Cotswold CVS Transport were the only bidders for this work.
7. Service 510 operated by Fleet Transport in the Beeston and Stapleford area is currently being reviewed following a number of complaints regarding reliability. It is proposed to revise the afternoon timetable and remove the last journey which carries virtually no passengers. Local Members will be consulted before any changes are agreed or introduced.
8. There are a number of road works and road closures around the County which will affect local bus services. During the closures we will be operating a replacement shuttle service for Radcliffe on Trent, Newstead Village and Upton to maintain access to employment, health and essential shopping. The additional costs of around £7,500 can be contained within the local bus budget.

Reasons for Recommendations

9. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

Statutory and Policy Implications

10. 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

11. The provision of local bus services enables users to access key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping.

Financial Implications

12. The costs (£7,500) relating to the provision of shuttle bus services outlined in this report can be contained within the allocated budget for 2016/17.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

Jas Hundal
Service Director
Environment, Transport & Property

For any enquiries about this report please contact:

Chris Ward, Manager Transport and Travel Services
Luke Spencer, Local Bus & Mainstream School Manager

Constitutional Comments ()

13. As this report is simply to be noted by Committee, Constitutional Comments are not required.

Financial Comments (SES 25/05/2016)

14. The financial implications are set out in paragraph 12 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.

Electoral Divisions and Members Affected

All

23rd June 2015

Agenda Item: 6

**REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****TRANSPORT FOCUS – BUS PASSENGER SURVEY RESULTS****Purpose of the Report**

1. To inform the Committee of the results of the autumn 2015 Transport Focus Bus Passenger survey and key findings.

Information and Advice

2. Transport Focus (formerly Passenger Focus) is the statutory body that represents bus passenger interests. It was renamed Transport Focus from April 2014, reflecting its enhanced role representing users of the strategic road network. It 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 and covers bus passengers' journey experiences carried out between September and November 2015. It included more than 40,000 passengers overall nationally.
3. The survey was carried out across 24 local authority areas across the UK including 16 unitary or shire authority areas. Nottinghamshire also participated in the 2014 survey, and the results were reported to Transport & Highways Committee on 21st May 2015.
4. In 2014 the County Council provided match funding to boost the target level of responses, which enabled operator specific reports to also be provided for the main operators. Three bus operators also provided match funding in 2015: Nottingham City Transport, Stagecoach East Midlands and TrentBarton.
5. This survey complements the NHT Public satisfaction benchmarking survey reported to 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 – source: ITO World Ltd) 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.

7. The split of bus routes surveyed was; 38% in the Greater Nottingham Travel to Work Area was and the remaining 62% in the rest of the County.
8. The match funding provided by the County Council and bus operators (Nottingham city transport, Stagecoach East Midlands and TrentBarton) enabled a total of 1,310 responses to be received for Nottinghamshire which exceeded the target number of 1,300 and represented a survey response rate of 36%. For the first time this year respondents were given the option to complete their survey response online, which it is believed has helped with the overall response rate achieved

Summary of Results

9. The results indicate that overall bus satisfaction in Nottinghamshire has improved since 2014 to 94% (from 93%). Compared against other local authority areas included in the survey Nottinghamshire was ranked highest for satisfaction with the overall journey and was also the No. 1 ranked authority for information, the bus driver-helpfulness/attitude and on bus journey time.
10. A summary of Nottinghamshire's performance across some of the 31 individual satisfaction measures, compared against other local authority areas is shown below. The 'Overall Satisfaction' score is not an aggregate score of all seven categories.

Category		Score 2015	Score 2014	Score 2012		Rank 2015	Rank 2014	Rank 2012
Overall Satisfaction	↑	94%	93%	87%	↑	= 1	3	9
Bus Stop Overall	↓	83%	90%	81%	↓	= 3	1	4
Information	↓	78%	83%	75%	↑	1	2	5
Punctuality *	↓	83%	86%	69%	↓	4	3	14
The bus driver-helpfulness/attitude*	↑	88%	86%	79%	=	1	1	2
On Bus Journey Time *	↑	93%	89%	84%	↑	1	6	12
Personal Safety	=	83%	83%	80%	↑	=3	4	2
Value for Money	↓	66%	68%	65%	↑	=6	7	2

Note: * Key driver of satisfaction in Nottinghamshire

11. In Nottinghamshire the top 3 drivers of passenger satisfaction were bus drivers' helpfulness/attitude, on-bus journey time and punctuality.
12. The overall satisfaction score for the Nottinghamshire operators providing match funding are as follows: Nottingham City Transport (ranked No. 1 of 53) Stagecoach East Midlands (ranked No. 7 of 53), TrentBarton (ranked No. 3 of 53).
13. A chart illustrating a more detailed breakdown of the Nottinghamshire results from the 2015 survey is shown at Appendix 1.

Analysis of results

Punctuality

14. The survey was undertaken soon after the introduction of the NET tram lines 2 and 3. The survey, therefore partly reflects the positive experience of passengers following the introduction of the new tram routes, including new connection opportunities between tram and bus/rail and the completion of roadworks ; which will have accounted for a higher than expected punctuality score, even though it was lower than 2014.

Journey Time

15. Satisfaction with the on-bus journey time has improved from 89% in the 2014 survey to 93%. A factor influencing this measure will be the journey purpose with work and commuter type travel more sensitive to any change in this area. Analysis of the survey data indicates that 79% of survey respondents were on a non-commuter journey outside peak hours. 38.3% of survey respondents are aged between 16-59 and 60% are concessionary pass holders, who are likely to place a lower priority on the bus journey time, which will have contributed to the increase in the score.
16. It is important to also note that in the Nottingham area peak hour journey times have increased by 17% since 1999, due to increased congestion in the Nottingham conurbation which has increased bus journey time variability and reduced punctuality; which has culminated resulted in the bus companies increasing timetable times to meet Traffic Commissioner legal requirements (95% within 1 minute early 5 minutes late). However since 2006 these increases have rose at a lower rate of 5.8% which may be due to the downturn in the economy, increased enforcement and 'smart ' bus priority measures such as Automatic Vehicle Location Traffic Light Priority.

Bus stop and Information

17. In 2014 the Council was ranked No. 1 for Bus Stop satisfaction; however for the 2015 survey the Council was ranked equal third with a modest reduction in the survey score to 83%. This score is still higher than the 2012 survey score, and reflects the challenge with maintaining passenger expectations when high levels of satisfaction are achieved against a backdrop of maintenance funding challenges since 2010. From 2010 onwards Local Transport Plan Integrated Transport Measures funding levels have reduced year on year but have been supplemented by successful funding bids for European Regional Development Fund, Growth Point, Section 106 developer contributions and Better Bus Areas monies, whilst there has been a £130k Maintenance base budget reduction and no annual real term increases in Maintenance budgets since 2010. We have, however, managed to contain these increased maintenance costs from other budgets to date.
18. In 2014, the Council was ranked No.2 for Information and in 2015 we have been ranked No.1. Similarly to bus stop satisfaction, we have seen a reduction in the overall score from 83% to 78% which reflects passengers' high expectations, especially in relation to the provision of Real Time Passenger information at stop; inclusive of disruption information caused by roadworks.

Value for Money

19. A particular area for improvement identified in 2014 and again for this year is Value for Money. The score decreased from 68% in 2014 (ranked 7/27) to 66% in 2015 (ranked 10/24). It is the lowest scoring of the 31 individual satisfaction measures, in particular amongst passengers aged 16-34 (59%).
20. To address Value for Money, Transport & Travel Services continue to work with local bus operators and Nottingham City Council to increase the availability of smart ticketing products, including the recent launch of the Robin Hood Card and future planned products including season passes, together with plans for smart ticketing on the Pronto service between Mansfield and Nottingham/ Chesterfield and an integrated ticket for the Nottinghamshire market towns. The Integrated Ticketing Strategy and Delivery Plan for Nottinghamshire 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.
21. However for residents aged between 16-21, whilst the Integrated Ticketing strategy delivers better Value for Money for those people interchanging between different transport providers, the County Council is unable to influence ticket prices and ensure they are the most attractive proposition for users. Also for those residents just turning 16, they face an increased cost to travel of 75%-100% for a typical basket of cash fares, with the level of increase at the lower end for holders of operator smartcard products. The availability of day and season/term tickets does help to offset the level of increase, however for all users whether in work or education, it may help to account for the low score among this cohort of users, as transport costs make up a significant proportion of their total outgoings. The County Council will continue to work with operators to address this challenge, even though we cannot determine ticket prices or levels of discount.
22. It's important that continued investment in all aspects of the bus journey experience are sustained in future years by NCC to ensure high satisfaction ratings. This includes investment in :
 - bus stations and on street interchanges .
 - bus stop facilities and information provision including real time information.
 - targeted ticketing for young people and unemployed .
 - integrated ticketing to ensure value for money and increase travel opportunities.
 - highways improvement schemes incl bus priority.
 - Traffic management including clearways and bus stop clearways.
 - Enforcement of static and moving offences to keep buses and general traffic moving.

The operators similarly need to invest:

- fully accessible vehicles incl. wi-fi
 - smart ticketing to reduce boarding times and provide market intelligence.
 - Integrated ticketing .
 - real time passenger information including exception information about delays.
 - driver training in customer service .
23. Overall the continued investment by the County Council and the bus operators has ensured that public transport continues to meet customer needs and perform highly amongst comparable Authorities and Unitary Authorities.

24. Nottinghamshire County Council's high ranking in this survey is consistent with the findings of the NHT Public Satisfaction benchmarking Survey.
25. The Committee should note that at its meeting on 21st May 2015 it approved the continued match funding contribution to the survey up to the 2019 survey.

Reasons for Recommendations

26. The recommendations, including the continued match funding support for the surveys, will ensure that Nottinghamshire County Council is included in future Transport Focus surveys, and ensures that sufficient responses are received to allow for the production of operator specific reports for the main operators.
27. 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

28. 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.

Implications for Service Users

29. The provision of a quality local bus network giving users access to key services, jobs, health and leisure activities together with continued investment in all aspects of the journey experience will help to ensure the results of the 2015 survey are maintained in the future.

Financial Implications

30. The cost to match fund Nottinghamshire's involvement in the survey for the next 4 years is estimated at £6k per annum which is contained in the current revenue budget.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report

Chris Ward
Manager, Transport and Travel Services

For any enquiries about this report please contact:

Pete Mathieson, Manager, Development & Partnerships

Constitutional Comments (SJE – 02/06/2016)

31. As this report is only for noting by Committee, Constitutional Comments are not required.

Financial Comments (DJK 01.06.16)

32. The financial implications are set out in paragraph 30 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.

Transport Focus – Autumn 2014 Bus Passenger Survey Report:

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

Transport Focus- Autumn 2015 Bus Passenger Survey Report:

<http://www.transportfocus.org.uk/research-publications/publications/bus-passenger-survey-full-report-autumn-2015/>

Transport Focus – Autumn 2015 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

Transport and Highways Committee, 21st May 2015;

Passenger Focus-Bus Passenger Survey Results

Electoral Divisions and Members Affected

All

2 Area results Local transport authorities

Nottinghamshire

Headline results

Overall
satisfaction

94%

Value for
money

66%

Punctuality

83%

Journey
time

93%

The top three drivers of **satisfaction**

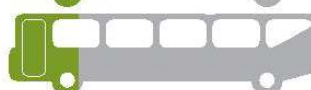
Bus driver's
helpfulness/attitude **32%**



On-bus journey time **30%**



Punctuality **22%**



FARE-PAYERS ONLY

Key results

Satisfaction (%)

	2012 all satisfied	2013 all satisfied	2014 all satisfied	2015 all satisfied	2015 very satisfied	2015 fairly satisfied	2015 neither /nor	2015 all dissatisfied	2015 base size
OVERALL JOURNEY									
All passengers	87	-	93	94	64	30	4	2	1280
Fare-paying passengers	86	-	91	93	57	36	5	1	462
Free-pass holders	89	-	96	96	75	21	2	2	773
Aged 16 to 34	-	-	87	90	48	42	8	2	203
Aged 35 to 59	86	-	94	94	63	31	3	3	288
Passengers commuting	86	-	88	93	52	41	5	2	277
Passengers not commuting	89	-	95	95	71	24	3	2	969
Passengers saying they have a disability	78	-	91	94	67	28	3	3	426
VALUE FOR MONEY									
All fare-paying passengers	65	-	68	66	34	31	17	17	458
Aged 16 to 34	-	-	62	59	33	26	18	23	181
Aged 35 to 59	68	-	73	73	35	38	15	12	224
Passengers commuting	71	-	65	61	32	29	20	19	238
Passengers not commuting	59	-	71	74	38	36	12	14	213
PUNCTUALITY & TIME WAITING FOR THE BUS									
Punctuality of the bus	69	-	86	83	57	26	8	9	1187
The length of time waited	72	-	84	83	55	28	11	7	1243
ON-BUS JOURNEY TIME									
Time journey on the bus took	84	-	89	93	64	29	5	2	1293

Detailed results

Satisfaction (%)

	2012 all satisfied	2013 all satisfied	2014 all satisfied	2015 all satisfied	2015 very satisfied	2015 fairly satisfied	2015 neither /nor	2015 all dissatisfied	2015 base size
THE BUS STOP									
Overall satisfaction with the bus stop	81	-	90	83	48	35	9	8	1247
Its distance from the journey start	87	-	89	88	60	28	7	5	1178
The convenience/accessibility of its location	92	-	93	93	63	30	5	3	1113
Its condition/standard of maintenance	71	-	82	77	45	33	13	10	1112
Its freedom from graffiti/vandalism	75	-	83	81	54	27	11	8	1094
Its freedom from litter	72	-	80	80	49	31	11	9	1097
The information provided at the stop	75	-	83	78	45	33	11	10	1102
Your personal safety whilst at the stop	80	-	83	83	52	31	12	5	1107
ON THE BUS									
Route/destination information on the outside of the bus	83	-	92	90	64	26	9	1	1204
The cleanliness and condition of the outside of the bus	80	-	90	84	49	35	11	4	1214
The ease of getting onto and off the bus	89	-	96	95	68	27	3	2	1252
The length of time it took to board	90	-	96	96	70	26	3	1	1219
The cleanliness and condition of the inside of the bus	82	-	90	83	45	38	9	8	1264
The information provided inside the bus	70	-	82	77	40	37	18	5	1115
The availability of seating or space to stand	92	-	89	93	60	34	4	2	1238
The comfort of the seats	79	-	84	82	42	40	10	8	1247
The amount of personal space you had around you	76	-	80	84	45	39	10	7	1230
Provision of grab rails to stand/move within the bus	83	-	88	89	53	37	8	3	1227
The temperature inside the bus	82	-	81	84	46	38	8	7	1239
Your personal security whilst on the bus	89	-	90	91	56	35	8	1	1230
THE BUS DRIVER									
How near to the kerb the driver stopped	91	-	95	95	73	22	4	1	1233
The driver's appearance	89	-	94	94	73	22	5	1	1208
The greeting/welcome you got from the driver	79	-	88	87	63	24	8	5	1226
The helpfulness and attitude of the driver	79	-	86	88	65	24	8	4	1191
The time the driver gave you to get to your seat	80	-	87	88	63	24	7	5	1218
Smoothness/freedom from jolting during the journey	76	-	81	82	49	33	11	7	1214
Safety of the driving (i.e. speed, driver concentrating)	86	-	91	91	67	24	7	2	1216

Factors affecting journey length

	2012 % occurrence	2013 % occurrence	2014 % occurrence	2015 % occurrence
Congestion/traffic jams	22	-	17	17
Road works	16	-	15	7
Bus driver driving too slowly	5	-	2	1
Poor weather conditions	1	-	2	6
Waiting too long at stops	8	-	5	4
Passenger boarding time	16	-	16	13
Base unweighted	466	-	803	1310

Passengers could provide more than one answer

Anti-social behaviour

	2012 % 'yes'	2013 % 'yes'	2014 % 'yes'	2015 % 'yes'
Other passengers' behaviour giving cause to worry or feel uncomfortable	8	-	7	5
Base unweighted	466	-	803	1288

REPORT OF THE SERVICE DIRECTOR HIGHWAYS

ESTABLISHMENT OF VIA EAST MIDLANDS LIMITED

Purpose of the report

1. To update the committee on progress with the establishment of Via East Midlands, the joint venture company owned by Nottinghamshire County Council (NCC) and CORSERV (a company owned by Cornwall Council) to undertake most Highways Division and all Fleet Management / Maintenance functions.

Background

2. Members will be aware that the Policy Committee meetings of 20th May 2015 and 10th February 2016 gave the Chief Executive delegated authority to continue with due diligence and the establishment of the joint venture company Via East Midlands Limited.
3. Negotiation between the parties and due diligence was concluded during May 2016 and contracts were signed by all parties on Friday 20th May. The signed documents comprise:
 - Shareholders' Agreement
 - Put and Call Option
 - Service Contract
 - Collaboration agreement

Information and Advice

4. The company will become fully operational from 1st July 2016 and immediately be responsible for the delivery of Highways and Fleet Management / Maintenance services in Nottinghamshire, as defined in the Service Contract and associated schedules.
5. Via East Midlands Ltd is now established as a company with a 51% shareholding by CORSERV and a 49% shareholding by NCC. Its non-executive directors are Anthony May, Nigel Stevenson, Arthur Hooper (CORSERV) and Simon Deakin (CORSERV). It is a Teckal company and as such is allowed to trade externally up to a value below 20% of its turnover. This external trade will be important to the longevity of the company but it has

realistic ambitions about the pace at which this business can be delivered and will remain committed to fulfilling its basic obligation to deliver services to Nottinghamshire.

6. Doug Coutts has been appointed as Managing Director and is due to join the company on 1 July. Highways Division and Fleet Management / Maintenance have been operating an interim management structure since April, this will continue as a 'Day 1' Via operating structure and will be reviewed during the first year of operation. This structure is included as Appendix 1 to this report. This structure retains existing key points of contact for Members including the District Manager positions none of which are altered.
7. On the 1st July 622 staff comprising 459 FTEs will TUPE transfer from NCC into the new company. All transferring staff will retain existing NCC terms and conditions, with the option to transfer onto a new set of terms and conditions which were shared with staff in May 2016 if that is a preference. The option to transfer is an open one and not for a limited time period.
8. Services not transferring into Via will remain within NCC as the Environment and Highways Group within Place Department, this retained client structure is included as Appendix 2 to this report and is shown by function. Within this group is a team responsible for managing NCC contracts and the relationship with Via.
9. Via will provide monthly performance reports to the retained client team and this is governed by a set of Key Performance Indicators which for year 1 are not designed to be punitive and can be reviewed as the contract progresses. The Highways Performance Report will continue to be presented to Transport and Highways Committee on a Quarterly basis.
10. The annual programme of capital works will continue to be presented to Transport and Highways Committee for approval as at present. This being a report in October with a proportion of the subsequent years programme included for approval followed by a report in March confirming the entirety of the programme including reserve projects. The content of these programmes will be developed jointly by Via and the NCC retained team.
11. All reports pertaining to considering objections to Traffic Regulation Orders will also continue to be brought to Transport and Highways Committee as at present.
12. Via will be required to respond to enquiries, requests and complaints from the public, local councils, county councillors, Members of Parliament and the emergency services and to deal efficiently and effectively with customer complaints at all times. The company will comply with the Council's complaints procedure and for any escalated corporate complaint will continue to use the NCC complaints team for support.

13. Nottinghamshire residents will continue to report highways related issues using the Customer Service Centre and public website.
14. Most external and third party contracts related to services transferring into the new company have been novated from NCC to be under the auspices of Via. This includes the existing Maintenance Term Contract with Tarmac, this will be managed and monitored directly by Via.
15. No further revenue budget reductions are planned for 2016/17. Should any revenue funding reductions be initiated by NCC in future years the contract requires Via to feedback to the retained client on the implications of any such reductions and if necessary service delivery specifications may be reset.
16. A number of briefing sessions for County Councillors are organised which will allow staff to advise of key contacts within Via and to outline any operational changes that Members need to be aware of. Members will be able to raise and clarify any issues at these sessions with officers representing both Via and the retained client.

Reasons for Recommendations

17. The report is for information only.

Statutory and Policy Implications

18. 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

19. The financial implications were set out in the draft business plan which formed part of the due diligence undertaken by Local Partnerships on behalf of NCC and by PricewaterhouseCoopers on behalf of Cornwall Council.

RECOMMENDATIONS

20. That Committee notes the contents of the report

Neil Hodgson
Interim Service Director – Highways
0115 9772720

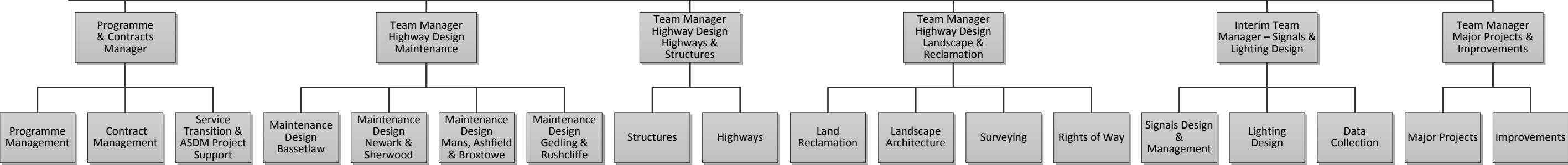
Constitutional Comments

This report is for noting only. Therefore Constitutional comments are not required.

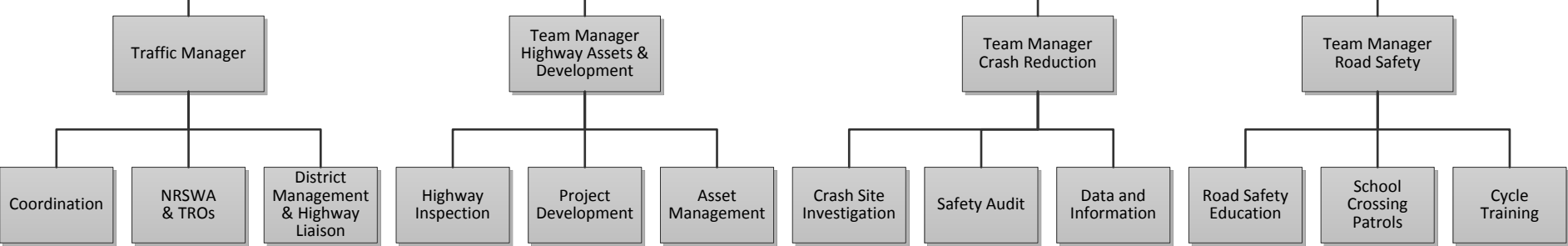
Financial Comments (IC 15/6/16)

Report contains no direct financial implications and is for information only.

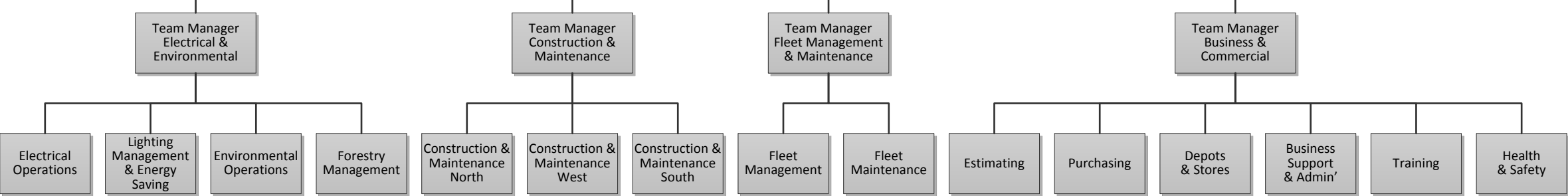
GOUP MANAGER
CONSULTANCY
Neil Hodgson



GROUP MANAGER
NETWORK MANAGEMENT
Suzanne Heydon

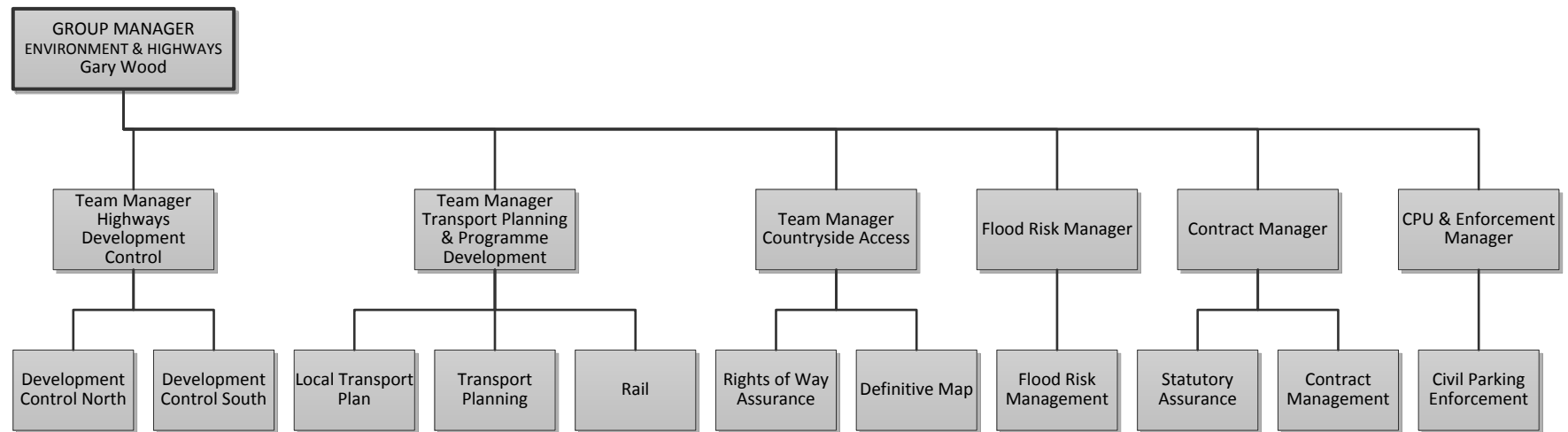


GROUP MANAGER
OPERATIONS
Dave Tebbett



HR
Management

Finance
Management



23 June 2016**Agenda Item:****REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS****FLOOD RISK MANAGEMENT STRATEGY****Purpose of the Report**

1. To report on the responses received to the recent public consultation on the Local Flood Risk Management Strategy and seek approval to present the Strategy to Policy Committee for formal adoption by the County Council.

Information

2. In its role as Lead Local Flood Authority (LLFA) the County Council has permissive powers and statutory duties to manage and co-ordinate local flood risk management activities in Nottinghamshire. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses). Main River watercourses, as defined by Defra, are the preserve of the Environment Agency.
3. As part of its duties as a LLFA the County Council is required under the Flood and Water Management Act 2010 to develop and publish a Local Flood Risk Management Strategy including an Action Plan that identifies key objectives to shape the delivery of the flood risk management services in Nottinghamshire in partnership with the other Risk Management Authorities.

General update

4. Transport and Highway Committee gave approval at its meeting on the 7th January to the draft Local Flood Risk Management Strategy being subject to a 12 week public consultation period running from the 7th January to 31 March 2016. Accompanying the strategy is an Action Plan that identifies key objectives to shape the delivery of the flood risk management services in Nottinghamshire in partnership with the other Risk Management Authorities. It should be noted that the draft Strategy had already been subject to a previous consultation process and from this a number of amendments were incorporated into the present document.

5. The draft strategy document and the associated appendices were available to view and download from the County Council's website during the consultation period as well as being available in the County Council's libraries. Comments and views concerning the strategy could be made by letter, on-line form, email or via a dedicated phone number. The consultation process was publicised with media releases and direct electronic notifications to relevant organisations. The survey itself was carried out through the electronic Survey Monkey website although it was made clear in publicity that responses by other means would be accepted.

Consultation Responses

6. At the end of the consultation period the Authority received seven detailed and specific comments. Whilst this was a lower than expected response rate, especially in light of the wide publicity that was given to the consultation process and the continued interest shown by residents of the County in flood related matters, it is perhaps indicative of the robustness of the initial consultation and the subsequent resulting amendments to the document that initial respondents were happy with the changes made and felt no further need to contribute. In the consultation response. Of interest and to be welcomed is that Nottingham City Council as a neighbouring Lead Local Flood Authority who has recently published its approved Flood Risk management Strategy document provided a very supportive response to the Nottinghamshire consultation
7. The summary of responses to this consultation was that overall the document was well received with five of the responders agreeing that the strategy described the roles and responsibilities of Risk management Authorities clearly enough. Four respondents agreed with the overall vision of the Strategy whilst two had no view either way and one disagreed. In respect of the objectives and indicators that have been developed for Flood Risk Management five respondents agreed with these whilst one each did not agree and had no view. On the questions as to whether the Strategy has the right approach six of the respondents agreed that it did.
8. Based on the information provided by respondents two live in Broxtowe, two in Mansfield and one each in Rushcliffe and Gedling. Unfortunately it is not possible from the Survey Monkey results to establish who all the respondents were i.e. Individuals or organisations.
9. The consultation comments have been considered carefully and additional information relating to partnership working with the City Council on flood risk management schemes and some further examples of communities within the county affected by flooding matters have been added.
10. A copy of the Executive Summary for the Strategy is attached as Appendix A to this report and a full copy is available via the Council Diary.

Statutory and Policy Implications

11. The County Council has a number of statutory duties and powers under the Flood and Water Management Act (2010) and the Flood Risk Regulations (2009). This report is intended to enable the County Council to comply with these new duties and powers.
12. 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

13. The Flood Risk Management Strategy and its accompanying Strategic Environmental Assessment have been prepared by the Flood Risk Management Team with support from external consultants and costs have been contained within the existing staffing and Flood Risk Management budgets.
14. The Strategy document by its very nature identifies potential areas for future flood risk management projects which will require funding. These potential projects will be subject to consideration and approval or otherwise through the committee system.

RECOMMENDATION/S

It is RECOMMENDED that the Committee approve that the updated Local Flood Risk Management Strategy is presented to Policy Committee for formal adoption by the County Council.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Clive Wood – Flood Risk Manager Tel: 0115 977 4585

Constitutional Comments

Finance Comments (RWK 27/04/2016)

The financial implications arising from the report are set out in paragraphs 12 and 13.

Legal Comments (LB 26/05/2016)

Transport and Highways Committee is the appropriate body to consider the content of this report.

Background Paper

Strategic Environmental Assessment for Nottinghamshire Local Flood Risk Management Strategy July 2015.

Electoral Division(s) and Member(s) Affected

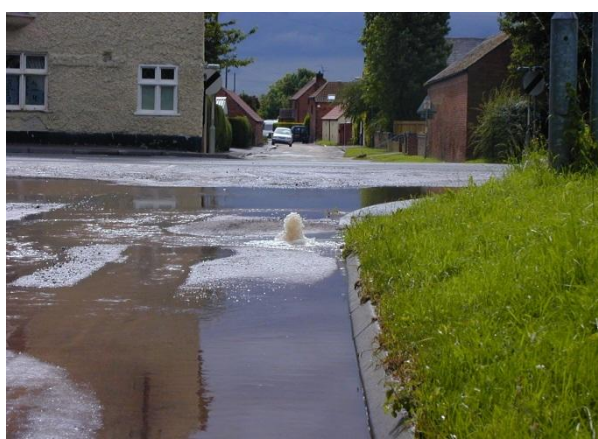
All

Nottinghamshire Local Flood Risk Management Strategy

2016 - 2021

June 2016

Summary Document



Nottinghamshire
County Council

Introduction

This document is a summary of **Nottinghamshire County Council's draft Local Flood Risk Management Strategy ('Strategy')**, setting out our plan for the management of local flood risk during the period 2016 - 2021.

Background

Much of the UK, including Nottinghamshire, is at risk of flooding from a number of sources, including surface water, groundwater, sewers, rivers and the sea and it is predicted that this risk will increase in the future, influenced by climate change.

This risk was realised in the summer of 2007 when significant surface water flooding was experienced across many parts of England and Wales, including widespread incidents across Nottinghamshire.

Following an independent review of the flooding event, the Government enacted the Flood and Water Management Act 2010 ('the Act') giving local authorities, as Lead Local Flood Authorities, **new powers to manage local flood risk in a more co-ordinated way**.

Nottinghamshire County Council's Local Flood Risk Management Strategy

Nottinghamshire County Council, as a Lead Local Flood Authority, has a legal requirement under the Act to develop, maintain, apply and monitor a **Local Flood Risk Management Strategy** that:

- Clearly sets out which organisations are responsible for different types of flooding in Nottinghamshire and how they are working together to reduce flood risk.
- Provides an overview of known flood risks and how we plan to address them over the next five years, making the best use of resources.



Flooding in Southwell in July 2013

The increase in extreme weather conditions, the presence of the built environment in areas of flood risk, and limited public funding, means that it is not possible to prevent all flood incidents happening in Nottinghamshire. Through the Strategy we can coordinate our actions with others so that flood risk is reduced and the impact of any flood incidents are minimised. The Strategy also provides us with an opportunity to work together with local residents, businesses and stakeholders to minimise risk and prepare for the effects of climate change.

Further information on the background and legal requirements for the Strategy is provided in **Section 1** of the Strategy

The Strategy has been informed by local, regional and national policy, including the Environment Agency's National Strategy for Flood and Coastal Erosion Risk Management, to ensure a coordinated approach to flood risk management within Nottinghamshire.

Roles and responsibilities for Flood Risk Management

As a Lead Local Flood Authority, Nottinghamshire County Council's responsibilities relate to 'local' flood risk from **surface water, groundwater and small rivers, streams and ditches, known as ordinary watercourses** and coordinating flood risk management across Nottinghamshire. Other organisations known as Risk Management Authorities (RMAs), including the Environment Agency, Severn Trent Water and Internal Drainage Boards (IDBs), have responsibilities for managing risk from **other flood sources**.

Section 2 of the Strategy outlines the roles and responsibilities of Risk Management Authorities in Nottinghamshire

	Flood Source	RMA	Description
Local Sources	Surface Water	Nottinghamshire County Council	Can occur when heavy rainfall cannot be absorbed into the ground or enter the drainage systems.
	Ordinary Watercourses	Nottinghamshire County Council, District Councils & IDBs	Smaller watercourses, such as streams, ditches, drains, cuts, and dummies. These may flood when they cannot hold the volume of water flowing through them and overflow onto surrounding land.
	Groundwater	Nottinghamshire County Council	Can occur when water levels in the ground rise above surface levels, which is most likely to occur in areas underlain by permeable rocks and after long periods of rainfall.
Other Sources	Main River	Environment Agency	Can occur when a large ('main') river cannot cope with the volume of water draining into it or becomes blocked by debris and overflows its banks onto surrounding land.
	Sewers	Severn Trent Water Anglian Water	Can occur when surface water or combined (surface water and foul) sewers are: overwhelmed by heavy rainfall, which exceeds the capacity of the sewer network; the system becomes blocked by debris or sediment; and/or, the system surcharges due to high water levels in the receiving watercourse.
	Reservoir	Environment Agency	Can occur when reservoirs, which hold large volumes of water above ground, overtop or breach, resulting in a fast release of water.
	Canal	Nottinghamshire County Council	Can be caused by overtopping from excess water or by a breach or failure from raised canals.

How are we working with others?

We have set up a partnership working framework for working with RMAs in Nottinghamshire with representatives from Nottingham City Council, Severn Trent Water, the Environment Agency, IDBs and all District and Borough Councils in the County. We also have an internal local flood risk management stakeholder group and we meet regularly with other councils in the east Midlands to share expertise and best practice.

As well as RMAs, many other organisations such as the Nottinghamshire Wildlife Trust and the Canal & River Trust play a role in flood risk partnerships. We also recognise the vital role of communities and individuals in managing their own risk. As part of the Strategy development, we undertook an engagement survey to improve our understanding of local flood risks and concerns.

Sections 2 and 5 of the Strategy provide further information on our work with flood risk partners

Flood Risk in Nottinghamshire

Flooding in Nottinghamshire frequently arises as a result of a combination of different flooding sources. Whilst developing the Strategy we have considered the impact of all sources of flooding and historic flooding across Nottinghamshire and are working with our Flood Risk Partners where there are combined sources of flood risk.

Within Nottinghamshire, up to 62,000 residential properties, 3,400 businesses and a number of critical services could be at risk of surface water flooding in the future

Based on updated Flood Map for Surface Water (Environment Agency, December 2013)

To help direct flood management measures where they will be most beneficial, we have used the Strategy development to identify **priority flood risk locations** where we know significant numbers of flood incidents have been recorded and therefore the most residents and business

should benefit from investment in schemes.

Overview of Flood Risk

The County is largely drained by the River Trent and flooding from the Trent has caused major disruption in the past. The Environment Agency manage the risk from the Trent and other major rivers in Nottinghamshire such as the River Leen and the River Ryton. The summer of 2007 saw some significant flooding from main rivers in Nottinghamshire. More recent flood events have highlighted our vulnerability to local sources of flooding like surface water and smaller watercourses and brought renewed focus to the importance of condition of drainage assets like culverts or gullies.



*Surcharging drains in East Stoke
(date unknown)*

Flooding from surface water and ordinary watercourses has led to some very significant flooding incidents across Nottinghamshire most recently in 2013 when hundreds of properties were affected, most notably in Southwell.

Complex interactions between urban drainage systems and watercourses have influenced numerous **surface water flooding** incidents during intense rainfall events. Some of the worst flooding on record in Nottinghamshire occurred in the summer of 2007 affecting homes, businesses, schools and infrastructure across the county. National mapping carried out by the Environment Agency estimates more than 62,000 homes in Nottinghamshire to be at risk from surface water flooding.

Section 3 of the Strategy provides further information on historic flooding and flood risk in Nottinghamshire

There are few recorded incidents of **groundwater flooding** in the county however, it can often occur at the same time as other sources of flooding, particularly rivers and is therefore not obvious as a source.

Groundwater rebound in former coal mining areas has been identified as a future risk and is being carefully monitored by the Environment Agency and the Coal Authority.

Ordinary Watercourses have had significant influence during some of the major flooding events in Nottinghamshire. There are a large number of ordinary watercourses in the county. Some have featured more prominently during recent flooding such as the Potwell Dyke in Southwell which overflowed following torrential rain in July 2013.



Cauntton Ford Bridge, 2012

Information regarding sewer capacity in Nottinghamshire is limited. **Sewer flooding** often occurs in combination with other sources as the drainage system becomes overwhelmed. Severn Trent Water has identified a planned schedule of improvements to address flooding risks across the county.

Our industrial past established a network of canals in Nottinghamshire. The risk of flooding from **canals** is much lower than rivers as they often have features which allow the flow to be regulated. However, there are known incidents of breaching and overtopping of canals and we work closely with the Canal & River Trust to ensure waterways are maintained.

How will we deliver the Strategy?

Risk from flooding can be managed in different ways. For example, by adapting how people live in these areas, by improving flood warning and forecasting, and helping communities prepare for flooding when it happens. Building flood defences can reduce the damage to properties prone to flooding, and learning from flood events can help improve how these situations are dealt with in the future.

Across Nottinghamshire we are working in partnership with local communities and other risk management authorities, in order to better understand and reduce local flood risk. Since 2007, we have been spending approximately £600,000 per year on flood risk management and carried out extensive works.

Sections 4 and 5 of the Strategy set out the Objectives and Measures proposed to manage flood risk in Nottinghamshire and how we are already delivering local flood risk management

The Strategy sets out how we will deliver local flood risk management over the next five years. This initial period for the Strategy corresponds with the formal review timetables for the Flood Risk Management Plans being produced by the Environment Agency, which sets out measures to manage flood risks from **main rivers, reservoirs and the sea** within the Humber Catchment.

The Strategy sets out our objectives for managing local flood risk, taking account of the impacts of flooding on people, property and human health, businesses and commerce and the natural and historic environment. These are specific to Nottinghamshire whilst being consistent with the National Objectives in the Environment Agency's National Flood and Coastal Erosion Risk Management Strategy.

A number of **measures** (how we aim to achieve each objective) and **actions** (things we will do to deliver the measures) have been identified to achieve the Strategy objectives, and these are set out in the **Action Plan** that accompanies the Strategy. The Action Plan outlines approximate timescales for delivery and review of each action; however, it should be noted that a number of these will run throughout the entire Strategy period and will be prioritised based on available funding and resources.

The Strategy **Action Plan** is included in **Appendix B** of the Strategy. A summary of this is provided overleaf

In delivering flood risk management, we also have the opportunity to help deliver wider environmental objectives and requirements, as set out in European Legislation including the Water Framework Directive. A **Strategic Environmental Assessment** and **Habitats Regulations Assessment** has been undertaken to ensure that environmental effects have been considered during the development of the Strategy.

Strategy Action Plan Summary

Objective	Measure to achieve the objective
To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire.	<ul style="list-style-type: none"> • Develop a robust approach to the prioritisation of schemes to manage flood risk • Seek external funding opportunities whenever possible • Collaborate with local stakeholders to achieve common goals • Progress capital schemes identified for flood alleviation • Ensure flood management actions will be adaptable and responsive to future changes in the climate
To increase levels of awareness within local organisations and communities so they can become more resilient to flooding and understand their land drainage responsibilities.	<ul style="list-style-type: none"> • Ensure effective coordination between LRF, emergency planning and highways management / land drainage • Improve sources and avenues of information dissemination to the public • Encourage people to manage their own risk • Develop more online tools and investigate new uses of social media

<p>To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.</p>	<ul style="list-style-type: none"> • Take an active role in local flood risk management partnerships • Continue to develop our understanding of groundwater risks in Nottinghamshire • Maintain effective linkages with the Isle of Axholme Flood Risk Management Strategy • Pursue joint initiatives with Severn Trent Water ,IDBs and the Environment Agency • Maintain and improve communications with farmers and landowners in rural areas to pursue multi-beneficial schemes • Identify joint benefits of highways and transport schemes
<p>To integrate local flood risk management into the planning process and support sustainable growth.</p>	<ul style="list-style-type: none"> • Encourage and promote the use of SuDS in all new developments and retrofit SuDS wherever possible • Ensure as far as practical, local planning authorities take full account of flood risk in Local Plan policies and allocations, planning applications and supplementary planning documents • Maximise opportunities to integrate flood management with other County functions • Develop a better understanding of drainage maintenance requirements on public property
<p>To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our cultural heritage and landscape and deliver environmental benefits.</p>	<ul style="list-style-type: none"> • Improve connections between blue and green infrastructure management • Identify improvements for existing and planned scheme development • Investigate how we can ‘make space for water’ in Nottinghamshire

How will flood risk management be funded?

The central government funding system for flood management schemes encourages partnership contributions by providing funding in line with the benefits it delivers. In the future there will be greater emphasis on us to fund activities and schemes from our own or alternative local sources of funding. Whilst it may be possible to fully pay for some projects using available national sources of funding, it is likely they will require a wider range of funding sources (including contributions from potential beneficiaries such as developers, local communities and businesses). The Strategy provides detail on the additional funding options that will be considered in Nottinghamshire.

Further information on funding sources is provided in **Section 6** of the Strategy

It is not possible to prevent all flooding, and with limited resources and funding it is not possible to carry out work in every area at risk of flooding. The approach to flood risk management must be proportionate and risk based and ensure that environmental and other consequences are

taken into account. Schemes which deliver the highest benefit will be prioritised, seeking Government funding where they meet the funding criteria related directly to the number of households protected, damage prevented and other benefits such as the environmental or business benefits that will be delivered.

We have already successfully worked in partnership with the district councils, the Environment Agency, IDBs and Severn Trent Water to fund schemes across the County including major capital schemes in Hucknall and Southwell and smaller schemes including North Wheatley, East Markham and Walkeringham.

As our understanding of flood risk improves and evidence is forthcoming specific flood mitigation schemes and activities will be developed to address flood risk in those areas at greatest risk, where resources and partnership funding is available.



New Culvert in North Wheatley implemented through partnership funding, 2011

What happens next?

The Strategy will undergo public consultation in 2015 before being finalised and adopted by Nottinghamshire County Council. Although the Strategy is for the initial period up to 2020, we believe that continued monitoring and review are essential to ensure that flood risk management is responsive to changes in our knowledge base, available funding and national legislation. Our Action Plan will be reviewed annually to ensure we are making progress towards our objectives.

In the short-term, we will continue to progress our major schemes and build on our understanding of flood risk across Nottinghamshire, how this affects the public, local communities and businesses. We will continue to develop our successful partnerships to identify actions that can be undertaken to address that risk through maximising combined resources.

23 June 2016**Agenda Item:****REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS****LAND SEARCHES – PUBLIC RIGHTS OF WAY AND COMMONS AND TOWN
OR VILLAGE GREENS****Purpose of the Report**

To seek approval for resources to undertake land searches for public rights of way (PRoW) and Commons and Town or Village Greens (TVG).

Information and Advice

The County Council has both statutory duties and powers for the management, maintenance and recording of Nottinghamshire's PRoW (minor highway) network. The Council, as the surveying authority, is responsible for maintaining the definitive map and statement. The map and statement are legal documents; the map records the status and the line of rights of way and the statement lists definitive rights of way shown on the map together with a short description. The Authority also holds the registers for town and village greens (TVG) and common land.

Land charges or searches form part of the conveyancing process when someone is re-mortgaging, buying or selling property. The Local Land Charges Service is provided by the local district or borough council. The search request, usually undertaken by a solicitor or conveyancer, is a series of standard questions designed to give a potential buyer as much information about the property or land they're interested in. A number of questions are answered by the County Council's Highways division, for example, are there any public roads, public rights of way and commons and TVGs within the property boundary. The Highway aspects of the search are included on a form, designed by the Law Society, known as a CON29.

Searches for non-minor highways on the Authority's list of [publicly maintainable] streets are undertaken by the Highways Assets Team. Public rights of way, commons and TVGs are carried out by the Authority's Countryside Access Team (see Appendix 1 for organisational chart). Until recently both the public rights of way and the commons and TVG questions were optional on the CON29 form. However, following a review of the conveyancing procedure, the Law Society implemented changes to the CON29 form and changed which questions should be asked and as a result of this from the 4th July 2016 the PRoW questions will now become compulsory. This will have the advantage that all property buyers will be aware of the existence or not of a PRoW as well as any formal proposals in relation to any such PRoW.

Searches for the non-minor highway network are already a compulsory question on the CON29 form. The Highways Assets Team, in 2015 / 2016 financial year carried out 9341

searches. For the same period the Countryside Access Team completed 1375 PRow 'optional' searches and 1166 'optional' commons and TVG searches. When the PRow searches become compulsory on the 4th July 2016 the number of searches will increase considerably from an average of 1400 to an estimated 9000 searches. As part of the new CON29 form, in addition to the previously optional PRow question, there are also two additional compulsory questions asking if there are any claims and / or diversions, extinguishments etc. These will necessitate more time and resources to be applied in responding to each search than at present. Currently the optional searches in the Countryside Access Team are undertaken by a Definitive Map Officer taking two and half to three days a week to complete. By providing a searches service in the Countryside Access Team this already impacts on the core statutory activities of the team i.e. dealing with search requests rather than focusing on processing and analysing claims for public rights of way and resolving alignment anomalies and disputes etc.

The commons and TVG question will still continue to be an optional question, however, there will be two extra questions with reference to Authority's Statutory Statement and Declaration Register. Again, these extra questions will necessitate more time and resource needed to deal with searches.

The compulsory PRow search will also highlight the number of anomalies such as when poorly drafted Town and Country Planning Act Orders were made as part of housing developments from the 1950s. There are still a number of definitive rights of way which have never been diverted or extinguished as result of a development which will need rectifying by means of a Legal Order.

The proposal is to create a full time permanent post and a two-year fixed term post to undertake PRow and commons / TVG searches with continued assistance from current Countryside Access Team Officers. This will ensure a continuity of service and relieve pressure on the existing Access Team Officers. The full time posts, indicative Grade 4 (with on-costs - £52,664), will be funded direct by the revenue from the PRow and commons / TVG searches (£90,000).

The current charge, as set by the Highway Charges report (approved by THC on 17th March 2016) for the PRow question is £16.00 per search (identified as a parcel of land on a plan). If the search is negative i.e. there are no PRow's a standard written reply is sent. If the search is positive, that is, there is a PRow, a standard reply is sent together with a 1:10,000 scale plan at no extra charge. Contributions to cost include Officer time, maintaining a dedicated email account, managing the database and mapping system, printing plans and making copies for file, raising invoices and checking the original (paper) definitive map and statement and associated parish files. By employing two members of staff its proposed there will be a cost saving to the end customer due to the economies of scale of employing dedicated Officers solely working on searches. Therefore it is proposed to reduce the current rate of £16.00 to £10.00 per PRow search. This will be continually reviewed and if changes are required, a future report will be presented to Transport and Highways Committee setting out a recommendation.

For commons and TVG searches the current charge is £16.00 per search of the commons / TVG register. If the result is positive, we currently charge £16.00 for a copy of the register. As per para 6 there will be two extra questions. These extra parts will require a search of the Authority's Statutory Statement and Declaration Register. The register includes a large number of hard copy historical documents varying in size and clarity. For this optional question (now in three parts) it is proposed to charge £30 per search. There will be more scrutiny required on the

statutory statement and declaration documents which will need input from Senior Officers offering their expertise and advice. It is proposed to continue to charge £16.00 for a copy of the commons / TVG register and £16.00 for a copy of documents contained within the Statutory Statement and Declaration Register. Members of the public, solicitors and conveyancers will still be able to continue to view these documents free of charge at Trent Bridge House.

Other Options Considered

Not to recruit two members of staff. However, it is considered preferable to recruit in light of pressures on the Countryside Access Team in discharging the Authority's statutory duties i.e. Definitive Map Modification Orders and Town or Village Green applications.

Reason/s for Recommendation/s

The funding for the two posts will be covered by the income from undertaking searches. It is proposed that one post will be for a fixed two year period which will allow the Authority to assess the demand and make a recommendation after two years on the continuity of the post.

Statutory and Policy Implications

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.

Human Resources Implications

Human Resources implications are contained in the body of the report. The grade of the post will be subject to a full job evaluation.

RECOMMENDATION/S

It is recommended that Committee;

- a) approve the creation of two posts; one permanent full time post and one post for a two-year fixed term contract at an indicative Grade 4
- b) approve the changes to the searches pricing structure for public rights of way and commons and town or village greens.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:

Neil Lewis
Team Manager Countryside Access

Constitutional Comments (SJE – 03/06/2016)

- 1) Subject to consultation with HR and with the recognised trade unions having been undertaken regarding any HR implications arising from the content of this Report (as required by the Authority's Employment Procedure Rules) this decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for approving the relevant departmental staffing structures has been delegated.

Financial Comments (SES 25/5/16)

- 2) The financial implications are set out in the report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All

23rd June 2016**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (A6007 ILKESTON ROAD
AND MELBOURNE ROAD, STAPLEFORD) (PROHIBITION OF WAITING)
TRAFFIC REGULATION ORDER 2016 (5218)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information and Advice

2. Ilkeston Road is a local distributor road on the northern edge of Stapleford, the road is currently developed on the southern side only and comprises of a mixture of residential properties; flats and detached houses. On the part of Ilkeston Road between Melbourne Road and Pasture Lane, all of the houses have and around half of the flats have provision for off-street parking. Melbourne Road leads directly off Ilkeston Road and is the main spine road through a large 1960s housing estate. There are currently no parking restrictions along either road.
3. On 4 November 2014 outline planning approval was granted by Broxtowe Borough Council for a residential development for up to 450 dwellings on the northern side of Ilkeston Road (application reference 11/00758/OUT). The development will be accessed from Ilkeston Road, via new junction. To accommodate this new access, alterations to Ilkeston Road are required; including two new ghost island right-turn lanes, roundabout improvements (Ilkeston Road / Trowell Road / Pasture Road) a new footway and pedestrian crossing refuge. The layout of this road and the number and location of the crossing points all formed part of the approved plans for the development.
4. The planning decision notice stated that the proposed alterations to Ilkeston Road was subject to detailed design approval by the Planning Authority working in partnership with the Local Highway Authority (Nottinghamshire County Council). This process included a safety audit of the proposed design; which highlighted that the presence of parked vehicles restricted visibility at junctions and would cause conflict between drivers overtaking parked vehicles and those entering the right turn lanes. The safety audit recommended that parking restrictions should be included either side of the junction to reduce the visibility obstruction and improve side road visibility. Further discussions were held with the developer and road safety representatives regarding likely parking migration and its effect in obstructing vehicle

flow around the pedestrian refuges, the safe operation of the right-turn ghost island into Melbourne Road and the efficient and safe operation of the Melbourne Road / Ilkeston Road junction. As a result waiting restrictions are also proposed for the northern side of Ilkeston Road and a short distance into Melbourne Road.

5. The proposed scheme comprises of “No Waiting At Any Time” (Double Yellow Lines) on Ilkeston Road from its junction with Trowell Road / Pasture Road; on its northern side for approximately 188m and approximately 253m along the southern side. “No Waiting At Any Time” (Double Yellow Lines) are also proposed for Melbourne Road, for approximately 21m on the eastern side and 23m on the western side from its junction with Ilkeston Road. The proposed restrictions will facilitate the safe operation of the junctions, the two ghost-island right-turn lanes and facilitate the free-flow of traffic around the pedestrian refuge. The scheme layout is shown on the attached drawing number H/04078/2191/01.
6. The initial consultation was carried out between 29th January 2016 and 29th February 2016. Six responses were received; including one from Stapleford Town Council and District Councillor MacRea. Of the responses received, one was a comment and the other five are considered to be objections to the scheme. A range of comments were received from all respondents, these include:
 - That residents and their visitors would have nowhere to park;
 - Why should residents have to pay for vehicle dropped kerbs to their properties;
 - Questioned the number and location of the pedestrian refuges;
 - That the proposals will displace parked vehicles onto the pavements at the Ilkeston Road / Trowell Road / Pasture Road junction
 - Whether a daytime waiting restriction (single yellow line) on the southern side of Ilkeston Road would be more appropriate.
7. The comments and objections were all considered and responded to. However no material change to the proposal could be achieved to mitigate the objections and the proposal was statutorily advertised unchanged.
8. The statutory consultation and advertising were carried out between 30th March 2016 and 30th April 2016. The document packages were held at Stapleford Library and County Hall with copies of the notice erected at a number of locations in the area. There were no additional responses during the advertisement period; the initial five objections are considered to be outstanding.

Objections Received

9. Objection – Stapleford Town Council
Stapleford Town Council made a number of comments regarding the proposal and requested changes. They were concerned that residents and their visitors would have nowhere to park, as some did not have off-street car parking or the opportunity to create it. They questioned why residents were required to pay for vehicle dropped kerbs to their properties and also the need for two crossing points. Additionally they suggested that the waiting restrictions on the southern side of Ilkeston Road should be a daytime only restriction.

10. Objection – Loss of on-street parking for residents

All objections, including that from District Councillor MacRea, related to the loss of on-street parking.

11. Objection – Position of western pedestrian refuge

One objector also stated that the pedestrian refuge would obstruct access to their driveway.

12. Response – Loss of on-street parking for residents

The demand for on-street parking is understood, however the provision of this facility must be secondary to maintaining the safe and efficient movement of traffic and pedestrians on the Highway. There is always a balance to be struck between competing demands for a finite resource; it is recognised that the loss of on-street parking on this section of Ilkeston Road will inconvenience some residents. However, unrestricted on-street parking is available along Melbourne Road. It should be noted that loading is permitted on double yellow lines, so deliveries to residents' homes are unaffected. This includes private vehicles stopping to load and unload, so residents will still be able to briefly park outside their premises while they are loading or unloading (such as bringing in their shopping from the car) or picking up goods or passengers. The waiting restrictions will prohibit parking on the footway at the Ilkeston Road / Trowell Road / Pasture Road junction.

13. Response – Charges for Vehicle dropped kerb access

It is illegal for a vehicle to drive over the pavement where a vehicle access is not in place, this is to prevent damage to the pavement and/or verge and protect underground pipes and cables. Dropped kerbs must be properly constructed and not represent a safety hazard on the highway. A resident wanting a dropped kerb outside their property must obtain the approval of the Local Highway Authority and in some case, planning permission from the District Council. The County Council will advise applicants on their proposal and provide a quote for the work. The installation of a vehicle dropped kerb of this nature benefits only the individual property that it serves, not the highway network as a whole. Therefore it is County Council policy that all private vehicle accesses are subject to approval from NCC and must be undertaken at the applicant's own expense, either by a private approved contractor or by the County Council.

14. Response – Pedestrian crossing points

There is one pedestrian refuge and one pair of dropped kerbs in the area covered by the proposed Order. The crossing points are located where the new footway on the northern side of Ilkeston Road terminates and provide a safe facility for pedestrians to cross Ilkeston Road to the existing footway on the southern side. The location and number of crossing points were included within the planning consent.

15. Response – Requirement for 'At All Times' waiting restriction

The finding of the safety audit and subsequent consideration regarding the design recognised that the presence of parked vehicles restricted the safe operation of the junctions, would cause conflict between drivers overtaking parked vehicles and those entering the right turn lanes and would obstruct vehicle flow around the pedestrian refuge. These hazards would be present at all times of day and so the restrictions are proposed to operate 'At All Times'.

16. Response – Position of western pedestrian refuge

The objector does not have a lawful vehicle access (dropped kerb) and illegally drives their vehicle over the footway to park it on the frontage to the property. The position of the crossing points were included within the planning consent for the development.

Other Options Considered

17. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

18. County Councillors Jacky Williams and Stan Heptinstall MBE did not comment on the proposals.

Reason for Recommendation

19. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, and for facilitating the safe passage of traffic, incorporating the majority view and having had regard to all feedback received.

Statutory and Policy Implications

20. 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

21. The Traffic Regulation Order process will cost £4,200 and is funded by the developer, who will also deliver the highway works at their own expense.

Crime and Disorder Implications

22. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (A6007 Ilkeston Road And Melbourne Road, Stapleford) (Prohibition Of Waiting) Traffic Regulation Order 2016 (5218)

is made as advertised and objectors notified accordingly.

Neil Hodgson
Interim Service Director (Highways)

Name and Title of Report Author
Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SJE – 23/05/2016)

23. 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 traffic management have been delegated.

Financial Comments (RWK 19/05/2016)

24. The financial implications are set out in paragraph 21 of the report.

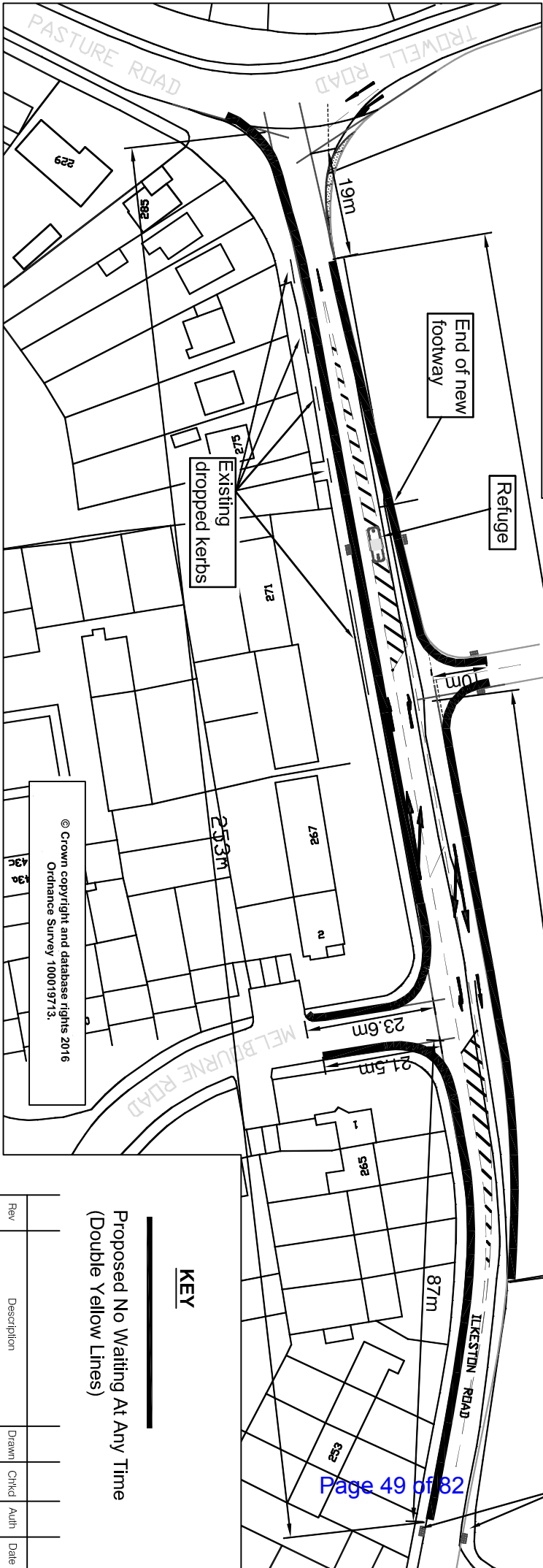
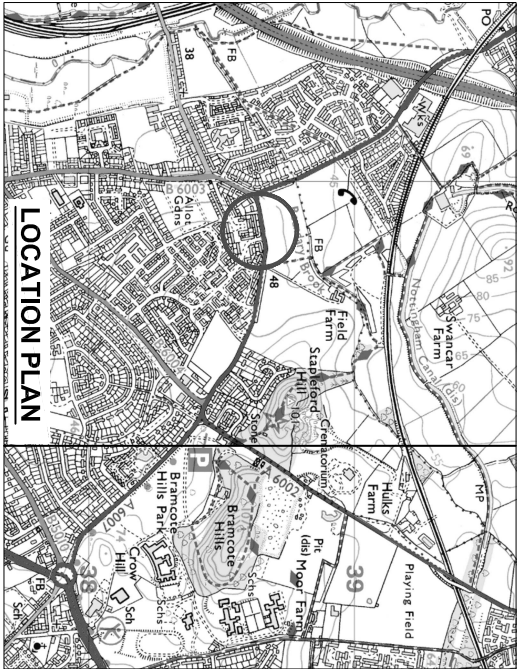
Background Papers

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.

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, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Stapleford and Bramcote ED	County Councillor Jacky Williams
Stapleford and Bramcote ED	County Councillor Stan Heptinstall MBE



Tactile dropped crossing point

Refuge

End of new footway

Existing dropped kerbs

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Ordnance Survey 100019713.

KEY

Proposed No Waiting At Any Time
(Double Yellow Lines)

Rev	Description	Drawn	Chkd	Auth	Date

Project
A6007 Ilkeston Road, Stapleford
Property No.
Project No.
TRO 5218

Title
Proposed Double Yellow Lines

Drawing No.
H/04078/2191/01



Nottinghamshire
County Council
Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BU
Tel: 0300 500 80 80

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23rd June 2016

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (TOLLERTON LANE, TOLLERTON) (40 MPH & 50 MPH SPEED LIMITS) ORDER 2016 (8246)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Speed Limit Order (SLO) and whether it should be made as advertised.

Information and Advice

2. Tollerton Lane is a single carriageway, rural road with no footway or streetlights, which leads from the A52 Gamston Lings Bar Road to Tollerton Village; located circa 7km south-east of Nottingham City Centre. Nottingham Airport, a caravan park (Tollerton Park) and approximately six residential premises are accessed directly from Tollerton Lane. The speed limit is currently 60mph; the national speed limit for single-carriageway derestricted roads.
3. Planning permission for a private hospital development adjacent to the Airport, to the east of Tollerton Lane, was approved in March 2015 by Rushcliffe Borough Council (application reference 14/02496/FUL). The new junction visibility splays, agreed as part of the Section 278 detailed design and referred to in Condition 6 of the decision notice, require a speed limit reduction on Tollerton Lane to 40mph, between the existing 30mph speed limit at the entrance to the village and the new entrance to the hospital.
4. This lower limit was identified as a requirement at stage two of the Safety Audit process, when it became apparent that the forward visibility for drivers entering and exiting the new site was obscured due to a left hand bend in the existing carriageway and a large hedgerow at the side of the road. A 40mph speed limit will provide the forward visibility required to accommodate the entrance to the new hospital.
5. Nottinghamshire County Council conducted a consultation between 8th February and 7th March 2016 on these new speed limit proposals; as shown on drawing H/04078/2230.
6. During this period of consultation Nottinghamshire County Council received four responses, three of which were requests from local residents of Tollerton Park for the lower, 40mph

speed limit to be extended further north along Tollerton Lane either to its junction with Tollerton Park or all the way to the junction with the A52 Gamston Lings Bar Road, due to concerns of vehicle speeds along the road affecting the safety of pedestrians. The fourth response was from Tollerton Parish Council, which does not support the proposed 40mph limit.

7. In response to these comments the speed limit on the northern section of Tollerton Lane was assessed. Nottinghamshire County Council use a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered and it was concluded that a speed limit of 50mph was appropriate for this part of Tollerton Lane. This was further discussed with Nottinghamshire Police, as the body responsible for enforcing speed limits, who stated that "they feel a 50mph speed limit [on the northern section of Tollerton Lane] would attain more compliance than a 40mph and be consistent with other roads in the area".
8. After consideration of the consultation responses and assessment of Tollerton Lane the proposed scheme was amended. In addition to the proposed 40mph limit the County Council also proposed a reduced speed limit of 50mph on the northern section of Tollerton Lane, from its junction with the A52 Gamston Lings Bar Road to the start of the proposed 40mph.
9. The revised proposals were formally advertised between 8th April and 13th May 2016 as shown on the enclosed drawing H/04078/2230/01.

Objections Received

10. During the second round of consultation, a further three responses were received as well as a re-submission from the Parish Council. A number of comments were raised, which included:
 - Requests that the proposed 50mph speed limit be lowered further to 40mph
 - Requests that the speed limit remain derestricted (i.e. remain at 60mph) along all of Tollerton Lane
 - Concerns over the safety of pedestrians, particularly the elderly, crossing the road to the bus stop
 - Concerns regarding restricted forward visibility for vehicles exiting Tollerton Park, due to bends and the brow of a hill.
 - A comments that Tollerton Lane is a popular route for walkers, horse-riders and cyclists;
 - A comment that the new limit is through greenbelt and compromises the separate village integrity of Tollerton
 - Request for additional signage required to highlight the entrance to Tollerton Park
 - A comments that the opening of the new hospital will generate more traffic.
11. Replies have been sent directly to respondents and six of the responses received are considered to be outstanding objections to the proposals.

12. Objection – Proposed speed limit is too high

The common theme on four of the outstanding objections, all from residents of Tollerton Park, was the desire for a lower speed limit than the 50mph limit proposed; requests were made for a 40mph limit to apply to either the entire derestricted section of Tollerton Lane or to all but a stretch of approximately 500m.

Response

The County Council does not consider that a speed limit of 40mph is appropriate for the northern part of Tollerton Lane. The concerns of Tollerton Park residents are recognised and the original proposal has been amended to include a reduction of the speed limit on the northern stretch, which is now proposed as 50mph. The proposed 50mph limit is consistent with the type of road and its usage and is expected to be self-enforcing.

The County Council follows Department for Transport guidelines when setting local speed limits and work closely with Nottinghamshire Police to ensure that the proposed limits are appropriate and safe. Nottinghamshire Police has indicated that it would not support a 40mph limit, as it would receive little compliance. It is not considered that reducing the limit further would achieve additional benefits because of the likelihood that drivers will not adhere to it without additional measures, such as fixed or mobile cameras, both of which require significant funds and strong accident justification.

13. Objection – Proposed speed limit is too low

Two respondents, including Tollerton Parish Council objected to the proposed speed limit reduction on Tollerton Lane (both the proposed 40mph and the 50mph). The comments made include:

- No accidents between vehicles and cyclists/pedestrians on the roads have warranted a change in speed limit,
- There is no justification for the proposed new limits and they would be inconvenient for residents of Tollerton
- Residents of Tollerton do not support the proposed limit
- The new limit is through greenbelt and compromises the separate village integrity of Tollerton
- Existing speed restrictions within the village should be enforced

Response

In the previous three years there have been two injury accidents, one serious and one slight, on Tollerton Lane, both of which involved vulnerable users (pedal cyclists). The new hospital and associated infrastructure is expected to increase numbers of vulnerable users of the route still further. The proposed limits have been assessed using DfT guidelines and discussed with Nottinghamshire Police before being consulted upon.

The reduction in speed limit to 40mph will facilitate the safe operation of the new hospital entrance by ensuring adequate visibility of on-coming vehicles. The new 50mph speed limit has been proposed in reaction to comments received during the initial consultation; of the seven responses received, five requested or positively commented on a lower limit for Tollerton Lane. The speed limit is considered appropriate for the road as it reflects current usage and is expected to be self-enforcing. The introduction of this limit will not affect enforcement of other roads within Tollerton Parish. The County Council does not consider that a lower speed limit is detrimental to the village integrity of Tollerton.

The proposed speed limit changes extend over a distance of approximately 2 kilometres and are designed to improve safety along Tollerton Lane for all users; it is not considered that the lower limit will be substantially inconvenient for drivers.

Other Options Considered

14. Other options were considered, which included a lower 40mph speed limit between the A52 Gamston Lings Bar Road and the entrance to the new hospital; however this was not supported by the speed limit assessment or by Nottinghamshire Police.

Comments from Local Members

15. County Councillor Reg Adair did not comment on the proposals.

Reasons for Recommendations

16. The proposed changes to the speed limits along Tollerton Lane are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

17. 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

18. The Speed Limit Order will be funded by the developer of Spire Hospital at a cost of £3,800, the signing works required will be undertaken by the developer at their own expense.

Crime and Disorder Implications

19. Nottinghamshire Police confirmed their support of the proposed limits.

RECOMMENDATION/S

It is recommended that:

THE NOTTINGHAMSHIRE COUNTY COUNCIL (TOLLERTON LANE, TOLLERTON) (40 MPH & 50 MPH SPEED LIMITS) ORDER 2016 (8246) is made as advertised and objectors advised accordingly.

Neil Hodgson
Acting 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:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (###/###/###)

20. 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 traffic management has been delegated.

Financial Comments (SES 25/05/16)

21. The financial implications are set out in paragraph 18 of the report.

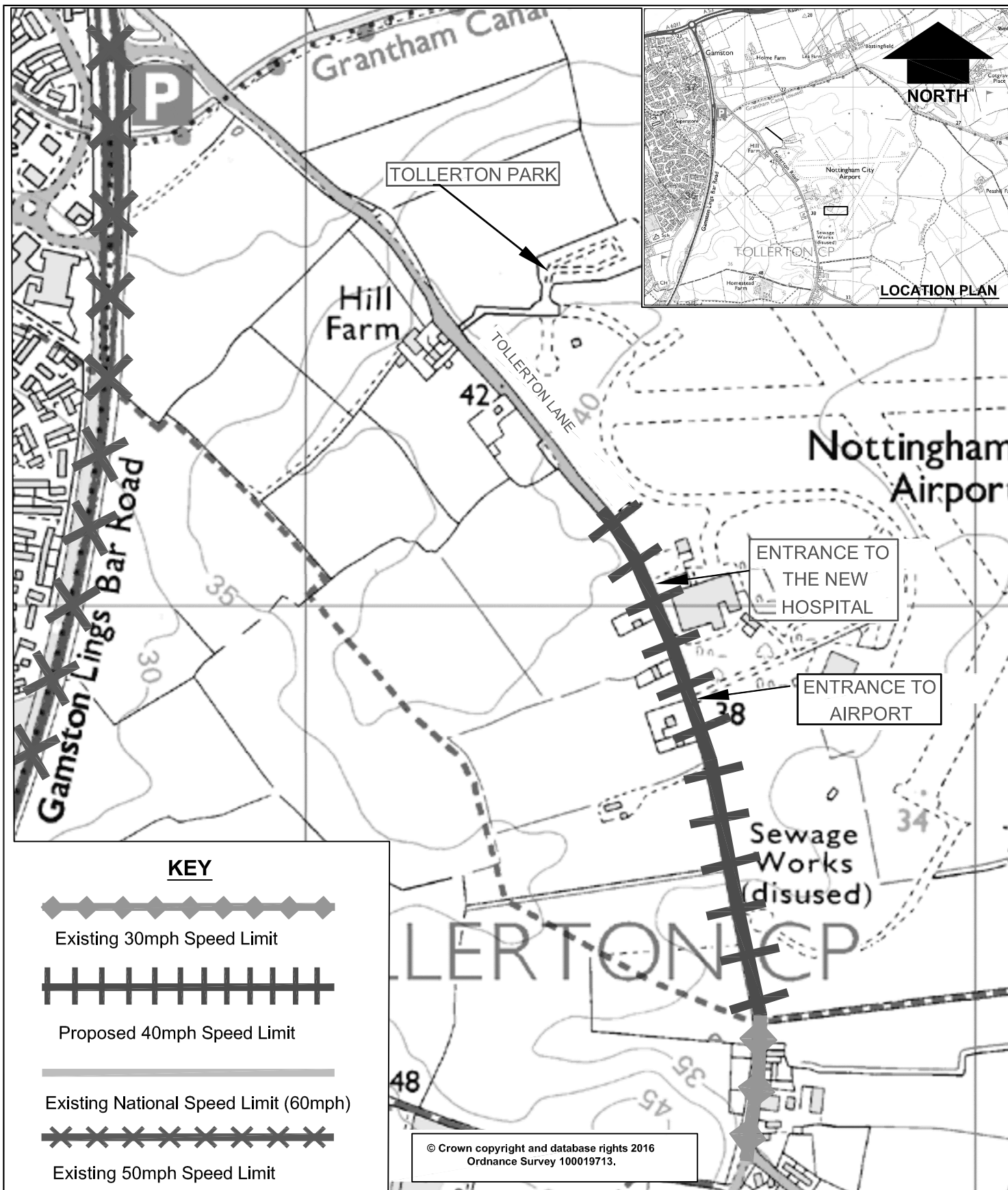
Background Papers


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.

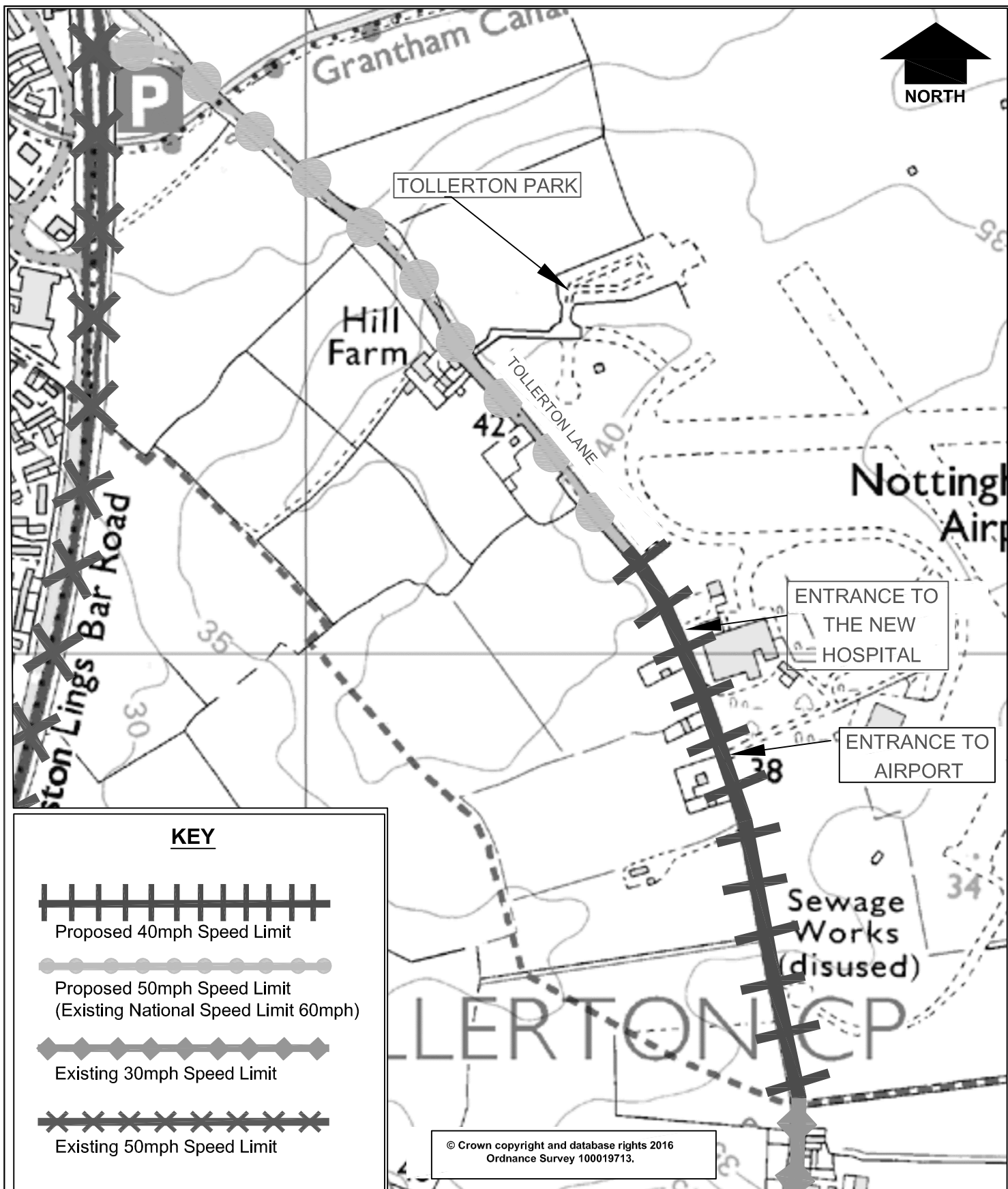
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Electoral Division(s) and Member(s) Affected

Ruddington ED Councillor Reg Adair



 Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80	Project		Tollerton Lane, Tollerton	Drawn	Date	
				SLW	Feb '16	
				Ch'kd	Date	
				HRN	May '16	
				Auth	Traced	
Property No.		Project No.		TRO 8246		
Title		Proposed 40mph Speed Limit INITIAL CONSULTATION Page 57 of 82				Scale
Drawing No.		H/04078/2230				Rev



Nottinghamshire County Council

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 0300 500 80 80

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Project		Tollerton Lane, Tollerton		Drawn	Date
				SLW	April '16
				Chkd	Date
				HRN	
Property No.	Project No.	TRO 8246		Auth	Traced
				May '16	
Title		Proposed 40mph & 50 mph Speed Limits			Scale
		Page 59 of 82			
Drawing No.		H/04078/2230/01			Rev

REPORT OF THE ACTING 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 to the end of quarter 4 2015/16 (March 2016).

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.
4. The attached appendices focus on the following key service areas and should be read in combination with this report:
 - Highway Repairs & Enquiry Indicators (Appendix 1A)
 - Highway Complaints (Appendix 1B)
 - Road Condition Indicators (Appendix 2)
 - Highway Claims Data (Appendix 3)
 - Highway Development Control Indicators (Appendix 4)

Performance Analysis

5. The following analysis highlights key performance indicators.

Highway Repairs & Enquiry Indicators (Appendix 1A & 1B)

- a. *Street Lighting* – The time taken to repair a street light has reduced significantly compared with 2014/15. At Q4 the figure for the average Street Lighting repair rate was 6.77 days compared against a target of 7 days.

- b. *Potholes and Repairs* – For Q4 there were 5852 defects repaired compared with 3626 in the previous quarter. The repair time for all Categories of repair and are well within the target time scale
- c. *Highways Recorded Complaints* – The number of complaints relating to the Highways Service has remained the same as Q3. A further detailed breakdown of complaints is contained in Appendix 1B and compares the number of complaints to the number of service enquiries. A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of the services control. When compared to the same period last year the complaints are significantly lower.

Road Condition Indicators (Appendix 2)

- e. *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 1.2% of the A Road Network needs repair compared with 1.5% previously and a target of 4%. The condition of the B & C road network results show that 2.9% of the B & C Road Network needs repair compared with 4.1% previously and a target of 9%. The condition of the Unclassified road network results show that 20.7% of the Unclassified Road Network needs repair compared with 19.2% previously and a target of 19%.

Pothole Funding

- f. The DfT issued a statement earlier in the year regarding additional funding being made available to Local Authorities nationally for the repair of potholes. Nottinghamshire's allocation totalled £839,000 which is for the repair of approximately 15,830 potholes or their prevention. The proposal is that this funding should predominately be spent on the unclassified road network, with a focus on roads which can be surface dressed in the future but should also include areas of larger scale patching and small resurfacing works.

A list of roads identified utilising asset management principals is currently being reviewed to determine how this additional funding will be spent. Once the exact details of this proposal are finalised the associated roads will be inspected and the necessary work organised. Whilst the network condition will drive the maintenance strategy behind the identified repairs, the network length will also be considered to ensure that the district split is reflected in the allocations.

Highway Claims Data (Appendix 3)

- g. *Highways Claims Data* – This data illustrates the variation in the number of claims over the last 5 years and the associated repudiation rates. As a claim can be received up to 3 years after the date of the accident, the data will change as further claims may occur relating to previous years. Please note as more claims are settled the repudiation rates per year will change, however, the percentage rate is a good measure of the overall defence process. The data for 2015/16 indicates the claims to date and their respective position.

Highway Development Control Indicators (Appendix 4)

- h. *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 86.75% and 93.7% respectively.

Other Options Considered

- 6. None – this is an information report.

Reasons for Recommendations

- 7. None – this is an information report.

Statutory and Policy Implications

- 8. 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

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

Implications for Service Users

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

Recommendation

- 11. That Committee note the contents of the report.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Don Fitch Team Manager Highway Assets & Developments

Constitutional Comments

None – report for information.

Background Papers

None

Electoral Divisions








All

Highways Repairs and Enquiry Indicators Q4 Period

Appendix 1A

Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q4 (Jan-Mar)	Q1 (Apr-Jun)	Q2 (Jul-Sep)	Q3 (Oct-Dec)	Q4 (Jan-Mar)	Target	Status	Trend	
	14/15	15/16	15/16	15/16	15/16				
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	4.42 Days	4.76 Days	5.16 Days	7.44 Days	6.77 Days	7 days	🟢	⬇️	The figure of 6.77 days is just below the Authority's target figure of 7 days and represents a good performance for the second half of the winter period.
Number of defects identified/reported	5,624	4,507	3,083	3,626	5,852	NA	🟡	⬇️	
Average number of days to repair a category 1 (urgent) defect	2 Days	2 Days	1 Day	2 Days	1 Day	1Day	🟢	⬆️	The repair time for Category 1 defects is now back on target. A high proportion of these defects are 'filled when found' as part of our first time fix approach by the Highway Inspectors and Assistants at time of inspection.
Average number of days to repair a category 2 (high) defect	12 Days	13 Days	12 Days	17 Days	13 Days	28 Days	🟢	⬇️	The improvement in repair time for Category 2 defects has been achieved by concentrating the conventional patching gangs on this type of defect rather than Category 1 defects which are mainly filled by the Highway Inspectors and Assistants at time of inspection.
Average number of days to repair a category 2 (low) defect	18 Days	16 Days	16 Days	37 Days	18 Days	90 Days	🟢	▬	This is the lowest Category of defect and is still well within the Target and improved since last quarter.
Highways Recorded Complaints	105	105	61	49	49	NA	🟡	⬆️	

Key symbols table:

Status	Indicators	Trend	Base this on change from same period last year
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		

Highways Complaints Data Q4


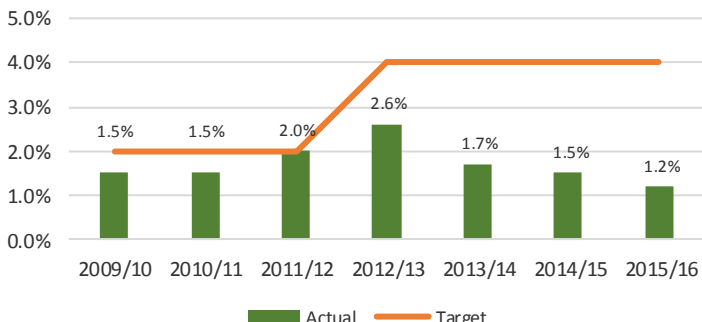
Appendix 1B


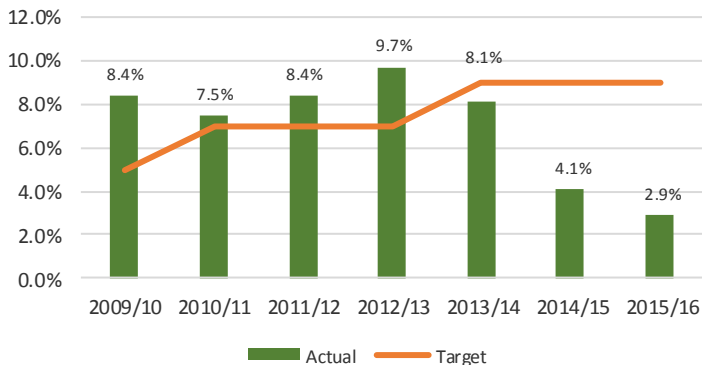
Highways Complaint Outcomes	Q4 2014/15	Q1 2015/16	Q2 2015/16	Q3 2015/16	Q4 2015/16	Comparison of same period Q4 last year
Upheld or Partially Upheld	39	34	18	16	17	Reduction of 22 complaints
Not Upheld or Still Active	66	100	43	33	32	Reduction of 34 complaints
Total for Period	105	134	61	49	49	Reduction of 56 complaints


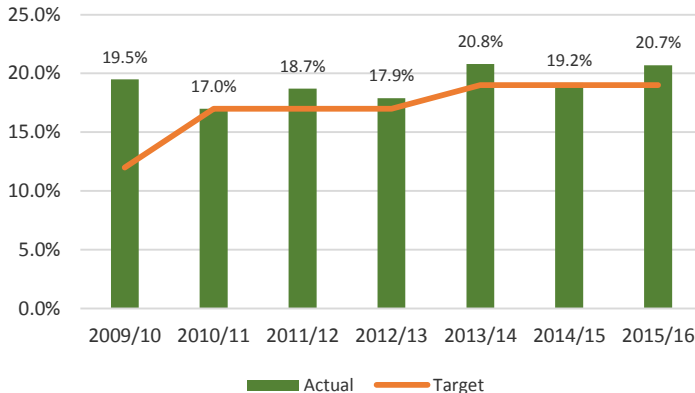
Number of Enquiries received by Highways Services	Enquiries Received & Percentage Related to Highways					
	Q4 2014/15	Q1 2015/16	Q2 2015/16	Q3 2015/16	Q4 2015/16	Comparison of same period Q4 last year
Total No.of Highways related enquiries	17,768	12,711	14,293	15,870	16,113	Reduction of 1,655 enquiries
Proportion of enquiries that are highways complaints related	0.6%	1.05%	0.4%	0.3%	0.3%	Reduction of 0.3% highways complaints

National Road Condition Indicators (Annual Measures)





Appendix 2

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Comments																								
Roads where maintenance should be considered – principal (KPI)	Aim to Minimise	<div><div>Actual</div><div>1.2%</div><div>Target</div><div>4.0%</div><div></div></div>	 <table><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2009/10</td><td>1.5%</td><td>2.0%</td></tr><tr><td>2010/11</td><td>1.5%</td><td>2.0%</td></tr><tr><td>2011/12</td><td>2.0%</td><td>2.0%</td></tr><tr><td>2012/13</td><td>2.6%</td><td>4.0%</td></tr><tr><td>2013/14</td><td>1.7%</td><td>4.0%</td></tr><tr><td>2014/15</td><td>1.5%</td><td>4.0%</td></tr><tr><td>2015/16</td><td>1.2%</td><td>4.0%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2009/10	1.5%	2.0%	2010/11	1.5%	2.0%	2011/12	2.0%	2.0%	2012/13	2.6%	4.0%	2013/14	1.7%	4.0%	2014/15	1.5%	4.0%	2015/16	1.2%	4.0%	The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outrun figure.
Year	Actual (%)	Target (%)																										
2009/10	1.5%	2.0%																										
2010/11	1.5%	2.0%																										
2011/12	2.0%	2.0%																										
2012/13	2.6%	4.0%																										
2013/14	1.7%	4.0%																										
2014/15	1.5%	4.0%																										
2015/16	1.2%	4.0%																										

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																								
Roads where maintenance should be considered – non principal	Aim to Minimise	<div><div>Actual</div><div>2.9%</div><div>Target</div><div>9.0%</div><div></div></div>	 <table><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2009/10</td><td>8.4%</td><td>5.0%</td></tr><tr><td>2010/11</td><td>7.5%</td><td>7.0%</td></tr><tr><td>2011/12</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2012/13</td><td>9.7%</td><td>7.0%</td></tr><tr><td>2013/14</td><td>8.1%</td><td>8.5%</td></tr><tr><td>2014/15</td><td>4.1%</td><td>8.5%</td></tr><tr><td>2015/16</td><td>2.9%</td><td>8.5%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2009/10	8.4%	5.0%	2010/11	7.5%	7.0%	2011/12	8.4%	7.0%	2012/13	9.7%	7.0%	2013/14	8.1%	8.5%	2014/15	4.1%	8.5%	2015/16	2.9%	8.5%	The condition of the B & C road network, whilst appearing to be greatly improved over a single year has actually occurred over the last 2 – 3 years. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outrun figure.
Year	Actual (%)	Target (%)																										
2009/10	8.4%	5.0%																										
2010/11	7.5%	7.0%																										
2011/12	8.4%	7.0%																										
2012/13	9.7%	7.0%																										
2013/14	8.1%	8.5%																										
2014/15	4.1%	8.5%																										
2015/16	2.9%	8.5%																										





Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																								
Roads where maintenance should be considered – unclassified KPI	Aim to Minimise	<div><div>Actual</div><div>20.7%</div><div>Target</div><div>19.0%</div><div></div></div>	 <table><caption>Actual vs Target Data (2009/10 to 2015/16)</caption><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2009/10</td><td>19.5%</td><td>19.0%</td></tr><tr><td>2010/11</td><td>17.0%</td><td>19.0%</td></tr><tr><td>2011/12</td><td>18.7%</td><td>19.0%</td></tr><tr><td>2012/13</td><td>17.9%</td><td>19.0%</td></tr><tr><td>2013/14</td><td>20.8%</td><td>19.0%</td></tr><tr><td>2014/15</td><td>19.2%</td><td>19.0%</td></tr><tr><td>2015/16</td><td>20.7%</td><td>19.0%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2009/10	19.5%	19.0%	2010/11	17.0%	19.0%	2011/12	18.7%	19.0%	2012/13	17.9%	19.0%	2013/14	20.8%	19.0%	2014/15	19.2%	19.0%	2015/16	20.7%	19.0%	The condition of the Unclassified road network showed a spike in the percentage of roads requiring maintenance in 2013. Prior to this, the condition had remained steady over 3 years, the result for this year has increased slightly compared to the previous year. The overall trend is that there is a steady deterioration year on year. The current survey cycle for U/C roads has each road surveyed once every 3 years on a district by district basis so there will always be a lag in the overall RCI data for the whole country.
Year	Actual (%)	Target (%)																										
2009/10	19.5%	19.0%																										
2010/11	17.0%	19.0%																										
2011/12	18.7%	19.0%																										
2012/13	17.9%	19.0%																										
2013/14	20.8%	19.0%																										
2014/15	19.2%	19.0%																										
2015/16	20.7%	19.0%																										

Key Symbols table:








Status	Indicators
	Below target by more than 10%
	Below target by up to 10%
	On or above target
	No reported data or no target

Highways Development Control Indicators

Appendix 4

Highway Development Control	Performance Measures							
	Q4	Q1	Q2	Q3	Q4	Target	Status	Trend
	14/15	15/16	15/16	15/16	15/16			
Development Control Applications	92.5%	95.2%	94.4%	95.0%	86.75%	95%		
Development Control Pre-applications	95.0%	97.1%	92.0%	98.0%	93.7%	90%		

Key symbols table:

Status	Indicators	Trend	Base this on change from same period last year
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		

Highway Claims Data Q4

Appendix 3

Highway Claims Data	Highways Claims				
	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016
(A) Number of claims received (C+D+E)	521	688	719	579	476
(B) Number of claims settled (C+D)	518	677	685	521	185
(C) Number of above claims Defended / Repudiated	384	517	508	420	130
(D) Number of claims finalised	134	160	177	101	55
(E) Active claims	3	11	34	58	291
(F) Percentage Repudiation Rate (C/B x 100)	74%	76%	74%	81%	70%

Note as more claims are settled the defendable rates will change.

Also, further claims may occur related to previous years; claims can be made up to 3 years from the date of the accident.

23 June 2016

Agenda Item: 13

REPORT OF SERVICE DIRECTOR, HIGHWAYS

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 12th May 2016.

A. Petition requesting a bus shelter at the junction of Musters Road and Malvern Road, West Bridgford (Ref 2016/0163)

2. Councillor Gordon Wheeler presented a petition of 158 signatures to the County Council meeting on 25th February 2016 requesting the installation of a bus shelter at the junction of Musters Road and Malvern Road in West Bridgford.
3. Officers have reviewed the information supplied by the petitioners and assessed the case against the County Council's Bus Stop criteria.
4. It has been concluded that there is a strong case for installing a bus shelter at bus stop RU0083 on Malvern Road, West Bridgford.
5. There is budget available in financial year 2016/17 and the shelter has been added to the Rushcliffe Bus Stop Improvement Programme. The shelter will be installed by 31st March 2017, pending consultation with the adjoining properties.
6. It is recommended that the lead petitioner be informed accordingly.

B. Petition requesting the retention of car parking spaces on Main Road, Eastwood (Ref 2016/0176)

7. An 86 signature petition from the residents of Eastwood Road, Maws Lane, Jubilee Street, Truman Street and Lawn Mill Road at Kimberley was presented by Councillor Ken Rigby to the 12th May 2016 Full Council meeting.

8. The petition is a direct result of a letter drop on 25/1/16, by the County Councils Collision Investigation Unit, to properties 78 to 92 Eastwood Road. The letter advised residents the County Council is considering removal of 2 on street parking spaces, on road safety grounds, north east of Maws Lane. The petition requests the spaces are not removed.
9. During the 4.4 year period (1-1-11 to 30-5-15) there have been 4 (1 serious, 3 slight) reported injury collisions at the Eastwood Road/Maws Lane junction. The 4 collisions are almost identical and involved a vehicle turning right from Maws Lane colliding with a vehicle travelling south east along Eastwood Road. In all 4 collisions vehicles parked outside the shops, have obscured the road user's view. Having examined the circumstances, it is concluded that, whilst contentious, removal of the parking is necessary on safety grounds and propose to remove the existing small parking bay at this location.
10. The loss of the 2 spaces on Eastwood Road would displace parking onto the surrounding roads where parking is already at a premium. It should be noted 4 of the properties effected are businesses, 2 of which are take-away food outlets who will have associated customers.
11. Nottinghamshire Police acknowledge parked vehicles are a contributory factor in the injury collisions at this location and support the proposed removal of the 2 parking spaces.
12. It is proposed that the on street parking is removed.
13. It is recommended that the lead petitioner be informed accordingly.

C. Petition requesting traffic calming measures in Farnsfield (Ref 2016/0177)

14. County Councillor Roger Jackson presented a 315 signature petition to the 12th March meeting of Full Council requesting traffic calming measures in Farnsfield, to minimise the risk to residents from vehicles speeding through the village.
15. The main 30mph section of road through Farnsfield runs from the junction of Mansfield Road with Cockett Lane, along Main Street, and as far as the limit of the housing on Southwell Road Farnsfield to the south east of the village.
16. In the period 1st January 2013 to 31st March 2016 there were 2 reported injury accidents on this length of 30mph limit, both occurred in September 2013. They were both classified as being of slight injury severity. In one, which occurred on Mansfield Road northwest of Chapel Lane, a car driver lost control of the vehicle, for reasons which could not be addressed by changes to the highway. In the second incident, on Main Street, a pedal cyclist rode onto the footway to allow a bus to pass and collided with a wheelie bin.
17. Based on this accident history the Council is not able to provide funding for traffic calming through Farnsfield.

18. There is an existing Interactive Sign at the northern end of the village near Cockett Lane. A speed survey will be carried out to establish if a further sign might be justified. If the measured speeds meet the appropriate criterion, the site will be added to its current list of requests for an Interactive Sign. This will be included in a future programme of works as soon as funding is available.
19. It is recommended that the lead petitioner be informed accordingly.

D. Petition requesting amendments to an existing Residents' Parking Scheme on Lincoln Street, Newark (Ref 2016/0178)

20. A petition and supporting photographs were presented to the County Council on 12th May 2016 by County Councillor Tony Roberts on behalf of 37 residents requesting an amendment to the existing residents' parking scheme on Lincoln Street in Newark. A recent change to the Traffic Regulation Order in this area discovered that the signage did not reflect the existing Order, which precipitated the updating of the signs that is mentioned in the petition.
21. The County Council reviews parking arrangements and proposes changes to on-street parking restrictions where necessary. This has resulted in several schemes being delivered to address existing parking issues in Newark. The residents request has been made as a result of parking associated with the nearby railway station, and local residents consider that the hours of the existing restrictions need to be extended to include evenings and Sundays.
22. Parking surveys will therefore be undertaken of the Appleton Gate Resident's Parking Area which includes Northgate, Lincoln Street, Appleton Gate, Sydney Street, Cliff Nook Lane and Nursery Court and if necessary, an amendment to the existing scheme will be considered in the future.
23. It is recommended that the lead petitioner be informed accordingly.

E. Petition requesting the installation of traffic signals at the junction of Oxton Road and Whinbush Lane, Calverton (Ref 2016/0179)

24. County Councillor Boyd Elliot presented a 191 signature petition to the 12th March meeting of Full Council requesting Traffic Signals (Traffic Lights) be installed on the A6097 Oxton Road at the junction with Whinbush Lane and Flatts Lane Calverton.
25. The petitioners expressed their concern at the level of safety at the junction, citing poor visibility and the high speed of main road traffic. They feel that the junction would be much safer with traffic signals.
26. Over a number of years the junction has been the subject of a number of safety improvements including high friction surface dressing, and improved signing and road markings. The A6097 has had its speed limit reduced from 60mph, the national speed limit, to 50mph along this length. Notwithstanding this there remains an underlying level of accidents at the site.
27. A feasibility study into providing traffic signals at the junction is being undertaken. There are a number of potential technical difficulties with designing a safe installation at this site, due

to the constraints of the road layout. If it were practically possible, it is likely that this would be a costly project, and funding would need to be prioritised against other competing schemes.

28. Once the study is concluded a decision will be made about the options available to improve the junction. Should a scheme prove to be viable it will be taken to Transport and Highways Committee as part of the Schemes approval process.
29. It is recommended that the lead petitioner be informed accordingly.

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

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

Background Papers and Published Documents

- None

Electoral Division(s) Affected

West Bridgford West, Kimberley & Trowell, Farnsfield & Lowdham, Newark West, Calverton

23 June 2016**Agenda Item:**

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2016.

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, Resources

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>
21 July 2016				
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Chris Ward	Chris Ward
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
NET Extension	Update report	Info.	Neil Hodgson	Neil Hodgson
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
21 September 2016 at 2pm	(rearranged from 22 September)			
Rights of Way Management Plan	Approval of plan	Decision	Neil Lewis	Neil Hodgson
Tree Management Plan	Approval of plan	Decision	Neil Hodgson	Neil Hodgson
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
20 October 2016				
Winter Maintenance Plan	Approval of plan	Decision	Gary Wood	Neil Hodgson
Highways Performance Report	Quarterly Update	Info.	Don Fitch	Neil Hodgson
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

