# Transport and Highways Committee

## Thursday, 09 October 2014 at 10:30

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

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# AGENDA

**Notes**

(1)     Councillors are advised to contact their Research Officer for details of any

Group Meetings which are planned for this meeting.

(2)     Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.

(4)     Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

(5)     This agenda and its associated reports are available to view online via an online calendar - http://www.nottinghamshire.gov.uk/dms/Meetings.aspx

# Nottinghamshire County Council

# minutes

| | |
|---|---|
| Meeting | **Transport and Highways Committee** |
| Date | 11 September 2014 (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                          Colleen Harwood
Richard Butler                          Richard Jackson
Steve Carr                               Michael Payne
Stephen Garner                       Yvonne Woodhead

## OFFICERS IN ATTENDANCE

| | |
|---|---|
| Pete Barker | - Planning Policy and Corporate Services |
| Mike Barnett | - Environment and Resources |
| David Forster | - Planning Policy and Corporate Services |
| Tim Gregory | - Corporate Director, Environment and Resources |
| Jas Hundal | - Service Director, Environment and Resources |
| Mark Hudson | - Group Manager, Transport and Travel Services |
| Cathy Munro | - Labour Group Researcher |
| Andrew Wallace | - Flood Risk Manager |
| Andrew Warrington | - Service Director, Highways |
| Ian Wheeler | - Planning Policy and Corporate Services |
| Clive Wood | - Environment & Resources |

## COMMITTEE MEMBERSHIP

The Clerk to the Committee reported orally that Councillor Yvonne Woodhead had been appointed to the Committee in place of Councillor Ian Campbell on a permanent basis.

## MINUTES OF THE LAST MEETING

That the minutes of the last meeting held on 17 July 2014 were taken as read and were confirmed and signed by the Chairman.

**APOLOGIES FOR ABSENCE**

There were no apologies

**DECLARATIONS OF INTEREST**

Councillor Stephen Garner declared a private pecuniary interest in item 7 as he owns a property in the Littleworth area.

**ORDER OF BUSINESS**

With the consent of the Committee the Chairman changed the order of business to bring forward Agenda items 16 and 9.

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26<sup>TH</sup> JUNE 2014.**

**RESOLVED 2014/070**

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.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRUNEL DRIVE AREA, NEWARK) (PROHIBITION OF WAITING) ORDER 2014 (3152) – CONSIDERATION OF OBJECTIONS**

**RESOLVED 2014/071**

That the Nottinghamshire County Council (Brunel Drive Area, Newark) (Prohibition of Waiting) Order 2014 (3152) is made with the following amendments (and objectors advised accordingly):

The removal of the 24 hour no waiting restrictions from Marles Close and Stephenson Court.

**INTEGRATED TICKETING PLAN**

**RESOLVED 2014/072**

1) That consultation on the Integrated Ticketing Strategy and Delivery Plan be approved and a further report be brought to Committee in January/February 2015.

2) That development work commence in order to secure LEP support for a bus exemplar project.

## PROPOSED CHANGE TO THE PROCESS OF MANAGING OBJECTIONS TO BUS STOP CLEARWAYS

**RESOLVED 2014/073**

1) That the process to manage Bus Stop Clearways objections is amended to reflect proposals in paragraphs 9-11 of the report.

2) That a report is submitted to Committee every quarter detailing decisions regarding bus stop clearways where objections are received.

## PERFORMANCE REPORT – TRANSPORT AND TRAVEL SERVICES

**RESOLVED 2014/074**

That Committee notes the contents of the report.

## THE NOTTINGHAMSHIRE COUNTY COUNCIL (LITTLEWORTH, MANSFIELD) (AMENDMENTS TO VARIOUS WAITING AND PARKING RESTRICTIONS) TRAFFIC REGULATION ORDER 2014 (2169)

Councillor Stephen Garner left the meeting for the vote and returned afterward.

**RESOLVED 2014/075**

That the Nottinghamshire County Council (Littleworth, Mansfield) (Amendments to Various Waiting and Parking Restrictions) Traffic Regulation Order 2014 (2169) is made as advertised with amendments and objectors advised accordingly.

Amendments are:

- Excluding the proposed 'No Waiting At Any Times' restrictions on the road between the rear of properties along Littleworth / St Margaret Street;

- Shortening the proposed 'No Waiting At Any Times' restrictions along St. Andrew Street / Littleworth junction to match the extents of the current 'No Waiting 8am – 6pm Monday to Friday' restrictions (single yellow lines);

- Extended the proposed '1 hour limited waiting bay, 9am to 3pm Monday to Friday along southside of St. Andrew Street to match the extents of the current 'No Waiting 8am – 6pm  Monday to Friday' restrictions (single yellow lines);

- Exclude the two proposed 'bus stop clearway' markings along the section of Littleworth between Fisher Lane and Windsor Road / Forest Road.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL**
**(ALVERTON, ASLOCKTON, BALDERTON, COTHAM, ELTON ON THE HILL,**
**FLAWBOROUGH, HAWTON, KILVINGTON, OSTON, SHELTON, STAUNTON IN**
**THE VALE AND THOROTON, NOTTINGHAMSHIRE)**
**(WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2014 (3206)**.


**RESOLVED 2014/076**


1)      That the Nottinghamshire County Council (Alverton, Aslockton, Balderton, Cotham, Elton on the Hill, Flawborough, Hawton, Kilvington, Oston, Shelton, Staunton in the Vale and Thoroton, Nottinghamshire) (Weight Restriction) Traffic Regulation Order 2014 (3206) be made with the following amendment:

- Provide an exemption for abnormal loads along Staple Lane and Bowbridge Lane

and that the objectors be advised accordingly.


2)      That Committee note the review of traffic issues along Boundary Road


**THE NOTTINGHAMSHIRE COUNTY COUNCIL**
**(A38 KING'S MILL ROAD WEST, SUTTON-IN-ASHFIELD) (50 M.P.H SPEED**
**LIMIT) ORDER 2014 (4140A)**
**(B6021 PENNY EMMA WAY, KIRKBY-IN-ASHFIELD) (40 M.P.H AND 50 M.P.H**
**SPEED LIMITS) ORDER 2014 (4147)**
**THE NOTTINGHAMSHIRE COUNTY COUNCIL (ORCHARD WAY, SUTTON-IN-**
**ASHFIELD) (DERESTRICTED SPEED LIMIT) ORDER 2014 (4148)**


**RESOLVED 2014/077**

That the Nottinghamshire County Council (A38 King's Mill Road West, Sutton-in-Ashfield) (50 M.P.H Speed Limit) Order 2014 (4140A), (B6021 Penny Emma Way, Kirkby-in-Ashfield) (40 M.P.H And 50 M.P.H Speed Limits) Order 2014 (4147) and (Orchard Way, Sutton-in-Ashfield) (Derestricted Speed Limit) Order 2014 (4148) be made as advertised and objectors advised accordingly.


**THE ROLE OF THE COUNTY COUNCIL AS A HIGHWAY AUTHORITY AND**
**LOCAL LEAD FLOOD AUTHORITY IN THE PLANNING PROCESS**


**RESOLVED 2014/078**

That Committee notes the contents of the report

## EAST COAST MAIN LINE LEVEL CROSSING CLOSURES FEASIBILITY STUDY – UPDATE

**RESOLVED 2014/079**

That Committee notes the contents of the report.

## STREET LIGHTING UPDATE

**RESOLVED 2014/080**

That Committee notes the contents of the report.

## CASUALTY REPORT FOR NOTTINGHAMSHIRE 2013

**RESOLVED 2014/081**

That Committee notes the contents of the report.

## PERFORMANCE REPORT – HIGHWAYS

**RESOLVED 2014/082**

That Committee notes the contents of the report.

## WORK PROGRAMME

**RESOLVED 2014/069**

That the Work Programme be noted.

The meeting closed at 12.15pm

**Chairman**

**Nottinghamshire County Council**

## REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND ENVIRONMENT

## STRATEGIC PASSENGER TRANSPORT FRAMEWORK – LOCAL BUS SERVICES

### Purpose of the Report

1. To consider changes to the criteria used to assess the need for the future provision of supported local bus services.

2. To approve a consultation exercise to seek Stakeholders views on the proposed changes.

### Background

3. The County Council's strategic direction for investment in local bus services is currently informed by the Local Transport Plan priorities, with the key themes covering accessibility, congestion management and CO2 reduction which align with national priorities regarding economic growth, economic regeneration and job creation. This may change in the future as strategic priorities are changed through "Re-defining your Council" which will affect future investment decisions on which services to provide. It is necessary to make changes to meet rising demands, deliver value for money and address the serious financial challenges ahead.

4. Local bus services are key to providing access to opportunity. Vulnerable and disadvantaged groups are most reliant on bus networks; this includes rural households, low income households, young people seeking work or training, older people, disabled people and job seekers.

5. Past research by the Passenger Transport Executive Group (PTEG) shows that £3.00 of benefits can be generated for every £1.00 spent on supported local bus services.

6. In 2014/15 funding for local bus service support was reduced from £6m to £4.2m and future reductions are a possibility. A new network of supported bus services was introduced in August this year. It is important that the new and existing services are reviewed against a fair and value for money process thus ensuring that future services are based on need, equity and community needs.

The new review of bus services will be undertaken by April 2015 and a further report to Committee will follow in June 2015.

7.    Local bus services within the County are provided in the following ways:

- **Commercial Services:** These are bus services where all the financial risk is borne by the operator and accounts for 85% of the Nottinghamshire bus network. However, in some rural areas e.g. East Bassetlaw, commercial services represent only 10% – 20% of the market thus leaving significant gaps in the network. This in turn increases the need for County Council supported services and funding.

- **Supported Local Bus Services**: These bus services are commissioned by the County Council where the services are not considered viable by the commercial sector. The services mainly cover areas which are not fully served by commercial operators and are predominately weekday peak and off-peak journeys providing access to employment, training, health, retail and recreation. Without the County Council's intervention bus service users would be unable to access key services.  This could lead to other problems such as poor health, unemployment and a slower economic recovery.  The current cost of supported services funded by the County Council is around £4.2m per year.

- **Voluntary and Community Transport**: The third sector has traditionally provided transport for those people unable to utilise conventional public transport services. The role of this sector is forecast to grow as their capability and capacity increases, whilst the commercial sector concentrates on the core bus network and Council funding for supported services falls.

**Current criteria for assessing performance.**

8.    In July 2003 the County Council introduced a Performance Management Framework (PMF) which set out the criteria and scoring for assessing initial and on-going investment in supported local bus services thus ensuring that they provide value for money and that funding is directed to those services that meet the strategic objectives of the County Council**.** This is particularly important when there is insufficient funding to meet demand.

The current criteria include six scoring factors:

- Subsidy per passenger
- Passengers per journey
- Availability of alternative public transport services in settlements served
- Index of Multiple Deprivation (IMD)
- Primary Journey purpose i.e. employment, shopping , education
- Car ownership levels in the settlements served.

9.    The current criteria and scoring factors are shown in detail in **Appendix 1.** This has been very valuable when making difficult funding decisions as outlined in

Paragraph 6. The software used for PMF was jointly developed by the County Council and transport consultants and is used by a number of other transport authorities. PMF has the flexibility for the scores to be adjusted to reflect changes in local strategic priorities and demographics.

10.  PMF is a comprehensive and flexible management tool and relies on patronage and income data from the bus operators.

11.  Bus operators have recently been replacing their ticketing technology to improve the robustness of data and it is expected that new data will be provided from this Autumn.

12.  As mentioned significant changes in the bus network were introduced from August this year. The PMF tool will support the monitoring of the new and on-going services and their performance which will be reported to Committee through the Quarterly Performance Report. It is proposed to review all services using PMF during October – January 2015 and bring a further report to Committee in April 2015.

13.  The five strategic priorities identified in the County Council's  'Strategic Plan - 2014-2018' are:

    - Supporting safe and thriving communities
    - Protecting the environment
    - Supporting economic growth and employment
    - Providing care and promoting health
    - Helping you achieve your potential

    In view of this it is considered necessary to consider reviewing the criteria and scoring within PMF so they reflect the County Council's strategic objectives.

**Proposals**

14.  It is proposed that the current PMF is renamed Local Bus Service – Strategic Passenger Transport Framework (SPTF) and is revised to reflect:

    - changing national and local priorities which focus on economic regeneration,  job creation and learning
    - the County Council's Strategic Plan – Re-defining Your Council
    - ongoing funding  pressures
    - the new Strategic Management Framework

15.  The proposed SPTF scoring includes an increase in the scores for the IMD (Index of Multiple Deprivation) and journey purpose factors to better reflect the strategic objectives. It is also proposed to simplify the journey purpose categories to emphasise the importance of employment and training. These changes are shown in bold in **Appendix 2**.

16.     The SPTF will be used when reviewing and commissioning all new services in the future. The process will have three simple steps:

- Service need: To assess the need against the criteria and the availability of alternative transport;

- Contract value sought: Projected income and passenger numbers are then included to assess whether or not the intervention is value for money and affordable;

- Contract is awarded and monitored: the contract is awarded then reviewed using actual income and passengers figures. This information will be reported to Committee every six months.

17.     It is proposed to undertake a short consultation with the main stakeholders including members to seek their views on the SPTF and bring a further report to Committee in January 2015.

**Outcomes**

18.     The SPTF will:-

- better inform decision making on the commissioning of new bus services
- improve on-going performance management of existing services, by identifying poor performing services
- better reflect national and local priorities
- use the recently established County Council's Strategic Management Framework (SMF) to ensure that services are effectively managed in terms of data and performance
- ensure prioritisation for the most vulnerable and disadvantaged people in Nottinghamshire and those without access to alternative means of travel
- ensure value for money and the provision of good affordable services

# Statutory and Policy Implications

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

**Implications for Service Users**

20.     The introduction of the revised SPTF to determine local bus service investment helps improve the transport offer to new and existing users, therefore, improving their quality of life.

**Financial Implications**

21.     The adoption of the new SPTF for future investment in local bus services will ensure that funding is efficiently and effectively used.

**Implications for Sustainability and the Environment**

22.     The provision of better local bus service options helps promote alternative ways of travel and helps tackle congestion and rising $CO_2$ emissions from transport.

23.     The provision of a robust methodology for allocating resources ensures services are economically sustainable in the long term.

# RECOMMENDATIONS

It is recommended that Committee:

1)     Considers the proposals for the revised SPTF to guide future investment decisions and

2)     Approves a consultation exercise to seek stakeholders and members views on the proposals with a further report to Committee in January 2015

**Mark Hudson**
**Group Manager**
**Transport and Travel Services**

**For any enquiries about this report please contact: Pete Mathieson or Mark Hudson**

**Constitutional Comments (SG 22/09/2014)**

24.     The proposals in this report fall within the remit of this Transport and Highways Committee. By virtue of its Terms of Reference, the Committee has responsibility for the provision of passenger transport services, including bus and rail initiatives.

**Financial Comments (TMR 23/09/14)**

25.     The financial implications are set out in paragraph 21.

**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.

Full Council Report – July 2003
Cabinet Report – December 2005
Nottinghamshire County Council Strategic Plan 2014-2018
Redefining your Council – Policy Committee July 2014

County Council Strategic  Management Framework 2013
Local Transport Plan (3) – 2011- 2026
Policy Committee: Strategic Plan 2014-2018 – September 2013
PTEG report – February 2013

**Electoral Divisions Affected**
All

# CURRENT PERFORMANCE FRAMEWORK (2003)

| Factor | Performance/level | Score |
|---|---|---|
| Subsidy per passenger | <£1<br>£1.00-£1.99<br>£2.00-£2.99<br>£3.00-£3.99<br>£4.00-£4.99<br>>£5 | 5<br>4<br>3<br>2<br>1<br>0 |
| Passengers per journey | >20<br>16-20<br>11-15<br>6-10<br>1-5<br>0 | 5<br>4<br>3<br>2<br>1<br>0 |
| Availability of alternative Public Transport services in settlements served<br><br>*(please see note a)* | No other alternative services in time period<br><20% of service frequency standard met<br>21-40% of service frequency standard met<br>41-60% of service frequency standard met<br>61-80% of service frequency standard met<br>>80% of service frequency standard met<br>Service frequency fully met in time period | 6<br>5<br>4<br>3<br>2<br>1<br>0 |
| Index of Multiple Deprivation (IMD) score of settlements served<br><br>*(please see note b)* | Worst 5% (most deprived)<br>6-25%<br>26-50%<br>51-75%<br>76-95%<br>Best 5% (least deprived) | 5<br>4<br>3<br>2<br>1<br>0 |
| Primary journey purpose | To main centres of employment<br>To essential shopping<br>To educational facilities<br>To health facilities<br>To secondary centres of employment<br>To non-essential shopping<br>To leisure/tourism facilities<br>More than one purpose | 5<br>5<br>4<br>4<br>3<br>2<br>1<br>6 |
| Car ownership levels in settlements served<br><br>*(please see note c)* | Bottom 25% (low levels of car ownership)<br>51-75%<br>26-50%<br>Top 25% (high levels of car ownership) | 6<br>4<br>2<br>0 |

## PROPOSED STRATEGIC PASSENGER TRANSPORT FRAMEWORK 2014

The changes to the current performance framework are highlighted in bold italics.

| Number | Factor | Performance/level | Score |
|---|---|---|---|
| 1 | Index of Multiple Deprivation (IMD) score of settlements served<br><br>*(please see note b)* | *Worst 5% (most deprived)*<br>*6-25%*<br>*26-50%*<br>*51-75%*<br>*76-95%*<br>*Best 5% (least deprived)* | *6*<br>*5*<br>*4*<br>*3*<br>*2*<br>*1* |
| 2 | Car ownership levels in settlements served<br><br>*(please see note c)* | Bottom 25% (low levels of car ownership)<br>51-75%<br>26-50%<br>Top 25% (high levels of car ownership) | 6<br><br>4<br>2<br>0 |
| 3 | Primary journey purpose | *More than one of the Main (1-4) journey purposes*<br><br>*More than one in each category (Main and Secondary)*<br><br>*1)Main centres of employment*<br>*2)Main centres of training*<br>*3)Health facilities*<br>*4)Essential shopping*<br><br>*More than one of the Secondary (5-6) journey purposes*<br><br>*5)Non-essential shopping*<br>*6)Leisure/tourism facilities* | *7*<br><br>*6*<br><br>*6*<br>*5*<br>*4*<br>*3*<br><br>*3*<br><br>*2*<br>*1* |
| 4 | Availability of alternative commercial Public Transport services in settlements served<br><br>*(please see note a)* | No other alternative services in time period<br><20% of service frequency standard met<br>21-40% of service frequency standard met<br>41-60% of service frequency standard met<br>61-80% of service frequency standard met<br>>80% of service frequency standard met<br>Service frequency fully met in | 6<br><br>5<br><br>4<br><br>3<br><br>2<br><br>1<br><br>0 |

| | | time period | |
|---|---|---|---|
| 5 | ***Cost*** per passenger | <£1<br>£1.00-£1.99<br>£2.00-£2.99<br>£3.00-£3.99<br>£4.00-£4.99<br>>£5 | 5<br>4<br>3<br>2<br>1<br>0 |
| 6 | Passengers per journey | >20<br>16-20<br>11-15<br>6-10<br>1-5<br>0 | 5<br>4<br>3<br>2<br>1<br>0 |

Notes

The total score for each Local Bus contract is calculated by adding the scores for each variable listed (maximum score 35). A score of  30 or over should be considered for commercial operation.  A contract with a high total score (20-29) is more likely to be retained in any review of services. A contract with a low total score (below 20) means that the contract is considered to be 'at risk' and should be further investigated.

(a) The availability of alternative public transport services in each settlement served by a contract is scored according to the extent to which all <u>commercial bus and rail/tram services</u> in the settlement meet a defined service frequency standard for the time period in which the contract operates. Service frequency standards for each settlement have been calculated for three main time periods:

Monday to Saturday daytime (0600-1800hrs); Monday to Saturday evenings (1800-24:00hrs); Sunday all day (0600-2400hrs).

The service frequency standards set for each time period are:

Monday to Saturday daytime – hourly service;
Monday to Saturday evening – 2 hourly service;
Sunday all day – 2 hourly service.

A settlement with an alternative commercial service operating at an hourly frequency or better will score lower than a settlement with no alternative public transport facilities available if the particular contract was withdrawn.

Definition of settlements:

East of County – County Parishes
West of County – Super Output Areas (SOA)
Urban areas of Mansfield, Sutton, Kirkby, Worksop, Retford, Newark – Super Output Areas (SOA)

b)  The Index of Multiple Deprivation (IMD) for each settlement served is based on the percentage ranking of each Super Output Area (SOA) in Nottinghamshire in relation to the national ranking of the most deprived Super Output Area (SOA) in Nottinghamshire.

c)  Car ownership levels are defined as the percentage of total households within each settlement with no car or with only 1 car and 2 or more people aged 17 or over.

The scores associated with IMD, car ownership and availability of alternative public transport services are weighted by the population of the settlements served by the local bus service contract in question.

**Nottinghamshire County Council**

**Report to Transport & Highways Committee**

**9 October 2014**

**Agenda Item: 5**

## REPORT OF SERVICE DIRECTOR, HIGHWAYS

## PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2015/16

## Purpose of the Report

1. The purpose of this report is to seek Committee approval for the provisional integrated transport and highway maintenance capital programmes to be implemented during 2015/16. The proposed schemes are detailed in the appendices to this report. These programmes are based on the Council's current Medium Term Financial Strategy and latest announcements from government for highway capital grants and will be reviewed and updated following the Council's budget decisions for 2015/16.

2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, interested groups, local communities, residents and road users which will be considered and reported to Committee as necessary when approval of the final 2015/16 highways capital programmes is sought.

## Information and Advice

### Local Growth Fund

3. Government has announced to all local highway authorities in England that the Integrated Transport Block capital (cash) grant is to be reduced from 2015/16 onwards – for Nottinghamshire a reduction from £7.4m to £3.9m. The provisional integrated transport capital programme presented in this report reflects that announcement and reduction in funding.

4. Major transport schemes have historically been large transport schemes costing more than £5m. D2N2 determined that from 2015/16 major transport schemes will be defined as schemes that cost at least £2.4m but it should be noted that a minimum local contribution of 20% of any scheme cost is required.

5. From 2015/16 all funding for major transport schemes is going to be allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. The LEP bids to government for LGF – Strategic Economic Plans – have to be based on programmes to stimulate the local economy and create jobs, and will not necessarily be allocated to transport projects at all or

transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.

6. The D2N2 LGF Deal announced in July 2014 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding in 2015/16. The transport schemes in Nottinghamshire prioritised for funding are:
   - Gedling Access Road major transport scheme (£10.8m LGF contribution starting in 2017/18)
   - A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme (£1.83m LGF contribution starting in 2015/16)
   - Newark Southern Link Road (£7m LGF contribution starting in 2015/16)
   - Harworth access links (£2.05m LGF contribution starting in 2015/16).

7. The LGF Deal also prioritised provisional allocations to a number of projects starting in 2016/17 and beyond including £2m to the Enterprise Zone Sustainable Transport package (predominantly in the City but with benefits to County residents), £5.8m in a Sustainable Transport Programme in the D2N2 area, and £5.8m for Rolls Royce, Hucknall. The Nottingham Enterprise Zone comprises a number of sites including part of the Alliance Boots site in Beeston and Beeston Business Park in the county. Enterprise Zones are designated areas with incentives to encourage the creation of new businesses, which will contribute to the growth of local and national economies. The Enterprise Zone Sustainable Transport Package and the Sustainable Transport Programme in the D2N2 area will provide walking, cycling and passenger transport improvements and travel planning to enable proposed development in the county to occur. Such measures will also help deliver the County Council's Strategic Plan priorities 2 (protecting the environment) and 4 (promoting health) by delivering a road and transport infrastructure that seeks to meet the needs of our residents and businesses (one of the ways this will be measured is the proportion of people walking or cycling); and encouraging people to change their behaviour and positively affect their health and well-being. More specific details on each of these schemes will be determined in the coming months.

**2015/16 major projects**

8. The 2015/16 County Council major transport programme includes the Worksop Bus Station funded directly by the County Council in partnership with Bassetlaw District Council; a contribution to the A453 HA trunk road project; Hucknall Town Centre improvement scheme funded directly by DfT; and the A57/A60/B6024/St Anne's Drive, Worksop roundabout scheme funded by LGF with a contribution from the County Council. Progress is as follows:
   a. Worksop Bus Station: Following the granting of planning approval, the required highway works to facilitate the new bus station were completed in July 2014. Main construction works are due to start in September 2014 with completion scheduled for August 2015.
   b. A453 improvements: The works to widen the A453 and improve its junctions with side roads are on-going. The project continues to be on programme with the following planned opening dates: offline section - August 2014; urban section - March 2015; with the rural section scheduled for May 2015.
   c. Hucknall Town Centre Improvement Scheme: Planning approval was granted in December 2013. Land acquisition continues and whilst Compulsory Purchase Orders (CPOs) have been issued it is hoped that these can be acquired via negotiation.

Advance site clearance works took place in March 2014 and, subject to land and DfT agreements, full site works are programmed to start in Spring 2015 with the new road opening in 2016. If a public inquiry is triggered by an objection to the CPO it could, however, add a further 12 months to the start date

d. A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements: Scheme design is underway and it is currently anticipated that works will commence in late 2015/16.

| | 2015/16 | Total |
|---|---|---|
| • Worksop Bus Station | £0.90m | £ 3.20m |
| • A453 improvement (NCC contribution to £150m trunk road scheme) | £5.00m | £20.00m |
| • Hucknall Town Centre Improvement (note the 2015/16 figure does not include sums required for land purchase) | £5.61m | £12.48m |
| • A57/A60/B6024/St Anne's Drive, Worksop roundabout | £1.60m | £3.20m |

9. The Newark Southern Link Road is a single carriageway road between the A1 and A46 to open up land south of Newark for employment and housing development. The scheme, which will be delivered by the developer, has been allocated £7m (£1m in 2015/16) through the Local Growth Fund Deal subject to a satisfactory business case is being submitted by the developer. Funding for a number of junction improvements in Harworth has also been secured through the Local Growth Fund Deal and these are detailed in paragraph 14 of this report.

**Integrated transport block**

10. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, delivering 20mph speed limits outside schools, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.

11. As detailed in paragraph 3, the previously available allocation of integrated transport funding has been top sliced and allocated to the Local Growth Fund. In addition to this the formula and data used to calculate each individual authority's allocation has been reviewed from 2015/16. These two changes to the funding arrangements have resulted in Nottinghamshire's integrated transport block allocation reducing by 47% from £7.406m in 2014/15 to £3.916m in 2015/16.

12. The integrated transport block and highway capital maintenance block allocations will be determined at the 26 February 2015 County Council meeting but the provisional 2015/16 allocation and the current Medium Term Financial Strategy for integrated transport, based on the Department for Transport (DfT) allocation, is detailed below.

| | |
|---|---|
| • Integrated Transport Measures (excluding £400k reallocated for maintenance of integrated transport schemes) | £3.516m |
| • Additional Road Safety | £0.350m |
| **Total** | **£3.866m** |

13. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. Given the reduction in funding, the allocation between the integrated transport sub-blocks also reflects the need to be able to take advantage of external funding opportunities and lever in additional funds. The proposed packages of measures (and the programme detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding. The proposed integrated transport programme therefore reflects the above with significant funding allocated to the:

- Access to local facilities sub-block (e.g. footway improvements and new crossings to help people get to work, healthcare, shops etc.) in order to retain capacity to address existing community concerns and the most acute pressures associated with new developments, as well as match fund external funding sources such as Local Growth Fund, developer contributions and the EU structural and investment funding which require 50% match funding
- Speed management sub-block to deliver the County Council's commitment to introduce 20mph speed limits outside schools
- Local safety schemes sub-block to address the most acute road accident problems.

14. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in appendix 1 of this report.

Local Growth Fund capacity improvements

15. Funding for capacity improvements to enable development to occur in Harworth has been allocated through both the D2N2 and Sheffield City Region (SCR) Local Growth Deals in 2015/16. Any additional funding required to deliver the schemes will be provided by Bassetlaw District Council through developer contributions. Discussions are underway to meet the requirements of the SCR to secure their funding contribution and to determine who will design and deliver the schemes. The funding, totalling £2.05m, will be used to improve the following junctions:

- A614/ Bawtry Rd/Blyth Rd
- Blyth Rd/Tickhill/Main St
- A1/A614 junction
- A614/Scrooby Road.

**Capital maintenance block**

16. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire based on network/asset size and taking into account the condition of the highways assets. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any other relevant information. This analysis is being stream-lined through the ongoing development of the highway asset management system. The proposed detailed highways capital maintenance programme is set out in appendix 2 of this report.

17. The 2015/16 capital maintenance allocations are still to be announced by the DfT, but the provisional allocation as set out in the County Council Medium Term Financial Strategy, are detailed below:

- Highway capital maintenance £12.000m
  - o maintenance of integrated transport assets £ 0.400m
    from the Integrated Transport block
- Street lighting renewal/Energy saving £ 1.534m
- Flood alleviation £ 0.600m
  **Total** **£14.534m**

18. There are a number of major flood studies currently in progress such as at Southwell, Hucknall, Thurgarton, Calverton and Cropwell Bishop. The Flood Risk Management Capital Programme and associated schemes will be developed as the result of these studies becomes known. The total cost of many of these schemes is only part funded by the County Council with contributions being sought from all parties involved to provide a solution.

19. The street lighting replacement programme is being developed. There have been a number of column failures over the last twelve months and a review of the street lighting stock is currently in progress to focus on the replacement of deteriorated columns.

**Detailed allocations**

20. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks based on the provisional 2015/16 allocations are set out in the table below, along with details of the 2014/15 allocations for comparative purposes.

**2014/15 actual allocations and 2015/16 provisional allocations**

| Major schemes | 2014/15 (£m) | 2015/16 (£m) |
|---|---|---|
| A453 Improvement | 5.000 | 5.000 |
| Worksop Bus Station | 2.460 | 0.900 |
| Hucknall Town Centre Improvement | 3.480 | 5.610 |
| A57/A60/B6024/St Anne's Drive, Worksop roundabout | - | 1.600 |
| **Integrated Transport Measures** | | |
| Access to local facilities (e.g. footway improvements and new crossings) | 1.100 | 0.876 |
| Bus improvements (e.g. bus stop infrastructure and bus stop clearways) | 0.720 | 0.300 |
| Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion) | 1.100 | 0.050 |
| Cycling, leisure and health (e.g. multi user routes and cycling improvements) | 0.666 | 0.350 |
| Environmental weight limits (e.g. HGV weight limits and HGV route signing) | 0.050 | 0.030 |
| Local centre improvements (e.g. environmental improvements to improve vitality) | 0.200 | 0 |
| Traffic monitoring and advanced development and design of future schemes | 0.420 | 0.420 |
| Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes) | 0.100 | 0.020 |
| Public transport interchanges (e.g. bus station and rail station improvements) | 0.150 | 0 |
| Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements) | 0.100 | 0.050 |

5

| | | |
|---|---|---|
| Safety improvements (e.g. local safety schemes and safer routes to school) | 0.950 | 0.600 |
| Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans) | 0.200 | 0.120 |
| Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs) | 1.200 | 0.700 |
| **Total integrated transport measures** | **6.956** | **3.516** |
| **Additional road safety** | **0.350** | **0.350** |
| **Highway Maintenance** | | |
| Carriageway maintenance  (A, B & C, Unclassified roads) | 6.795 | 5.480 |
| Surface dressing (including pre-patching) | 2.500 | 2.500 |
| Footway maintenance | 1.050 | 0.750 |
| Bridges (including condition assessments) | 1.200 | 1.000 |
| Traffic signal renewal | 0.350 | 0.300 |
| Safety fencing | 0.300 | 0.270 |
| Structural drainage | 0.500 | 0.500 |
| Flood alleviation | 0.600 | 0.600 |
| Street lighting renewal and improvement | 1.000 | 1.000 |
| Street lighting energy saving (including Salix Grant Funding) | 1.572 | 0.534 |
| Network structural patching | 1.174 | 1.200 |
| Maintenance of integrated transport assets | 0.200 | 0.400 |
| **Total capital maintenance allocation (including £400k from integrated transport block)** | **17.241** | **14.534** |

21. The integrated transport and highway capital maintenance programmes, detailing the proposed schemes to be delivered during 2015/16 are attached as appendices 1 and 2 respectively to this report.  The programmes are subject to capital budget approvals at this meeting and 26 February 2015 County Council meeting.  Each of the schemes is also subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

22. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.

23. The report and its appendices will be sent to all County Councillors, and made available to interested groups, local communities, residents and road users to comment on.  All comments will be considered and reported to Committee as necessary when approval of the final 2015/16 highways capital programmes is sought in February 2015.

**Other Options Considered**

24. Other options considered are set out within this report.  Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2015/16 financial year's programme.  Reserve schemes could potentially be delivered during the 2015/16 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

**Reason/s for Recommendation/s**

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

## Statutory and Policy Implications

26. 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

1)    It is recommended that Committee:
   a) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 21
   b) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 21.

**Andrew Warrington**
**Service Director Highways**

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

**Constitutional Comments (SLB 30/09/2014)**

27. Transport and Highways Committee is the appropriate body to consider the content of this report. The Capital Programme for 2015/16 will be considered for final approval at the February 2015 meeting of Full Council as set out in paragraph 21 of the report.

**Financial Comments (GB 26/09/2014)**

28. The financial implications are set out in the report. Any proposed variations to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2015/16.

**Background Papers and Published Documents**

- Integrated transport and highway maintenance capital programmes 2014/15 Transport & Highways Committee report – 17 September 2013
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
- Nottinghamshire Local Transport Plan Evidence Base 2010

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

- All

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Access to local facilities** | | |
| A38/Alfreton Road, Sutton in Ashfield - pedestrian phase at signals | Ashfield | **£150k-£250k** |
| Dalestorth  Street/Skegby Road, Sutton - access improvements | Ashfield | **£25k - £50k** |
| Hardy Street, Worksop - pedestrian improvements | Bassetlaw | **≤£25k** |
| Railway station approaches, Retford - pedestrian improvements | Bassetlaw | **£25k - £50k** |
| Rampton village centre - Rights of Way path improvement | Bassetlaw | **£25k - £50k** |
| Beeston railway station - ped signing to town centre | Broxtowe | **≤£25k** |
| Pasture Road, Stapleford - new pedestrian crossing | Broxtowe | **£50k-£100k** |
| Dropped kerbs *(programme to be determined)* | Countywide | **≤£25k** |
| Great Northern Way, Netherfield - new pedestrian crossing | Gedling | **≤£25k** |
| Station Road, Carlton - pedestrian crossing and footway | Gedling | **£50k-£100k** |
| Exchange Road / Market Place, Mansfield - footway improvement | Mansfield | **≤£25k** |
| A612 Church Street, Southwell - pedestrian crossing improvements | Newark & Sherwood | **≤£25k** |
| B6030 / B6034 junction, Edwinstowe - dropped kerbs and footway [pending completion of feasibility study] | Newark & Sherwood | **≤£25k** |
| Lincoln Road recreation ground - Rights of Way path improvement | Newark & Sherwood | **≤£25k** |
| Main Street, Farnsfield - pedestrian crossing | Newark & Sherwood | **£25k - £50k** |
| Gotham Road (north of Lantern Lane), East Leake  - new pedestrian crossing | Rushcliffe | **£50k-£100k** |
| Kegworth Road, Gotham - improvements to pedestrian refuges | Rushcliffe | **≤£25k** |
| | Sub-block allocation | 876.0 |
| | External funding | 85.0 |
| | **Sub-block total** | **961.0** |

1

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Bus improvements** | | |
| Raised kerb programme, Sutton and Kirkby | Ashfield | **≤£25k** |
| AVL TLP, Mansfield to Sutton | Ashfield/Mansfield | **≤£25k** |
| Real time displays, Retford and Worksop | Bassetlaw | **£25k - £50k** |
| Worksop SQBP route improvements | Bassetlaw | **≤£25k** |
| Bus stop clearways and TROs | Countywide | **£25k - £50k** |
| Reactive programme | Countywide | **£25k - £50k** |
| Bus stop improvements, Gedling | Gedling | **≤£25k** |
| Shelter improvements, Gedling | Gedling | **≤£25k** |
| Bus stop improvements, Mansfield | Mansfield | **≤£25k** |
| Enforcement camera programme, Mansfield | Mansfield | **≤£25k** |
| Raised kerb programme, Mansfield | Mansfield | **≤£25k** |
| Shelter improvements, Mansfield | Mansfield | **≤£25k** |
| Bus stop improvements, Newark & Sherwood | Newark & Sherwood | **≤£25k** |
| Shelter improvements, Newark & Sherwood | Newark & Sherwood | **≤£25k** |
| Clifton Road near Camelot Street, Ruddington - bus stop improvements | Rushcliffe | **≤£25k** |
| Enforcement camera programme, West Bridgford | Rushcliffe | **≤£25k** |
| Plumtree Road near Bakers Close, Cotgrave - bus stop improvements | Rushcliffe | **≤£25k** |
| *Note: specific locations to be determined* | | |
| | Sub-block allocation | 300.0 |
| | External funding | 39.8 |
| | **Sub-block total** | **339.8** |

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Capacity improvements** | | |
| Capacity improvement budget to lever in funding from external funding bids | Countywide | **£25k - £50k** |
| | Sub-block allocation | 50.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **50.0** |

2

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Cycling, leisure and health** | | |
| Southwell Lane to Penny Emma Way, Kirkby - walking and cycling multi-user route | Ashfield | **£50k-£100k** |
| Stapleford to Ilkeston - new cycle route  [pending completion of feasibility study] | Broxtowe | **£50k-£100k** |
| Cycle signing/parking | Countywide | **≤£25k** |
| Rights of Way signing improvements | Countywide | **≤£25k** |
| Rights of Way upgrades | Countywide | **£25k - £50k** |
| St Albans Road, Arnold - cycle route access   [pending completion of feasibility study] | Gedling | **≤£25k** |
| Big Barn Lane, Mansfield - signed cycle route | Mansfield | **≤£25k** |
| B6030 (Sherwood Pines to Mill Lane) - new cycle way | Newark & Sherwood | **£25k - £50k** |
| A60 Loughborough Road, West Bridgford - new toucan crossing (scheme dependent on securing external funding) | Rushcliffe | **£50k-£100k** |
| Clifton Road, Ruddington - cycle route | Rushcliffe | **£100k-£150k** |
| Northwold Avenue/Collingham Way, West Bridgford - cycle route upgrade | Rushcliffe | **£25k - £50k** |
| | Sub-block allocation | 350.0 |
| | External funding | 210.0 |
| | **Sub-block total** | **560.0** |

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Environmental weight limits** | | |
| Advance EWL warning signs | Countywide | **≤£25k** |
| Blidworth - extension to existing EWL | Newark & Sherwood | **≤£25k** |
| | Sub-block allocation | 30.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **30.0** |

3

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Monitoring, development and design** | | |
| Development of future year's ITM programmes | Countywide | **£100k-£150k** |
| Advanced design of future schemes | Countywide | **£50k-£100k** |
| Technical surveys | Countywide | **≤£25k** |
| Traffic monitoring | Countywide | **£100k-£150k** |
| | Sub-block allocation | 420.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **420.0** |

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Parking** | | |
| NET associated waiting restrictions | Broxtowe / Rushcliffe | **≤£25k** |
| | | **0.0** |
| | Sub-block allocation | 20.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **20.0** |

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Rail improvements** | | |
| Newark to Nottingham - contribution to enhanced services | | **£25k - £50k** |
| | Sub-block allocation | 50.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **50.0** |

4

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Safety improvements** | | |
| A38 Pinxton Lane - traffic signal modifications | Ashfield | ≤£25k |
| A611 Coxmoor Crossroads - improved signs at banned right turn | Ashfield | ≤£25k |
| Alfreton Road, Selston - chevrons | Ashfield | ≤£25k |
| Chesterfield Road, Huthwaite (bend north of Woodend Inn PH) - signing and lining improvements | Ashfield | ≤£25k |
| Chesterfield Road, Huthwaite (bends at Newtonwood Lane) - signing improvements | Ashfield | ≤£25k |
| Storth Avenue/Croft Avenue, Hucknall - signing and lining improvements | Ashfield | ≤£25k |
| A614/A638 Hawks Nest - lining improvements | Bassetlaw | ≤£25k |
| B6079 Retford Road, Worksop - chevron, warning signs and lining | Bassetlaw | ≤£25k |
| Cheapside/Lowtown Street, Worksop - build out at give way | Bassetlaw | ≤£25k |
| Kilton Road, Worksop - street lighting upgrade | Bassetlaw | ≤£25k |
| Park Street/Bramcote Road, Beeston - signing and lining improvements | Broxtowe | ≤£25k |
| A60 Mansfield Road/Forest Lane, Papplewick - traffic signal modifications | Gedling | ≤£25k |
| Collyer Road, Calverton - street lighting upgrade | Gedling | £25k - £50k |
| High Street, Arnold - pedestrian improvements (scheme to be carried over from 2014/15) | Gedling | ≤£25k |
| Nottingham Road, Woodborough - stick chevrons | Gedling | ≤£25k |
| Jubilee Way South/Tesco & Cuckoo Birch PH - signing and lining improvements and high friction surfacing | Mansfield | ≤£25k |
| Lammas Road/Carsic Lane - lane narrowing at junction | Mansfield | £25k - £50k |
| Ley Lane, Mansfield Woodhouse - street lighting upgrade | Mansfield | ≤£25k |
| Priory Square, Mansfield Woodhouse - street lighting upgrade | Mansfield | ≤£25k |
| Pump Hollow Road, Mansfield - street lighting upgrade | Mansfield | ≤£25k |
| Sandlands Way (ASDA entrance), Mansfield - signing and lining improvements and high friction surfacing | Mansfield | £25k - £50k |
| Windmill Lane approach to Brunts School, Mansfield - signing improvements (scheme to be carried over from 2014/15) | Mansfield | ≤£25k |
| A6075 Whinney Lane mini-roundabout, Ollerton - signing improvements | Newark & Sherwood | ≤£25k |
| A6075/A6075 Kirton - street lighting upgrade | Newark & Sherwood | ≤£25k |
| A612 Thurgarton (bend south of High Cross) - marker posts | Newark & Sherwood | ≤£25k |
| A616 Wellow Road, Ollerton - street lighting upgrade | Newark & Sherwood | ≤£25k |
| A617 Kelham Road (south of Kelham Bridge) - high friction surfacing | Newark & Sherwood | ≤£25k |
| A617 Kirklington (bend adjacent to 'Top o' the Hill' - chevrons and warning sign | Newark & Sherwood | ≤£25k |
| B6386 Southwell Road at Hollybeck Nurseries, Oxton - signing and lining improvements | Newark & Sherwood | ≤£25k |
| Baulker Lane, Blidworth (two bends) - chevrons and warning sign | Newark & Sherwood | ≤£25k |
| Grange Lane, Staunton in the Vale - chevrons and warning sign | Newark & Sherwood | ≤£25k |
| South Avenue/Little John Drive area, Rainworth - signing and lining improvements | Newark & Sherwood | ≤£25k |
| Southwell Road, Osmanthorpe - chevrons | Newark & Sherwood | ≤£25k |

| **Safety improvements continued** | | |
|---|---|---|
| Staythorpe Road, Staythorpe (south of level crossing) - stick chevrons | Newark & Sherwood | **≤£25k** |
| A60 Loughborough Road/Asda, West Bridgford - traffic signal modifications (scheme to be carried over from 2014/15) | Rushcliffe | **≤£25k** |
| C51 West Leake Lane (bend adjacent to Winking Hill) - stick chevrons | Rushcliffe | **≤£25k** |
| C51 West Leake Lane (bend at EON) - surface dressing and lining improvements | Rushcliffe | **≤£25k** |
| Kegworth Road/Station Road/The Green, Kingston - - signing and lining improvements | Rushcliffe | **≤£25k** |
| Main Road, Plumtree - street lighting upgrade | Rushcliffe | **≤£25k** |
| Rushcliffe (including Melton Road, Upper Broughton) - contribution to 3 schemes | Rushcliffe | **≤£25k** |
| Shelford Road/Oatfield Lane, Newton - - signing and lining improvements | Rushcliffe | **≤£25k** |
| Wilford Road (vicinity of Clifton Road), Ruddington - street lighting upgrade | Rushcliffe | **≤£25k** |
| A638 (length north and south of Amcott Way) - speed management measures (larger scheme with additional funding from County Capital) | Bassetlaw | **£150k-£250k** |

| | |
|---|---|
| Sub-block allocation | 600.0 |
| County capital | 350.0 |
| External funding | 0.0 |
| **Sub-block total** | **950.0** |

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Smarter choices** | | |
| LSTF match funding | Countywide | **£50k-£100k** |
| Personalised travel planning along on NET routes | Broxtowe / Rushcliffe | **£25k - £50k** |

| | |
|---|---|
| Sub-block allocation | 120.0 |
| External funding | 0.0 |
| **Sub-block total** | **120.0** |

6

| Sub-block/scheme | Area | Scheme budget (£000) |
|---|---|---|
| **Speed management** | | |
| 20mph speed limits outside schools *(programme to be determined as dependent on delivery of schemes in 2014/15)* | Countywide | **> £250k** |
| Burntstump, Papplewick - reduced speed limit | Gedling | **≤£25k** |
| | | |
| *Interactive speed signs (each sign costs approximately £7,500)* | | |
| Annesley Lane, Selston (NE of Sherwood Way) | Ashfield | **≤£10k** |
| A614 Bawtry Road (north of A1 and brook) | Bassetlaw | **≤£10k** |
| A634 Sheffield Road, Blyth (west of Park Drive) | Bassetlaw | **≤£10k** |
| B1164 Eldon Street, Tuxford (north of Eldon Green) | Bassetlaw | **≤£10k** |
| B6011 Linby Lane, Linby (NE of Quarry Lane) | Gedling | **≤£10k** |
| Woodthorpe Drive, Woodthorpe (east of Grange Road) | Gedling | **≤£10k** |
| C1 Southwell Road East, Rainworth (east of Cambridge Road) | Newark | **≤£10k** |
| Landmere Lane, West Bridgford (NW of Bressingham Drive) | Rushcliffe | **≤£10k** |
| Trevor Road, West Bridgford (south of Burleigh Road) | Rushcliffe | **≤£10k** |
| | Sub-block allocation | 700.0 |
| | External funding | 0.0 |
| | **Sub-block total** | **700.0** |

7

| Bridges | Area | Capital Budget |
|---|---|---|
| A60 Wigthorpe Culvert - Concrete Saddle | Bassetlaw | ≤ £50k |
| A60 Bridge Street Subway Mansfield - Underfill | Mansfield | £50-250k |
| A638 Culvert South of Eaton Hall Eaton - Culvert replacement | Bassetlaw | £50-250k |
| B600 High Park Crossing Greasley - Raise height of masonry parapet | Broxtowe | ≤ £50k |
| C165 Padge Bridge - Maintenance Painting | Broxtowe | £50-250k |
| B1164 South of Palmer Lane, Sutton - Concrete Saddle | Newark and Sherwood | ≤ £50k |
| Footbridge Over Ford, Rufford | Newark and Sherwood | ≤ £50k |
| School Lane Footbridge, Caunton | Newark and Sherwood | ≤ £50k |
| Pasture Lane Sutton Bonnington - Replace | Rushcliffe | ≤ £50k |
| C4 Stone Bridge East Leake - Re-waterpoofing and parapet upgrade | Rushcliffe | ≤ £50k |
| Maintenance Painting | Countywide | ≤ £50k |
| General Bridge Repairs | Countywide | £50-250k |
| General Concrete Repairs | Countywide | ≤ £50k |
| Diver Underwater Repairs | Countywide | ≤ £50k |
| Miscellaneous work | Countywide | ≤ £50k |
| Principal Inspections | Countywide | £50-250k |
| | **Sub-block allocation** | £1,000 |

| Carriageway Maintenance - Principal classified road network (A roads) | Area | Capital Budget |
|---|---|---|
| A611 Wood Lane Island - Resurfacing | Ashfield | £50-250k |
| A60 Carlton Road, Worksop - Resurfacing | Bassetlaw | ≤ £50k |
| A620 Babworth Road, Retford - Resurfacing | Bassetlaw | £50-250k |
| A6005 Queens Road, Beeston - Resurfacing | Broxtowe | £50-250k |
| A614 Ollerton Road,   - Structural patching | Gedling | £50-250k |
| A60 Nottingham Road, Mansfield  - Resurfacing | Mansfield | £50-250k |
| A60 Mansfield Road, Spion Kop  - Resurfacing | Mansfield | £50-250k |
| A617 Millennium Way Rainworth - Resurfacing | Newark | £50-250k |
| A60 Loughbrough Rd Ruddington - In Lay surfacing | Rushcliffe | £50-250k |
| | | |
| *Reserve Schemes* | | |
| *A608 Mansfield Road - Resurfacing* | *Ashfield* | *£50-250k* |
| *A57 Worksop Bypass, Worksop - Resurfacing* | *Bassetlaw* | *£50-250k* |
| *A57 roundabout (Sainsburys)  - landscaping maintenance* | *Bassetlaw* | *£50-250k* |
| *A620 Roundabout at Bole Corner - Resurfacing and Kerbing* | *Bassetlaw* | *≤ £50k* |
| *A617 MARR - Structural patching* | *Mansfield* | *£50-250k* |
| *A6075 Tuxford Road Kirton - resurfacing* | *Newark* | *£50-250k* |
| *A614 Ollerton Roundabout - resurfacing* | *Newark* | *£50-250k* |
| *A612 Lowdham Roundabout - resurfacing* | *Newark* | *£50-250k* |
| *A606 Melton Rd West Bridgford - In Lay surfacing* | *Rushcliffe* | *£50-250k* |
| *A606 Melton Rd West Bridgford - In Lay surfacing* | *Rushcliffe* | *£50-250k* |
| *A60 Loughbrough Rd West Bridgford - 50m of antiskid* | *Rushcliffe* | *£50-250k* |
| | **Sub-block allocation** | £1,000 |

| Carriageway Maintenance - Non-principal classified road network (B & C roads) | Area | Capital Budget |
|---|---|---|
| B6022 Station Road, Sutton - Resurfacing | Ashfield | ≤ £50k |
| B600 Alfreton Road, Selston - Resurfacing | Ashfield | ≤ £50k |
| B6023 Llamas Road,Sutton - Resurfacing | Ashfield | £50-250k |
| B6027 Common Road, Huthwaite - Resurfacing | Ashfield | £50-250k |
| B6040 Gateford Road, Worksop (1) - Resurfacing | Bassetlaw | £50-250k |
| C156 Sandy Lane, Worksop - Resurfacing | Bassetlaw | ≤ £50k |
| B6040 Gateford Road, Worksop (2) - Resurfacing | Bassetlaw | ≤ £50k |
| B6040 Victoria Square, Worksop - Resurfacing | Bassetlaw | £50-250k |
| C205 Market Place, Worksop - Resurfacing | Bassetlaw | ≤ £50k |
| C205 Park Street, Worksop - Resurfacing | Bassetlaw | £50-250k |
| C205 Sparken Hill, Worksop - Resurfacing | Bassetlaw | ≤ £50k |
| C5 Town Street, Sutton-cum-Lound - Resurfacing | Bassetlaw | £50-250k |
| C5 Sutton Lane, Sutton-cum-Lound - Resurfacing | Bassetlaw | ≤ £50k |
| B6010 Nottingham Road, Newthorpe - Resurfacing | Broxtowe | £50-250k |
| C159 Town Street, Bramcote - Resurfacing | Broxtowe | £50-250k |
| C169 Westdale Lane, Carlton - Inlay structural surfacing & kerbing | Gedling | £50-250k |
| B6030 Clipstone Road East, Forest Town (1) - Resurfacing | Mansfield | £50-250k |
| B6030 Clipstone Road East, Forest Town (2) - Resurfacing | Mansfield | £50-250k |
| C25 Lower Kirklington Road Southwell - Resurfacing | Newark & Sherwood | £50-250k |
| B6030 Mansfield Road, Kings Clipstone - Resurfacing | Newark & Sherwood | £50-250k |
| C6 Netherfield Lane, Perlethorpe - Structural patching | Newark & Sherwood | £50-250k |
| C70 Cross Hill, Laxton - Resurfacing | Newark & Sherwood | ≤ £50k |
| C93Potter Hill, Collingham - Structural patching/ Resurfacing | Newark & Sherwood | £50-250k |
| C74 Plumtree Rd, Bakers Hollow, Cotgrave - Resurfacing | Rushcliffe | £50-250k |
| C115 Bingham Rd Radcliffe on Trent - Resurfacing | Rushcliffe | £50-250k |
| C4 Gotham Road, East Leake - Resurfacing | Rushcliffe | £50-250k |
| C60 Wymeswold Road, Wysall - Structural patching/resurfacing | Rushcliffe | £50-250k |
| C28 - Structural patching | Rushcliffe | £50-250k |
| | | |
| *Reserve Schemes* | | |
| *B6020 Station Road, Kirkby - Resurfacing* | *Ashfield* | *£50-250k* |
| *B6463 Harworth Double Minis - Resurfacing* | *Bassetlaw* | *£50-250k* |
| *B6034 High Street, Edwinstowe - Resurfacing* | *Newark & Sherwood* | *≤ £50k* |
| *C17 Main Street, Bleasby - Structural patching/ Resurfacing* | *Newark & Sherwood* | *£50-250k* |
| *C17 Staythorpe Road, Rolleston - Structural patching* | *Newark & Sherwood* | *≤ £50k* |
| *C49 Kirklington Road, Bilsthorpe - Resurfacing* | *Newark & Sherwood* | *£50-250k* |
| *C43 Main Street, East Bridgford - Resurfacing* | *Rushcliffe* | *£50-250k* |
| *C47 Main Street, Normanton-on-Soar - Resurfacing* | *Rushcliffe* | *≤ £50k* |
| *C47 Stanford Road/Normanton Lane, NoS/SoS - Structural patching/resurfacing* | *Rushcliffe* | *£50-250k* |
| | **Sub-block allocation** | £2,280 |

| Carriageway Maintenance - Unclassified road network (Page 1) | Area | Capital Budget |
|---|---|---|
| Duke Street/King Street, Huthwaite - Resurfacing | Ashfield | ≤ £50k |
| Wagstaff Lane, Westwood - Resurfacing | Ashfield | £50-250k |
| Farndale Road, Sutton - Resurfacing | Ashfield | ≤ £50k |
| Sherwood Way, Selston  - Resurfacing | Ashfield | ≤ £50k |
| Elder Street, Skegby - Resurfacing | Ashfield | £50-250k |
| Unwin Street, Huthwaite - Resurfacing | Ashfield | ≤ £50k |
| Kingsway, Worksop - Retread + MicroAshphalt | Bassetlaw | £50-250k |
| South Parade, Worksop - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| Sunfield Avenue, Worksop - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| Sunnybank, Worksop - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| The Oval, Worksop - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| West Street, Misson - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| North Carr Road, West Stockwith - Retread + MicroAshphalt | Bassetlaw | ≤ £50k |
| Smeath Lane, Clarborough - Resurfacing + Rekerb | Bassetlaw | ≤ £50k |
| Bader Rise, Matersey Thorpe - Resurfacing | Bassetlaw | ≤ £50k |
| Winston Green, Matersey Thorpe - Resurfacing | Bassetlaw | ≤ £50k |
| Jubilee Street, Kimberley - Resurfacing | Broxtowe | ≤ £50k |
| Church Hill, Kimberley - Resurfacing | Broxtowe | ≤ £50k |
| South Street, Eastwood - Resurfacing | Broxtowe | £50-250k |
| Broughton Avenue/ Park Street/Bramcote Avenue, Beeston - Resurfacing | Broxtowe | £50-250k |
| The City, Beeston - Resurfacing | Broxtowe | ≤ £50k |
| Collier Road, Calverton - Resurfacing | Gedling | £50-250k |
| Upton Mount/Colwick Road/Blythe Close, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Edgar Avenue, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Cromer Close, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Highland Close, Mansfield Woodhouse - Resurfacing | Mansfield | ≤ £50k |
| Lichfield Lane, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Ellesmere Road, Forest Town - Resurfacing | Mansfield | £50-250k |
| Gladstone Street, Belper Street, Hardwick Street, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Moor Lane, Syerston - Retread | Newark & Sherwood | ≤ £50k |
| Hawksworth Road, Syerston - Retread | Newark & Sherwood | ≤ £50k |
| Bentinck Close, Boughton - Resurfacing | Newark & Sherwood | £50-250k |
| Forest Road, Clipstone - Resurfacing | Newark & Sherwood | £50-250k |
| Francklin Road, Lowdham - Resurfacing | Newark & Sherwood | ≤ £50k |
| Church Lane, Kirklington - Resurfacing | Newark & Sherwood | ≤ £50k |
| Balmoral Rd, Bingham - Resurfacing | Rushcliffe | ≤ £50k |
| Fisher Lane, Bingham - Resurfacing | Rushcliffe | ≤ £50k |
| Manor Barn Rd, Upper Broughton - Re Tread | Rushcliffe | ≤ £50k |
| Orchard Rd, Barnston - Resurfacing | Rushcliffe | ≤ £50k |
| Rectory Rd/ Bridgford Rd, West Bridgford  - Resurfacing | Rushcliffe | £50-250k |
| Stanstead Avenue, Tollerton  - Resurfacing | Rushcliffe | ≤ £50k |

| Carriageway Maintenance - Unclassified road network (Page 2) | Area | Capital Budget |
|---|---|---|
| _Reserve Schemes_ | | |
| _Lawn Road, Sutton - Resurfacing_ | _Ashfield_ | _≤ £50k_ |
| _Woodland Avenue, Huthwaite - Resurfacing_ | _Ashfield_ | _≤ £50k_ |
| _Beech Road, Harworth - Resurfacing_ | _Bassetlaw_ | _£50-250k_ |
| _Beardsalls Row, Retford - Resurfacing_ | _Bassetlaw_ | _≤ £50k_ |
| _Robinson Drive, Worksop - Resurfacing_ | _Bassetlaw_ | _≤ £50k_ |
| _Westfield Drive, Worksop - Retread + MicroAshphalt_ | _Bassetlaw_ | _≤ £50k_ |
| _Nottingham Road, Eastwood - Resurfacing_ | _Broxtowe_ | _£50-250k_ |
| _Collins St/Gladstone Street, Beeston - Resurfacing_ | _Broxtowe_ | _≤ £50k_ |
| _Shelford Road, Carlton - Resurfacing_ | _Gedling_ | _≤ £50k_ |
| _Gladstone Street, Mansfield Woodhouse - Resurfacing_ | _Mansfield_ | _≤ £50k_ |
| _Main Street, Walesby  - Microasphalt_ | _Newark & Sherwood_ | _≤ £50k_ |
| _Brockton Avenue, Farndon - Resurfacing_ | _Newark & Sherwood_ | _£50-250k_ |
| _North Gate, Newark - Resurfacing_ | _Newark & Sherwood_ | _≤ £50k_ |
| _Barnby Gate, Newark - Resurfacing_ | _Newark & Sherwood_ | _£50-250k_ |
| _Beech Avenue, Ollerton - Resurfacing_ | _Newark & Sherwood_ | _≤ £50k_ |
| _Spring Lane, Balderton - Resurfacing_ | _Newark & Sherwood_ | _≤ £50k_ |
| _Milner Street, Newark  - Resurfacing_ | _Newark & Sherwood_ | _£50-250k_ |
| _New Hill, Farnsfield - Resurfacing_ | _Newark & Sherwood_ | _£50-250k_ |
| _Broadgate Lane, Kelham - Overlay_ | _Newark & Sherwood_ | _£50-250k_ |
| _Clarke Avenue, Newark on Trent - Resurfacing_ | _Newark & Sherwood_ | _£50-250k_ |
| _Church Street, Shelford  - Microasphalt_ | _Rushcliffe_ | _≤ £50k_ |
| _Tudor Road, West Bridgford - Resurfacing_ | _Rushcliffe_ | _≤ £50k_ |
| _Ringlees, Cotgrave - Resurfacing_ | _Rushcliffe_ | _≤ £50k_ |
| _Exchange Road, West Bridgford - Resurfacing_ | _Rushcliffe_ | _> £250k_ |
| _Bassingfield Lane, Bassingfield - Patching and Haunching_ | _Rushcliffe_ | _≤ £50k_ |
| _Brickyard Lane, West Leak - Grid and overlay_ | _Rushcliffe_ | _£50-250k_ |
| | **Sub-block allocation** | £2,200 |

| Footway Maintenance | Area | Capital Budget |
|---|:---:|:---:|
| Wighay Road, Hucknall - Resurfacing | Ashfield | ≤ £50k |
| Grundy Avenue, Selston  - Resurfacing | Ashfield | ≤ £50k |
| Top Street, East Drayton - Resurfacing | Bassetlaw | ≤ £50k |
| Hawthorne Close, Beckingham - Resurfacing | Bassetlaw | ≤ £50k |
| Vicarage Lane, Beckingham - Resurfacing | Bassetlaw | ≤ £50k |
| Main Street, Harworth  - Resurfacing | Bassetlaw | ≤ £50k |
| Thorpe Road, Mattersey - Resurfacing | Bassetlaw | ≤ £50k |
| New Eaton Road, Stapleford  - Resurfacing | Broxtowe | ≤ £50k |
| Sydney Road, Beeston - Resurfacing | Broxtowe | £50-250k |
| Town Street, Bramcote - Resurfacing | Broxtowe | ≤ £50k |
| Forest Road , Calverton  - Reconstruct footway and kerbing | Gedling | £50-250k |
| Windsor Gardens, Mansfield  - Resurfacing | Mansfield | ≤ £50k |
| Southwell Road West, Mansfield - Resurfacing | Mansfield | ≤ £50k |
| Falstone Avenue, Newark on Trent - Resurfacing | Newark & Sherwood | ≤ £50k |
| Savile Road, Bilsthorpe - Resurfacing | Newark & Sherwood | £50-250k |
| Cockett Lane, Farnsfield - Resurfacing | Newark & Sherwood | ≤ £50k |
| Hawthorn Crescent, Farndon - Resurfacing | Newark & Sherwood | ≤ £50k |
| Butt Lane, East Bridgford - Resurfacing | Rushcliffe | £50-250k |
| Fisher Lane, Bingham - Resurfacing | Rushcliffe | ≤ £50k |
| Marshall  Road, Cropwell Bishop - Resurfacing | Rushcliffe | ≤ £50k |
|  |  |  |
| *Reserve Schemes* |  |  |
| *Desborough Road , Selston  - Resurfacing* | *Ashfield* | *£50-250k* |
| *Station Road, Misterton - Resurfacing* | *Bassetlaw* | *≤ £50k* |
| *Botany Avenue, Mansfield - Resurfacing* | *Mansfield* | *£50-250k* |
| *Highland Close, Mansfield Woodhouse - Resurfacing* | *Mansfield* | *≤ £50k* |
| *Masefield Crescent, Balderton - Resurfacing* | *Newark & Sherwood* | *£50-250k* |
| | **Sub-block allocation** | £750 |

| Drainage | Area | Capital Budget |
|---|---|---|
| A38 Kings Mill, Sutton - Drainage Improvement | Ashfield | ≤ £50k |
| Misc Drainage Repairs - Ashfield | Ashfield | ≤ £50k |
| Brotts Lane, Normanton on Trent - Upsize existing culvert | Bassetlaw | ≤ £50k |
| B6079 Retford Road, Worksop - New Gully/s and Soakaway | Bassetlaw | ≤ £50k |
| The Limes, Beckingham - New soakaway | Bassetlaw | ≤ £50k |
| Misc Drainage Repairs - Bassetlaw | Bassetlaw | ≤ £50k |
| Eastwood Road, Kimberley - New gullys,carrier drain and Aco's | Broxtowe | ≤ £50k |
| Misc Drainage Repairs - Broxtowe | Broxtowe | ≤ £50k |
| Countywide Pumping Station Services - Pump Maintenance/Replacement | Countywide | ≤ £50k |
| Ravenshead Soakaway Replacement - Soakaway Replacement | Gedling | ≤ £50k |
| Misc Drainage Repairs - Gedling | Gedling | ≤ £50k |
| Peafield Lane, Warsop - New Gully/s and Soakaway | Mansfield | ≤ £50k |
| Misc Drainage Repairs - Mansfield | Mansfield | ≤ £50k |
| Mansfield Road, Halam - Drainage improvements | Newark and Sherwood | ≤ £50k |
| The Ropewalk, Southwell - Drainage improvements | Newark and Sherwood | ≤ £50k |
| Field Lane, Blidworth - Drainage improvements | Newark and Sherwood | ≤ £50k |
| Fishpool Road, Blidworth - Drainage improvements | Newark and Sherwood | ≤ £50k |
| Misc Drainage Repairs - Newark | Newark and Sherwood | ≤ £50k |
| C74 Plumtree Road/Bakers Hollow , Cotgrave  - Drainage improvements | Rushcliffe | ≤ £50k |
| Misc Drainage Repairs - Rushcliffe | Rushcliffe | ≤ £50k |
| | **Sub-block allocation** | £500 |

| Flood Risk Management | Area | Capital Budget |
|---|---|---|
| Works programme under development | | |
| | **Sub-block allocation** | £600 |

| Surface Dressing (Page 1) | Area | Capital Budget |
|---|---|---|
| Hamilton Road, Sutton In Ashfield | Ashfield | ≤ £50k |
| A611 Hucknall Bypass, Hucknall (1) | Ashfield | ≤ £50k |
| A611 Hucknall Bypass, Hucknall (2) | Ashfield | ≤ £50k |
| Pleasley Road, Skegby | Ashfield | ≤ £50k |
| Dawgates Lane, Skegby | Ashfield | ≤ £50k |
| Alexandra Street, Sutton | Ashfield | ≤ £50k |
| Lime Avenue, Sutton | Ashfield | ≤ £50k |
| Park Lane, Selston | Ashfield | ≤ £50k |
| Chesterfield Road, Huthwaite | Ashfield | ≤ £50k |
| A611 Derby Road, Kirkby. | Ashfield | £50-250k |
| A638 Great North Road, Barnby Moor | Bassetlaw | £50-250k |
| A638 Great North Road, Torworth | Bassetlaw | ≤ £50k |
| A631 Gainsborough Road, Gringley on the Hill | Bassetlaw | ≤ £50k |
| A631 Flood Road, Beckingham | Bassetlaw | ≤ £50k |
| A57 Whimpton Moor, Darlton | Bassetlaw | £50-250k |
| A638 London Road, Retford | Bassetlaw | ≤ £50k |
| B6079 Retford Road, Worksop | Bassetlaw | ≤ £50k |
| Rydal Drive, Beeston | Broxtowe | ≤ £50k |
| Kendal Drive, Beeston | Broxtowe | ≤ £50k |
| Meadow Road, Beeston Rylands | Broxtowe | ≤ £50k |
| Eskdale Drive, Chilwell | Broxtowe | ≤ £50k |
| Field Lane, Chilwell | Broxtowe | £50-250k |
| Long Lane, Attenborough | Broxtowe | £50-250k |
| Stapleford Road, Trowell | Broxtowe | ≤ £50k |
| Burntstump Hill, Papplewick | Gedling | ≤ £50k |
| Cornwall Road, Arnold | Gedling | ≤ £50k |
| Park Road, Calverton | Gedling | ≤ £50k |
| Dawgates Lane, Mansfield | Mansfield | ≤ £50k |
| Baxter Hill, Mansfield | Mansfield | ≤ £50k |
| Leeming Lane North, Mansfield Woodhouse | Mansfield | ≤ £50k |
| Leeming Lane South, Mansfield Woodhouse | Mansfield | ≤ £50k |
| Abbott Road, Mansfield | Mansfield | ≤ £50k |
| New Mill Lane, Mansfield Woodhouse | Mansfield | ≤ £50k |
| Sheepbridge Lane, Mansfield | Mansfield | ≤ £50k |
| High Oakham Hill, Mansfield | Mansfield | ≤ £50k |
| High Street, Pleasley | Mansfield | ≤ £50k |
| Crow Hill, Pleasley | Mansfield | ≤ £50k |
| Mansfield Road, Mansfield Woodhouse | Mansfield | ≤ £50k |
| A1133 Gainsborough Road, Spalford | Newark & Sherwood | £50-250k |
| A6075  Mansfield Road, Edwinstowe | Newark & Sherwood | £50-250k |

| Surface Dressing (Page 2) | Area | Capital Budget |
|---|---|---|
| A612 Main Road, nr Averham | Newark & Sherwood | ≤ £50k |
| A614 Old Rufford Road, Edwinstowe | Newark & Sherwood | £50-250k |
| A616 Little Carlton, South Muskham | Newark & Sherwood | £50-250k |
| A617 Centenary Avenue, Rainworth | Newark & Sherwood | £50-250k |
| C14 Ollerton Road, Kelham | Newark & Sherwood | ≤ £50k |
| Bulham Lane, Sutton on Trent | Newark & Sherwood | ≤ £50k |
| A60  Costock - Bunny Hill, Costock | Rushcliffe | ≤ £50k |
| A606 Upper Broughton | Rushcliffe | ≤ £50k |
| C26 West Leake Road East Leake | Rushcliffe | £50-250k |
| Church Street Shelford | Rushcliffe | ≤ £50k |
| Welbeck Road Radcliffe on Trent | Rushcliffe | ≤ £50k |
| West Street Shelford | Rushcliffe | ≤ £50k |
| | **Sub-block allocation** | £2,500 |

| Street lighting replacement/upgrades | Area | Capital Budget |
|---|---|---|
| Works programme under development | | |
| | **Sub-block allocation** | £1,000 |

| Salix Grant | Area | Capital Budget |
|---|---|---|
| Works programme under development | | |
| | **Sub-block allocation** | £534 |

| Traffic signal renewal | Area | Capital Budget |
|---|---|---|
| Works programme under development | | |
| | **Sub-block allocation** | £300 |

| Safety fencing | Area | Capital Budget |
|---|---|---|
| Countywide Structural Testing of Safety Fencing | Countywide | £50-250k |
| West Burton Power station | Bassetlaw | £50-250k |
| A610 Ikea island, Giltbrook | Broxtowe | ≤ £50k |
| Town Street, Bramcote | Broxtowe | ≤ £50k |
| A614 Rainworth by pass, Rainworth | Newark & Sherwood | ≤ £50k |
| B6048 Hodsock Lane/Plantation Lane, Carlton in Lindrick | Bassetlaw | ≤ £50k |
|  |  |  |
| *Reserve Schemes* |  |  |
| *Mattersey Road, Mattersey* | *Bassetlaw* | *£50-250k* |
| *High Street, Walkeringham* | *Bassetlaw* | *£50-250k* |
| *Retford Road, Stokeham* | *Bassetlaw* | *£50-250k* |
| *Chesterfield Road, Huthwaite* | *Ashfield* | *£50-250k* |
| *A1133, North Clifton* | *Newark & Sherwood* | *£50-250k* |
| *Station Road , Lowdham* | *Newark & Sherwood* | *≤ £50k* |
| *A617 Springfield bends, Newark* | *Newark & Sherwood* | *£50-250k* |
| *A617 Kelham Bridge, Kelham* | *Newark & Sherwood* | *£50-250k* |
|  | **Sub-block allocation** | £270 |

**Nottinghamshire County Council**

## REPORT OF SERVICE DIRECTOR HIGHWAYS

## DRAFT INTEGRATED PASSENGER TRANSPORT STRATEGY

## Purpose of the Report

1.  The purpose of this report is to seek Committee approval for the draft Integrated Passenger Transport Strategy and to undertake consultation on the draft Strategy.

## Information and Advice

2.  The Nottinghamshire Local Transport Plan (LTP) sets out the County Council's overarching transport strategy for the county and is supported by a number of more detailed strategies detailing how the LTP will be delivered. The LTP committed to developing a number of more detailed strategies which either did not exist or had expired.

3.  Increasing financial constraint/reducing budgets have also brought forward an essential need for the County Council to develop clear strategies for its future passenger transport priorities. It was therefore determined to develop an Integrated Passenger Transport Strategy (IPTS) for the county which details how the County Council aims to deliver passenger transport improvements in Nottinghamshire. The IPTS has therefore been developed to complement the LTP in the delivery of local and national objectives. The IPTS sets out how the County Council, working with operators and other stakeholders, aim to make passenger transport improvements that will deliver the LTP's goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy.

4.  The draft IPTS, which is attached as Appendix 1, encompasses all forms of passenger transport (air, bus, coach, rail, taxi and tram) and sets out how the County Council will work with operators, stakeholders and the public to deliver a passenger transport system that:
    i.   has good local, regional and national network coverage; operating periods and service frequency that meet users' needs; and fully accessible vehicles and waiting facilities
    ii.  is affordable so that costs are competitive with the use of the private car and don't stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing
    iii. is understood by everyone and easy to use so that people know about services and how to use them by providing clear information in a variety of media; and in partnership with operators, through effective marketing of passenger transport

iv.    is high quality through reliable, punctual services that don't take too long and don't require too many changes; as well as high quality infrastructure that is fully accessible, modern, clean (both in appearance and emissions), quiet, safe and informative; and high quality customer service provision by drivers and other staff.

5. In addition to identifying the existing passenger transport conditions (and likely future challenges) the Strategy details how the County Council will try and deliver improvements in each of the four areas above. The improvements detailed within the IPTS have been developed taking into consideration a number of factors including:

- Evidence of need in the county gathered through a variety of means (e.g. information from operators, the public, neighbouring authorities, as well as that collected by the County Council)
- The results of surveys undertaken (e.g. as part of the development of the LTP, the annual National Highways & Transport Survey, as well as other consultation exercises)
- National, regional and local best practice.

6. The development of the IPTS has considered neighbouring transport authorities' passenger transport strategies to help ensure a consistent service across administrative boundaries for customers. It will also be essential that there is a high level of co-operation with neighbouring authorities both on the further development of the IPTS and its delivery.

7. The next phase of the development of the IPTS is to undertake consultation on the draft document with County Council members, operators, neighbouring transport authorities, stakeholders, other interested groups and the public, to enable the completion of the Strategy by the end of March 2015. A summary document of the IPTS has been produced to assist in the consultation (and is included as the executive summary of the IPTS in the attached appendix).

8. It is intended that the IPTS will be supported by a number of operational documents that will expand on the implementation of the Strategy, such as the Strategic Passenger Transport Framework used to assess supported services (which is on this Committee Agenda); and individual implementation plans on integrated ticketing (which was approved at Committee on 11 September 2014) and infrastructure delivery (which will be submitted to a future Transport & Highways Committee for information and approval). It is intended that the consultation on the Integrated Passenger Transport Strategy and the implementation documents will be consulted upon at the same time.

**Other Options Considered**

9. Other options considered are set out within this report.

## Conclusions

10. Following approval of the draft IPTS, consultation will be undertaken and work will continue to ensure that the Strategy is completed by the end of March 2015.

## Statutory and Policy Implications

11. 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.

## RECOMMENDATIONS

It is recommended that Committee:
a. approve the draft IPTS
b. approve consultation on the proposed document.

**Andrew Warrington**
**Service Director Highways**

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

**Constitutional Comments (SG 22/09/2014)**

12. The proposals in this report fall within the remit of this Transport and Highways Committee. The Committee has responsibility for the development of integrated transport systems and provision of passenger transport services.

**Financial Comments (GB 26/09/2014)**

13. There are no immediate financial implications as a result of this report.

**Background Papers**

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010
National Highways & Transport Surveys

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

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**Executive summary**

## Executive Summary

The Integrated Passenger Transport Strategy (IPTS) has been developed to complement Nottinghamshire's wider transport strategy, the Local Transport Plan (LTP), in the delivery of local and national objectives. The IPTS therefore sets out how the County Council, working with operators, aim to make passenger transport (air, bus, coach, rail, taxi and tram) improvements that will deliver the LTP's goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy.

The IPTS sets out Nottinghamshire's passenger transport ambitions, which are to provide a network and services that:

- has **good network coverage**, operating periods, service frequency and fully accessible vehicles and waiting facilities
- is **affordable** so that costs are competitive with the use of the private car and don't stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing
- is **understood by everyone and easy to use** so that people know about services and how to use them by providing clear information in a variety of media; and in partnership with operators, through effective marketing of passenger transport
- is **high quality** that are reliable, punctual, don't take too long and require minimum changes; as well as high quality infrastructure that is fully accessible, modern, clean (both in appearance and emissions), quiet, safe and informative; and high quality customer service provision by drivers and other staff.

Consultations have helped identify seven key objectives that it is considered are essential to delivering the passenger transport ambitions:

1. Maximise efficiency of the networks to improve accessibility and choice
2. Ensure quality of services within available funding
3. Provision of quality infrastructure and interchange facilities within available budgets
4. Reduce the relative cost by improving the ticketing options available and developing integrated ticketing and smartcard technology
5. Provision of quality information and marketing
6. Ensure personal security on routes to waiting facilities, at waiting facilities and on-board services
7. Working in partnership with operators and other stakeholders.

A passenger transport hierarchy has been developed to help determine the services that will be required to deliver the strategic transport ambitions and objectives; and to help prioritise resources:

1. **Strategic services** linking both the different economic centres within the county to each other; as well as linking the county's economic centres to longer distance out of county key economic centres
2. **Local urban services** linking the local urban areas to the county's economic centres (both town centres and business parks)
3. **Link services** which enable people to access the strategic and local urban services particularly for journeys to/from work
4. **Special services** which help people access specific locations (e.g. school buses, works buses, hospital buses, leisure and tourism services, etc.)
5. **Community services** which act as a 'safety net' within specific areas (e.g. community and voluntary transport schemes)
6. **Demand responsive services** e.g. bus, taxi and private hire services that can be called upon as and when required by individuals.

The County Council has a good history of working with passenger transport partners to deliver service and infrastructure improvements that have resulted in patronage increases; and the Council is looking to continue this work.

## Good local, regional and national passenger transport networks

The Council will work with partners, particularly service operators, to make enhancements to the existing passenger transport networks where possible. This will be a mixture of facilitating dialogue, lobbying for service improvements with political and stakeholder representatives, establishing commercial benefits of new service provision, and prioritising non-commercial supported services. The County Council's role in helping to ensure that services are available to everyone will be to work in partnership with operators and other stakeholders to:

- identify business' and public's passenger transport requirements through undertaking research to understand who the existing and potential customers are and what these customers need
- maintain and enhance passenger transport surface access to international passenger transport networks through:
  - working with airports to identify, develop and lobby for passenger and freight routes for business purposes to provide high quality global connections to support existing and open up new business opportunities
  - continuing to work with airports (and partners) to develop their surface access strategies to ensure that passenger transport services and infrastructure are

developed appropriately to meet planned growth
- strengthening links to other airports along existing transport networks, particularly improved journey times and service frequency to Birmingham and Manchester airports by road and rail
- lobbying for service improvements with political and stakeholder representatives
- working with airports and other partners (such as business organisations) to develop a comprehensive Airport Strategy

- ensure good connectivity by passenger transport to national and regional networks through:
  - working with operators and stakeholders to identify and prioritise national and regional route improvements that will enhance business and employment opportunities
  - considering the needs of coach operators in passenger transport interchange improvements
  - inputting into the rail franchise renewal as well as the Network Rail plans to help influence enhancements to services, infrastructure and fare aspirations
  - continuing to be involved in the development of HS2 in order to secure some of the HS2 economic benefits for Nottinghamshire

- review and enhance existing passenger transport services to link people to the county's economic centres (both town centres and business parks) as well as other services through:
  - undertaking area-wide service reviews that consider users' needs alongside a range of passenger transport services
  - effective development control and securing mitigation where necessary
  - effective integration of different forms of passenger transport, as well as between different transport modes

- ensure effective, efficient and economical passenger transport services are provided through:
  - continuing to work with the relevant bodies and partners to try to influence investment decisions to deliver improvements at a local, regional and national level
  - developing a prioritised programme of improvements to address identified weaknesses in passenger transport networks
  - working with operators to synchronise services and timings at interchanges.

## Affordable passenger transport

The Council will work with partners to deliver ticketing improvements by working with operators to provide ticketing arrangements that put the customer first, supporting and encouraging modal shift and more sustainable travel patterns. This will include making ticketing options more flexible and therefore passenger transport more attractive by providing customers with a choice of ticketing media (e.g. paper, smartcards, mobile phones etc.); a range of payment mechanisms; a ticketing structure that is easy to understand; and at a price that is perceived as reasonable. The County Council's role in improving affordability and ticketing will be to work in partnership with operators and other stakeholders to:

- help keep down the relative costs of using passenger transport through:
  - maximising the availability and take up of concessionary fare schemes
  - working with operators to influence the cost, value for money and range of tickets available, including smartcard technology
  - working with operators to maximise the availability and usage of cheaper tickets
  - considering the cost of fares as part of tendered or supported services
  - working with district councils and train operating companies to try and affect the level and cost of car parking provision
  - marketing and promotion to address the misconceptions about costs of passenger transport compared to private car use

- deliver the national concessionary fare scheme through providing an appropriate, easy, effective and efficient method to promote and provide concessionary passes. This includes the periodical review of its existing mechanisms for provision to ensure that they meet customers' needs and consider additional benefits

- assist in the further development of smartcard ticketing through:
  - ensuring that all new rail franchises include smart ticketing arrangements and considering the specification of smart ticketing requirements for tendered contract services
  - leading the development of local integrated ticketing products such as pre-pay and e-money
  - continuing to work with the larger operators on the development of their schemes and facilitating the development of local integrated ticketing products
  - working with smaller operators to help enable them to implement smartcard ticketing

- monitoring the latest ticketing innovations and trialling new schemes where they will potentially offer more convenient ticketing solutions
- assist in the introduction of seamless integrated ticketing within the county but also across administrative boundaries with neighbouring authorities through:
  - continuing to work with operators and stakeholders to further develop and enhance existing integrated ticketing schemes and to help ensure that they are inter-operable with local rail and bus services
  - working with service providers and neighbouring authorities to implement integrated ticketing schemes that are inter-operable between neighbouring authorities, different operators and different modes
  - investigation of the potential wider integration of passenger transport smartcards with other transport services, as well as other Council services
- make it easier for people to buy tickets through:
  - ensuring that ticketing structures are as simple as possible and are marketed effectively
  - making purchasing tickets more convenient and maximising the amount of pre-boarding tickets (e.g. via the internet, retail outlets and self-service ticket machines) so that the number of on-board purchases have the minimum impact on journey times and reliability
  - working with businesses, developers and other organisations to facilitate the discounted bulk purchase of tickets to pass on to employees and residents.

## Passenger transport that is understood by everyone and easy to use

The County Council will continue to review its mechanisms for public transport information provision to ensure its effectiveness in delivering the LTP objectives; and in the light of new opportunities and/or technology. The County Council's role in helping make passenger transport easy to understand and use will be to work in partnership with operators to:

- promote and market passenger transport services through targeted campaigns
- enable people to use passenger transport through education (such as independent travel training and travel planning advice) and infrastructure provision
- advise people on how to make journeys and the range of tickets and fares available on such journeys through providing seamless on-line/electronic journey planning, at-stop

and web-based timetable and ticketing information and real-time information at key locations
- provide free, comprehensive, accurate, reliable information on services which is available at all stages of the journey and in a variety of media
- assist in the introduction of seamless integrated ticketing within the county but also across administrative boundaries with neighbouring authorities
- make it easier for people to buy the most appropriate tickets.

## High quality passenger transport

The County Council will work in partnership with stakeholders and service operators to provide targeted infrastructure improvements that make it easy for people to access passenger transport by all transport modes, make it easy for people to know where and when they can access services, and make passenger transport options more attractive to existing and potential users. The County Council will seek to implement improvements to passenger transport infrastructure within the available funding to add value to operating companies' investment and to complement the tendered bus network. The County Council will consider the further use of mechanisms provided by the Local Transport Act 2008 when appropriate to deliver better quality bus services in the county. The County Council's role in helping to provide high quality passenger transport services will be to work in partnership with operators and other stakeholders to:

- provide punctual, reliable services and minimise disruption on the networks through:
  - close liaison with rail industry bodies, in particular Network Rail and the train operating companies, to secure the best possible operational performance, and to bring about feasible improvements
  - working with operators to gather better, more accurate information on service delay hotspots and delivering improvements where necessary within available funding
  - reviewing procedures and protocols in the co-ordination of planned and unplanned activities/incidents on the highway/rail networks to minimise disruption
  - utilisation of civil parking enforcement arrangements to help support the delivery of passenger transport objectives
- ensure minimum customer service standards through:
  - providing appropriate training for drivers, conductors and other staff
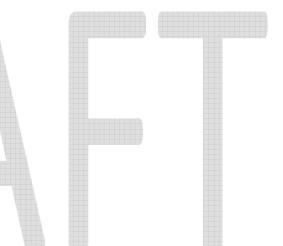  - investigating the establishment of a countywide Taxi Quality Partnership

- maintain and enhance passenger transport infrastructure (operators' fleets, waiting facilities and interchange/stations as well as passenger transport priority) within available funding through:
  - gathering evidence to identify where issues (accessibility, capacity, delay, electrification/low emission, fleet quality, integration etc.) occur on the networks
  - developing programmes to deliver targeted passenger transport improvements within available funding
  - lobbying for infrastructure investment with appropriate organisations
  - bidding for appropriate funding as and when opportunities arise
- deliver safe and secure services through:
  - working in partnership with operators and other stakeholders to develop public awareness initiatives across the county to overcome incorrect perceptions about passenger transport safety
  - working with the police and other agencies to address recognised anti-social behaviour
  - provision of CCTV and lighting at major bus stations and interchange points where it is identified there is a real need and funding allows.

## Resources

Given limited and constrained funding levels it is important to continue to ensure that the County Council gets value from its investment in passenger transport. Assessment and appraisal of the passenger transport measures delivered will continue to be undertaken throughout the lifetime of this strategy to ensure that the Council gets value from its investment. This will include regular review of the types of measures delivered, the Strategic Passenger Transport Framework used to assess supported services, and the levels of funding allocated to passenger transport based on their value for money and delivery of strategic goals and objectives.

The County Council will also continue to pursue external funding (including developer contributions) for all forms of passenger transport improvements where they are required.

The County Council will investigate the potential for joint procurement where it will not compromise the service quality offered to customers but will deliver value for money and efficiency savings. This will include the ongoing investigation into best practice in the procurement of integrated transport services to fulfil a range of service purposes for a range of clients within one service contract.

# 1. The strategic context

Passenger transport is just one of the vital elements of Nottinghamshire's wider transport strategy, the Local Transport Plan (LTP). The LTP aims to address the issues and needs that have been identified and predicted for the future. These have been identified through the various national, regional and local strategies for transport, as well as those that transport impacts upon. Locally, the County Council's Sustainable Community Strategy and Strategic Plan as well as district council's local plans played significant roles in developing Nottinghamshire's transport vision.

## 1.1 Nottinghamshire's strategic transport goals

The strategic transport goals for the county were developed locally through consultation with the public, County Council elected members, and other stakeholders. The LTP has three main goals as shown in figure 1 below which support one another to deliver the required transport improvements in the county. Supporting economic growth was identified as the highest transport priority throughout the county; but at the same time we aim to tackle climate change, improve health, quality of life, and safety, as well as promote greater equality of opportunity.



Figure 1: Nottinghamshire's strategic transport goals

## 1.2 Nottinghamshire's transport objectives

Consultation with the public, County Council elected members and other stakeholders also identified 12 local transport challenges to delivering the strategic goals. Addressing these transport challenges will play a major role in delivering transport improvements and the strategic goals in Nottinghamshire. The locally identified challenges have therefore become the transport objectives that we want to achieve

during the lifetime of the LTP and they are detailed in table 1 below.

Table 1: Nottinghamshire's strategic transport objectives

| Objectives related to **supporting economic growth** |
| --- |
| 1. Tackle congestion and make journey times more reliable |
| 2. Improve connectivity to inter-urban, regional and international networks, primarily by public transport |
| 3. Address the transport impacts of planned housing and employment growth |
| 4. Encourage people to walk, cycle and use public transport through promotion and provision of facilities |
| 5. Support regeneration |
| Objectives related to helping **protect the environment** |
| 6. Reduce transport's impact on the environment (air quality, buildings, landscape, noise etc.) |
| 7. Adapt to climate change and the development of a low-carbon transport system |
| Objectives related to **improving health and safety** |
| 8. Improve levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys |
| 9. Address and improve personal safety (and the perceptions of safety) when walking, cycling or using public transport |
| Objectives related to **improving accessibility** |
| 10. Improve access to employment and other key services particularly from rural areas |
| 11. Provision of an affordable, reliable, and convenient public transport network |
| Objectives related to **maintaining and improving existing infrastructure** |
| 12. Maintain the existing transport infrastructure (roads, footways, public transport services etc.) |

Passenger transport plays a key role, to varying degrees, in the delivery of ten of the transport objectives. It has a key role in delivering the economic and accessibility transport objectives, primarily through delivering behavioural change to tackle congestion and improving access to jobs and other key services by providing a realistic, attractive alternative to car use for both short and longer journeys, particularly during peak times. However, it could have a negative impact on objectives 6 and 8 relating to transport's impact on the environment and health. This is due to the pollutants emitted from passenger transport vehicles especially in air quality management areas in Nottinghamshire which are largely caused by diesel polluting vehicles such as HGVs, private cars/vans and buses. Passenger transport also has a negative impact on objective 12 as maintenance costs increase in line with investment in passenger transport infrastructure and services.

This strategy therefore sets out what we will do to maximise the positive impacts and minimise the negative impacts that passenger transport will

have on delivering Nottinghamshire's transport objectives.

## 1.3 Nottinghamshire's passenger transport ambitions

The Nottinghamshire passenger transport ambitions were formed to deliver the national strategy and guidance (such as the 'Door to Door Strategy', and 'Building Better Bus Services: Multi-Operator Ticketing'), deliver local strategy and ambitions, from the responses to the LTP consultation, alongside the results of ongoing annual consultation. The consultation has highlighted several issues that are important to people in relation to passenger transport and has resulted in four key themes as shown in figure 2 below.



Figure 2: Nottinghamshire's passenger transport ambitions

The passenger transport ambitions are to provide a passenger transport network and services that:

- has **good local, regional and network coverage**, operating periods, service frequency and fully accessible vehicles and waiting facilities
- is **affordable** so that costs are competitive with the use of the private car and don't stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing
- is **understood by everyone and easy to use** so that people know about services and how to use them by providing clear information in a variety of media; and in partnership with operators, through effective marketing of passenger transport
- is **high quality** that are reliable, punctual, don't take too long and require minimum changes; as well as high quality infrastructure that is fully accessible, modern, clean (both in appearance and emissions), quiet, safe and informative; and high quality customer service provision by drivers and other staff.

## 1.4 Nottinghamshire's passenger transport objectives

Consultations undertaken as part of the development of the LTP identified a number of issues that have helped develop seven key objectives that it is considered are essential to delivering the passenger transport ambitions:

1. Maximise efficiency of the networks to improve accessibility and choice
2. Ensure quality of services within available funding
3. Provision of quality infrastructure and interchange facilities within available funding
4. Reduce the relative cost by improving the ticketing options available and developing integrated ticketing and smartcard technology
5. Provision of quality information and marketing
6. Ensure personal security on routes to waiting facilities, at waiting facilities and on-board services
7. Working in partnership with operators and other stakeholders.

### 1.4.1 Passenger transport service hierarchy

A passenger transport hierarchy has been developed to help determine the services that will be required to deliver the strategic transport ambitions and objectives; and to help prioritise resources:

1. Strategic services – linking both the different economic centres within the county to each other; as well as linking the county's economic centres to longer distance out of county key economic centres. These will predominantly be commercial services (although some may be eligible for small amounts of financial support) and will be at least hourly services
2. Local urban services – linking the local urban areas to the county's economic centres (both town centres and business parks). Again these will predominantly be commercial services (although some may be eligible for financial support) and will be at least hourly services
3. Link services – services which enable people to access the strategic and local urban services particularly for journeys to/from work
4. Special services – services which help people access specific locations (e.g. school buses, works buses, hospital buses, leisure and tourism services, etc.)
5. Community services – services which act as a 'safety net' within specific areas (e.g. community and voluntary transport schemes)
6. Demand responsive bus, taxi and private hire – services that can be called upon as and when required by individuals.

## 2 Existing conditions – future opportunities and challenges

Identifying the existing transport conditions and the challenges that may be faced in the future (such as the transport impacts of new housing that will be required) has played an important role in developing how to make passenger transport improvements in the future. The previous chapter identified the transport goals and objectives for Nottinghamshire. This chapter summarises the evidence base that has been gathered to help inform the integrated passenger transport strategy and the actions to deliver the strategy. The full transport evidence base is available to view on the County Council's website at www.nottinghamshire.gov.uk/ltp3.

### 2.1 Resources and expenditure

Whilst the second Local Transport Plans (LTP2) provided funding for a broad range of transport improvements, significant investment was made in passenger transport during its five year duration (2005/6-2010/11). This level of investment has continued in the period 2011/12-2013/14 during which approximately 23% of the total expenditure on integrated transport measures was spent on measures which improved the passenger transport experience.

To help ensure that people can access jobs, training and other essential services during 2011/12-2013/14 the Council also invested over £29m per year of revenue funding in supported bus services, community transport, home to school transport and special needs passenger transport services and concessionary fares.

### 2.2 Recent achievements and performance

The two most visible outcomes from the investment in passenger transport is the increased number of passenger transport users and the new infrastructure that can be seen across Nottinghamshire. The Council worked in partnership with bus and rail operators as well as Network Rail to identify, lobby for and deliver various service and infrastructure enhancements. These locations were then prioritised for improvements and **during the LTP2 period Nottinghamshire saw:**

- **Bus and rail patronage increases**. The rate of patronage growth on both buses and rail in Nottinghamshire exceeded levels of national patronage growth. Between 2005/6 and 2010/11 bus patronage in the county increased by over 4% whilst patronage decreased nationally outside London; and during the period 2000/01 – 2012/13 rail patronage in Nottinghamshire increased by 47% compared to 60% nationally outside

London. Rail patronage continues to grow, and after two years of decreases bus patronage in the county has also increased in the last two reported years.

- **Infrastructure improvements**, including:
- new bus stations at Retford and Newark on Trent and refurbishment of Sutton bus station. This investment has continued beyond the LTP2 period with the completion of a new passenger transport interchange in Mansfield which opened in March 2013; and a new bus station is under construction in Worksop
- the County and City councils have worked in partnership to secure funding for the major redevelopment of the Nottingham rail station; the development work is currently underway and is due to be completed in winter 2014
- Upgrades to 'at-stop' waiting facilities, including raised kerbs to support the introduction of accessible buses, new shelters, flag poles and real-time information
- Rail rolling stock improvements on all key routes
- The introduction of smartcard ticketing
- The introduction of on-board cameras and improved lighting at bus stops to help address fear of safety concerns
- New buses serving key corridors funded by operators
- **Service improvements**, including:
- the County Council supporting tendered services on routes that are not provided commercially (to help ensure people can access jobs and services)
- improved reliability through the identification of congestion hotspot schemes and the delivery of traffic management measures such as bus priority at traffic signals and bus clearways
- Bus service enhancements and these enhancements have continued with recent improvements such as new vehicles on the Mansfield Miller service; and new vehicles and increased service frequency on the One, the 3s, the Pronto, and the Greens services
- Congestion management schemes along strategic routes in the county to reduce journey times and improve reliability for all road users
- Rail service enhancements, such as a new direct services to Leeds; a new Sunday service and later evening services on the Robin Hood Line; and additional services calling at local stations (e.g. Collingham)
- Improved rail journey times on services such as those to London, Birmingham and Lincoln; as well as the Robin Hood Line
- Increased levels of satisfaction. Surveys demonstrate that people feel that bus and rail services in the county are improving. In 2012/13 70% of bus users were satisfied with services one of the highest satisfaction rates

amongst English counties); and in 2013 87% of East Midlands Trains users were satisfied with services.

All improvement schemes are evaluated for their effectiveness and value for money; and these evaluations are used to develop the future programmes of work.

## 2.3 Passenger transport networks

Nottinghamshire has an extensive passenger transport network made up of commercial and County Council supported services.

### 2.3.1 Buses

Buses are the major provider of passenger transport across the county. The most recent survey of public satisfaction with local bus services (2013) found that 70% of people in Nottinghamshire are satisfied with their local bus services, the highest rate of all the shire counties. Access to bus services is good across most of the county, although there are fewer services in some of the more rural parts of the county, especially in the evenings and on Sundays. To supplement the commercial bus network, the County Council currently spends £4.2m revenue funding to provide additional services. Without the County Council providing support through supporting services, many households would find it difficult to access services.

Maintaining the existing levels of bus services in the county will be a major challenge. The reduced levels of Central Government funding available to the County Council will undoubtedly impact on the amounts of funding the Council has available to support bus services. Reductions in funding may result in some communities facing a reduced level of service or potentially no services at all. In some areas there may also be an increase in the distance to the nearest bus stop with a suitable frequency.

A new network was introduced in August 2014 following extensive consultation which resulted in reduced frequencies and more connecting services.

### 2.3.2 Coach

In addition to the many coach hire companies providing day trips and holidays from all over the county to numerous destinations, parts of Nottinghamshire are well served by regular scheduled long-distance coach services, with other parts of the county less so. The regular services provide connections to airports, most major cities in the country, as well as into Europe.

Such services are affected by traffic volumes and congestion on both the national strategic networks as well as local road networks along their routes.

### 2.3.3 Community transport

Community minibus and social car schemes play a key role in providing transport to help older people, people with mobility difficulties, or those without access to conventional public transport to access key services and destinations. There are, however, shortfalls in the services available, particularly in parts of Broxtowe, Gedling and Rushcliffe districts.

The 2013 National Highways & Transport Survey indicates that 54% of Nottinghamshire respondents were satisfied with the availability of community transport (lower than the average of county councils).

### 2.3.4 Light rail

The light rail system, Nottingham Express Transit Line 1, provides services between the city centre and the northern local centre of Hucknall. Line 1 is extensively within the city but serves two stops in the county, and provides opportunities to access employment areas along its route. These opportunities will be enhanced with the opening of the two lines under construction which will serve the areas south (to Clifton) and west (to Beeston) of the city. On completion of NET phase 2 it will be important to identify potential strategic extensions to NET should funding become available to add to the network.

### 2.3.5 Rail

Rail services provide important connections both within the county and between Nottinghamshire and elsewhere. The coverage of the rail network is relatively good.

Several improvements to the rail network and services are already planned, including:
- improvements to the Midland Mainline to improve journey times between London and Leeds, and
- electrification of the Midland Mainline.

Relatively slow journey times and frequency of services along several routes make services less attractive than they could be and include services:
- from Nottingham to London, Sheffield and Leeds
- from Nottingham to Newark and Lincoln
- from Newark and Retford to London
- from Nottingham to Grantham and Skegness, and
- between Lincoln, Retford, Worksop and Sheffield.

Time savings from higher journey speeds could also allow for selected stations to get improved frequency of services along some of the above routes.

The historical under investment in the Midland Mainline routes has caused significant challenges to the delivery of improved journey times and frequency.

Whilst there is currently limited information on passenger load factors, the information available identifies overcrowding:
- on peak services between London, Nottingham and Leicester
- on peak services between Nottingham and Birmingham via Derby, and
- all day on the Norwich to Liverpool service on the section between Nottingham and Liverpool.

### 2.3.6 Taxis and private hire vehicles
There are currently xxxx licenced hackney carriages (taxis) and yyyy private hire vehicles available in the county. These range from aaaa in xxxxx to bbbb in yyyyy. *Awaiting figures from district councils*

The 2013 National Highways & Transport Survey indicates that 72% of Nottinghamshire respondents were satisfied with the availability of taxis or minicabs.

## 2.4 Punctuality of services
At the end of 2013, 84% of buses were recorded as being on time; and waiting times for buses along frequent service routes are, on average, within a minute of their scheduled arrival time.

Locations where buses have frequent delays because of highway conditions (such as queuing traffic or parked cars) are identified in partnership with operators. Work has been undertaken to improve conditions at many locations but there are still a number of sites across the county that have not yet been investigated to determine the reality of the problem, the length of delay or the feasibility of a solution.

The percentage of trains arriving within 10 minutes of their scheduled arrival time is 91.4% for East Midlands Trains, but only 85.7% for East Coast services. East Midlands Trains (EMT) has significantly improved punctuality since taking over the franchise in November 2007, EMT has improved the local services from being the worst performing regional operator to being the third best (out of 10). Punctuality on the East Coast Main Line has also improved, albeit from a much lower starting point.

## 2.5 Passenger transport infrastructure
A survey of commercial bus operators undertaken in 2013 found that:
- 72% of respondents' vehicles are aged under 10 years

- 83% of respondents' vehicles have Euro 3 engine type or better (Euro 3 – 36%; Euro 4 - 13%; Euro 5 - 34%)
- 83% of respondents' vehicles are fully accessible.

There are currently two transport related air quality management areas on the County Council's managed highway network. Whilst the major operators continue to invest in upgrading their fleets a major factor in the poor levels of air quality at the two locations above is the level of high polluting diesel vehicles (HGVs and buses) travelling through the locations.

There are approximately 6km of bus lanes; and more than 60 traffic signals with bus priority along strategic bus routes in the county. Such measures help to ensure the punctuality of buses and consistency of their journey times to make the services more attractive to the public. 'Real time' information at bus stops (telling you the actual length of time until the next bus arrives rather than timetable information) has been introduced along xxxx of yyyy key bus corridors. Several of Nottinghamshire's neighbours have different 'real time' systems, which are not necessarily compatible with each other. The County Council will therefore need to ensure that any 'real time' infrastructure introduced in the county is compatible with all of the relevant cross-boundary bus services.

Each of the train operators has refurbished or upgraded its rolling stock during the lifetime of the second LTP. If, however, rail patronage continues to grow at its current rate over-crowding (as seen in South East) may also occur if rolling stock is not increased in line with patronage growth.

## 2.6 Ticketing and concessionary fares
A range of ticket types are available in the county, including daily, weekly, monthly, three and six monthly, as well as annual tickets. Four of the 32 bus operators running registered services in the county currently offer smartcards although these are not wholly transferable across operators or on trains. Stagecoach is, however, trialling a smartcard that is operable on all of its buses and trains.

Seamless smartcard ticketing across different operators and modes (bus and rail) is critical to delivering a first class public transport system.

Approximately 90% of those eligible to a concessionary pass due to age have taken up the pass, equating to over 164,000 passes. In addition to this there are approximately 10,000 passes issued to people on the grounds of

disability (and of these over 3,000 also have companions travel facility added).

## 2.7    Surface access to airports

Whilst there are no airports within Nottinghamshire there are two airports close to the county – East Midlands Airport located close to the south of the county; and Robin Hood Airport located close to the north of the county. Both of the airports have frequent bus services to them from the county; and patronage of the services to both airports has grown massively since they commenced.

## 2.8    Traffic movements – where people want to travel

The county has several market towns and different employment centres which has significant transport implications on how people access jobs and training opportunities by passenger transport.

### 2.8.1    Travel to work areas

There are four travel to work areas in the county as determined by 2001 Census commuting patterns (2011 Census travel to work areas will not be published until 2015):

- the Nottingham travel to work area which, encompasses Nottingham City, Broxtowe and Rushcliffe districts, the majority of Gedling district, as well as parts of Ashfield and Newark & Sherwood districts. It also includes parts of eastern Derbyshire and northern Leicestershire
- the Mansfield travel to work area which includes Mansfield district, the majority of Ashfield and Newark & Sherwood districts, as well as the south western tip of Bassetlaw and the north of Gedling district. It also includes parts of eastern Derbyshire
- the Worksop and Retford travel to work area which encompasses most of Bassetlaw (excluding the north eastern and south western tips of the district) as well as part of Derbyshire, and
- the eastern part of Newark & Sherwood as well as the north eastern tip of Bassetlaw are part of the Lincoln travel to work area.

### 2.8.2    Interaction between districts

In terms of employment most people travel between districts or further afield for employment. 2011 Census data shows that all of the districts in the county have seen an increase in the average distance commuted to work. More detailed analysis of this information is not currently available but in 2001 Census data showed that in the south of the county the main employment attractor is the city of Nottingham. Bassetlaw is the most self-sufficient of all of the districts with over 70% of its residents working within the

district. Similarly, almost 70% of Mansfield residents work in either Mansfield or neighbouring Ashfield.

### 2.8.3    Interaction with neighbouring authorities

Nottinghamshire has important economic and employment, as well as leisure links, to other areas in the region and beyond. The largest numbers of work journeys made across Nottinghamshire's administrative boundary are from workers travelling from the county (particularly the south of the county) into the city of Nottingham. There are also significant flows of workers travelling to or from Derbyshire in the west of the county. The majority of these movements are people travelling between Derbyshire and its neighbouring Nottinghamshire districts of Ashfield, Bassetlaw, Broxtowe and Mansfield for work.

Movement of workers across neighbouring authorities' boundaries is also evident (although to a much lesser degree) in the south of the county between Leicester/Leicestershire and the districts of Broxtowe and Rushcliffe; in the north of the county between Bassetlaw district and South Yorkshire; and in the east of the county between Lincoln/Lincolnshire and Newark & Sherwood district. With the exception of Leicestershire, the numbers of workers travelling into the county from each of the areas is similar to the numbers of workers travelling out of the county into each of the areas.

In 2001, most of the county's workforce worked in the county (including the city of Nottingham); with only 16% of the county's workforce travelling elsewhere for work, ranging from 22% in Bassetlaw and Broxtowe districts to only 8% in Gedling. In the north of the county, Bassetlaw district forms part of the Sheffield City Region. In 2001, however, only 12% of the Bassetlaw workers travelled to South Yorkshire for work.

### 2.8.4    How workers are travelling to work

The most recent Census data (2001) for actual distances travelled to work shows that car use was by far the most popular form of transport. 43% of work journeys were under 5km (or 3.1 miles), and 60% were under 10km (or 6.2 miles), yet 64% of people drove to work. The 2011 Census data shows that the average distance to work increased on average by 2km amongst Nottinghamshire residents.

The 2011 Census reports that 9.67% of commuters in Nottinghamshire travelled to work by passenger transport – 7.56% by bus; 0.58% by light rail; 0.32% by taxi; 1.21% by train. There were, however, large numbers of people travelling to work from some of the more urban districts by

car which all have good passenger transport networks and services. There is therefore significant scope to increase patronage on passenger transport.

## 2.9 Environmental factors

Road transport accounts for a high proportion (34% in 2012) of total $CO_2$ emissions in the county. Increasing passenger transport patronage and reducing car use could play a vital role in reducing $CO_2$ emissions in Nottinghamshire.

Noise from transport networks can affect large numbers of people. Once again reducing the volumes of vehicles through increasing passenger transport patronage has a role to play in reducing noise from traffic.

## 2.10 Other significant challenges

There are a number of other challenges that have been considered when developing this strategy, including:

- **Peak oil production** in the near future and the resultant increased costs of transport. It will therefore be important to investigate alternative fuel sources for passenger transport, as well as promoting and providing alternatives to the private car
- **Economic factors** such as the Worldwide economic recession has resulted in higher unemployment, possibly resulting in people having to travel further for employment opportunities. It is therefore important that people are able to access alternative employment and training opportunities by passenger transport
- **Reductions in revenue and capital public sector funding** provided by Central Government which are predicted to continue to be restrained in the future. In addition, changes to the way the funding is allocated may impact on the funding available for passenger transport improvements. Pressures on these budgets impacts on the ability to provide revenue support for services and make capital infrastructure improvements
- **Deprivation, employment and skills levels** as there are considerable variations in the deprivation levels across the county. Deprivation levels are highest in the urban parts of northwest Nottinghamshire (particularly Ashfield, Mansfield and Worksop) and employment rates and qualification levels correlates closely with this. It is therefore vital that people in these areas can access both employment and training opportunities by passenger transport
- **Population increases** between 2008 and 2026 are expected to increase at a rate higher than the national average in each district except Bassetlaw and Mansfield. Growing

numbers of people are choosing to live in the rural or semi-rural areas of the county which has implications on how people choose to travel to access key services
- **Housing** development required to accommodate the population increases will have an impact on passenger transport services
- **Ageing population** as when people get older, independent travel often becomes more difficult and if public transport is not available or accessible this can present problems of isolation, particularly in rural areas where the largest increases of older people are expected in Nottinghamshire
- **Health and disability** as each district in Nottinghamshire (except Rushcliffe) has above average proportion of residents with a limiting long-term illness; as well as some districts with higher than average proportion of 'disabled' people. Disabled people are often more reliant on passenger transport services and therefore it is essential that services are accessible so they can continue to lead independent lives.

## 3. Good local, regional and national passenger transport networks

The main focus in the availability of passenger transport services is to ensure that the networks provide effective links to business and employment now and in the future; that they support regeneration activity; and enhance social inclusion. The County Council will therefore need to ensure that the networks available also consider planned development.

The County Council's role in helping to ensure that services are available to everyone will be to work in partnership with operators to:
- identify business and public passenger transport requirements
- maintain and enhance passenger transport surface access to international passenger transport networks
- ensure good connectivity by passenger transport to national and regional networks
- review and enhance existing passenger transport services to link people to the county's economic centres (both town centres and business parks) as well as other services; and
- ensure effective, efficient and economical passenger transport services are provided.

Good connectivity is essential for a thriving economy and to stimulate economic growth. It allows for the efficient use of resources and expands companies' business market reach both

in terms of product/service distribution and being able to attract the appropriate workforce.

Passenger transport plays a key role in providing more sustainable options to get employees without access to a car to work. It can also provide a real alternative to making journeys by car thereby reducing congestion and delay and the impacts this has on local business. Similarly, it can provide an alternative to car use on business trips Connectivity is therefore a key feature in enhancing local business efficiency and productivity, as well as providing people with more job opportunities.

## 3.1 Identifying passenger transport requirements

The key to the success of the passenger transport network in Nottinghamshire is its ability to meet the needs of the customer (the public, businesses and service providers). There is no simple 'one size fits all' solution to passenger transport services.

**The Council will identify passenger transport requirements to help deliver efficient, necessary, value for money services** through:

- undertaking research to understand who the existing customers are; who our potential customers are; and what these customers need
- working with businesses, the public and stakeholders to find out what passenger transport services they need. The focus of the services provided will then be targeted towards meeting those needs
- continuing to work with the relevant bodies, stakeholders, operators, government and partners to try to influence investment decisions to deliver infrastructure and service improvements at a local, regional and national level.

## 3.2 Local connectivity

The County Council will provide flexible transport solutions according to local needs which will be made up of a variety of passenger transport provision in each area.

**The Council will look to ensure effective and efficient local connectivity** through:

- undertaking area-wide service reviews that consider users' needs alongside a range of passenger transport services
- effective development control so that any new development is well served by passenger transport
- effective integration of different forms of passenger transport, as well as between different transport modes.

Accessibility planning and mapping has identified that whilst most people can access passenger transport services, accessibility is poorer in some areas (particularly in more rural areas where services are often limited to weekdays or peak times). Effective service planning will help overcome shortfalls in services within available funding.

The measures identified within this strategy will enable the County Council to continue to identify its strategic passenger transport priorities.

### 3.2.1 Area service reviews

The Council will determine the passenger transport network (which must deliver Nottinghamshire's strategic transport goals and objectives within available funding) by undertaking area passenger transport service reviews periodically across the county. The aim of the reviews will be to ensure that services continue to be delivered in the most efficient and effective manner, delivering value for money whilst ensuring that local needs are met and quality is not compromised. The area service reviews will seek to:

- deliver Nottinghamshire's strategic and transport objectives
- identify scalable best practice service provision that can be applied in similar areas in the county
- determine customised locally supported solutions which deliver local needs within available funding
- improve integration of service provision throughout the county
- develop strong partnership working arrangements in the delivery of services, ensuring their future financial availability
- reduce costs to the County Council, and
- maximise the use of County Council resources, including its own vehicle fleet.

The reviews will involve local consultation with the public, other customers, stakeholders and service providers in the identification of both the transport needs and the development and implementation of the transport solutions.

The reviews will consider all forms of passenger transport provision (rail, light rail, bus and taxi); and all commercial, voluntary and community operated services and transport arranged by other service providers (e.g. employers and non-emergency health transport). It will include all Nottinghamshire County Council supported transport, including supported local bus services, home to school & college transport, social care transport and supported voluntary and community transport.

Services will then be planned accordingly, with reference to the Council's passenger transport service hierarchy and within available funding, using the results of the consultation as well as evidence and information gathered by the County Council.

To deliver the area wide service reviews the Council will:

- use a consultative and data led approach to planning and determining services to ensure the provision of local services meet identified local needs
- work with service operators and other partners to improve its information gathering and analysis to help inform area service reviews (e.g. work with businesses to identify service/route requirements through more specific travel planning work; and working with operators to gather better information, such as origin/ destination data from smartcards)
- explore the sharing of passenger transport delivery (e.g. school transport services) with others, such as neighbouring authorities, to maximise the use of joint resources to reduce costs for the organisations concerned
- determine and prioritise locations that require service enhancements in order to deliver the strategic transport goals and objectives
- Utilise the County Council's fleet, where capacity exists to integrate service provision.

Where it is determined that new or improved services are required as part of the area reviews (or through other means such as requests) the Council will work with partners, particularly service operators, to deliver enhancements to the existing network where possible, at no additional cost to the County Council.

It will also be important to continue to identify strategic passenger transport corridors throughout the county to ensure that they are well served by services and to identify potential improvements along those networks whether they are bus, coach, rail, or tram improvements. Such improvements will also be considered as part of new developments.

**The Council will work with partners, particularly service operators, to make enhancements to the existing network where possible** by:
- facilitating dialogue between potential operators and representative groups
- lobbying for service improvements with political and stakeholders representatives
- establishing commercial provision by working with operators to help identify the commercial benefits from service improvements

- concession agreements on a short term basis to demonstrate commercial value, seeking external funding and where appropriate, supporting service enhancements
- assess, prioritise, tender and review services with no commercial or concession agreement using a 'strategic passenger transport framework' appraisal tool to ensure equity and effective use of available resources
- demand responsive transport (provided by a conventional bus, minibus, or taxi) linking to existing hubs and networks where a fixed route stopping service is not appropriate
- the most appropriate cost effective method of bespoke transport solutions tailored to meet the needs of users (e.g. special education needs, school pupils and adult social care clients)
- considering improvements along key strategic passenger transport corridors.

### 3.2.2 Development control

Transport plays a vital role in enabling growth and the location of new development is essential to ensuring that they are accessible. This work will partially evolve out of the area service reviews and therefore the reviews will consider committed and planned development when planning future passenger transport services.

It is important that new employment and housing development is located predominantly on existing well served passenger transport routes. It is also important to ensure that there is sufficient capacity on the networks to meet the expected additional demand in the locality of development; and where necessary mitigate against the impacts of new growth. Any transport improvements required to enable development to occur will be sought from the developer and not from County Council capital or revenue budgets.

The County Council will work with local planning authorities (the district councils in Nottinghamshire) to help ensure that accessibility is a key consideration in spatial planning so that employment and residential development is located in accessible, sustainable locations.

**The Council will work with local planning authorities and service operators to ensure new development is accessible by passenger transport** through:
- prioritising sites and locating new development on existing well served passenger transport corridors to minimise the reliance on new infrastructure and services
- minimising the amount of new infrastructure required as part of new developments and maximising the use of existing passenger

transport services

- ensuring there is sufficient capacity on the networks to meet the expected additional demand in the locality of development; and where necessary mitigate against the impacts of new growth
- ensuring that where necessary, developer contributions are secured to fund accessibility improvements to the passenger transport network and/or capacity required to enable the development to be sustainable (including service and infrastructure improvements as well as incentives)
- developing guidance on minimum standard requirements of passenger transport services, infrastructure and incentives at new employment and residential development to ensure a minimum quality of service and equity for developers.

### 3.2.3 Integration of passenger transport services

Being able to easily change between different modes of passenger transport helps make the option of longer distance passenger transport journeys easier to undertake and therefore more attractive. Also being able to change between different modes assists in making longer distance journeys by passenger transport.

It is important that integration with, and between, different passenger transport modes is developed to ensure that users can integrate as easily as possible and includes timings of services, guaranteed connections, quality of services, ticketing options, interchange facilities and ensuring new developments are located where there is a good network of passenger transport available.

**The County Council will help deliver effective integration between different passenger transport services** by:
- undertaking reviews to identify weaknesses in integration, particularly at bus and rail stations
- considering improved integration between passenger transport modes when considering new bus and rail stations or locations of bus stops, taxi waiting facilities, and provision of longer distance coach facilities
- developing a prioritised programme of improvements to address these weaknesses (delivery dependent upon available funding)
- working with operators to synchronise services and timings at interchanges.

## 3.3 Maintaining and enhancing national and regional connectivity

National and regional connectivity is essential to providing not only business opportunities but also employment opportunities.

The County Council recognises the role that is provided by air, coach and rail for longer distance journeys. Coach operators are particularly important for journeys that are not served as part of the rail network; and because they are often a cheaper alternative to private car or rail alternatives, thereby making them more accessible to people on lower incomes. Passengers are well served by coach routes from Nottingham (and some of the larger towns in the county) to most UK major cities and airports, as well as further afield. It is important to ensure that the local network integrates with the regional and national networks to enable people to access longer distance services.

Relatively slow journey times and frequency of services along several routes are issues that make services less attractive than they could be. This includes an historic under investment in the Midland Main Line service. The County Council has therefore identified its rail improvement priorities which are shown in the table below.

Table 2: Nottinghamshire's rail improvement priorities

| |
|---|
| **Nottingham to London:** Line speed improvements through works at Market Harborough-Great Bowden; and segregating east-west and north-south flows at Leicester |
| **Retford/Newark to London:** Journey time improvements through the planned East Coast Main Line enhancements |
| **Nottingham to Birmingham:** Enhancements at Derby to improve capacity, speed and to segregate conflicting flows |
| **Nottingham to Manchester:** Line speed improvements through the completion of the 'Manchester Hub'; works along the Erewash valley; and works at Radford junction. Additional services, including a replacement Nottingham to Sheffield stopping service and between Sheffield and Manchester as envisaged by the 'Northern Hub' scheme |
| **Nottingham to Leeds:** Line speed improvements to Sheffield and Leeds (measures to be determined) |
| **Retford/Worksop to Sheffield:** Journey time improvements (measures to be determined) |
| **Nottingham to Norwich:** Line speed improvements including works between Netherfield and Grantham to facilitate a better path along the East Coast Main Line |
| **Nottingham to Lincoln:** Line speed improvements, capacity enhancements and additional services |
| **Nottingham to Worksop:** Line speed improvements works between Littlewood and Worksop |
| **Nottingham to Skegness:** Line speed improvements including planned works between Nottingham and Allington |

**The Council will work with partners to improve national and regional connectivity.** In addition to the actions to maintain and enhance international connectivity this will be achieved by:
- working with operators and stakeholders to identify and prioritise national and regional route improvements that will enhance

business and employment opportunities
- considering the needs of coach operators in passenger transport interchange improvements and providing the necessary loading requirements within the design for new/improved bus and rail stations wherever practicable
- inputting into the rail franchise renewal to help influence enhancements to services; infrastructure improvements; as well as fare aspirations for these franchises
- inputting into and lobbying for rail infrastructure enhancements to deliver better journey times, reliability and frequency as part of the development of Network Rail GRIP CP4, CP5 and CP6 plans
- continuing to be involved in the development of HS2 in order to secure some of the HS2 economic benefits for Nottinghamshire, including:
  - supporting the case for HS2 to extend to the region
  - discussing the proposed route and lobbying for the most appropriate location for a HS2 interchange to serve Nottinghamshire
  - ensuring that Nottinghamshire is well served by fast passenger transport links from any stations along the determined route.

### 3.4 Maintaining and enhancing international connectivity

International connectivity is crucial in supporting local businesses to expand their market and open up new business opportunities. It also helps attract inward investment to local economies through international tourism.

This work will primarily involve working with local regional airports (as well as airports further afield) to understand their priorities and objectives; identify challenges to delivering their objectives; and to work in partnership to help overcome these challenges.

**The Council will look to improve international connectivity through passenger transport improvements** by:
- working with airports to identify, develop and lobby for passenger and freight routes for business purposes to provide high quality global connections to support existing and open up new business opportunities
- continuing to work with airports (and partners) to develop their surface access strategies to ensure that passenger transport services and infrastructure are developed appropriately to meet planned growth (in terms of the types and numbers of services as well as the geographic locations they serve)

- Strengthening links to other airports along existing transport networks, particularly improved journey times and service frequency to Birmingham and Manchester airports by road and rail as improvements to these services will have added value in terms of economic benefits from improved links with the cities
- lobbying for service improvements with political and stakeholder representatives
- working with airports and other partners (such as business organisations) to develop a comprehensive Airport Strategy.

## 4. Affordable passenger transport

The County Council's role in improving affordability and ticketing will be to work in partnership with operators to:
- help keep down the relative costs of using passenger transport
- deliver the national concessionary fare scheme
- assist in the further development of smartcard ticketing
- assist in the introduction of seamless integrated ticketing within the county but also across administrative boundaries with neighbouring authorities, and
- make it easier for people to buy tickets.

The accessibility planning process has identified that fare levels are a significant constraint for people to access work, training and other key services, especially for people on lower incomes. This was supported by consultation undertaken as part of the development of the LTP. DfT research has identified a strong desire amongst passengers for more integrated ticketing and simplification of current ticketing arrangements, particularly for local networks.

The affordability and flexibility of ticketing is essential in ensuring that passenger transport is a competitive mode of transport. Attractive ticketing, including the costs, can lead to increased patronage, higher profits for the operating company and long-term sustainability of services. The County Council therefore remains committed to working with operators to ensure that the cost of passenger transport, as well as the ease of purchasing passenger transport tickets do not become barriers to its use.

Customers have different ticketing needs, some people use passenger transport everyday whilst others use it only occasionally. Similarly, some customers use it at peak times to get to/from work whilst others use it at less busy times of day.

Flexibility of tickets is also important as often customers do not know when they will return or plans change. It is therefore important to offer a range of tickets to cater for the differing needs of customers in order for passenger transport to complete with the convenience of the private car.

The more variety of, and flexibility of, ticket options does, however, make it more difficult to have a simple pricing structure.

> **The Council will work with partners to deliver improvements to ticketing** by working with operators to:
> - provide ticketing arrangements that put the customer first, supporting and encouraging modal shift and more sustainable travel patterns
> - provide customers with a choice of ticketing media, such as paper tickets, smartcards, bank cards, or mobile phones
> - provide a range of payment mechanisms to make ticketing options more flexible and therefore passenger transport more attractive
> - ensure that customer needs are met within a ticketing structure that is easy to understand; and at a price that is perceived as reasonable
> - consider the use of voluntary partnership agreements, quality partnership schemes, and quality contracts schemes if it is deemed appropriate.

## 4.1 Working with operators to help keep down the relative costs of using passenger transport

The price of a ticket in relation to income can prevent some people from being able to use passenger transport (e.g. people on low income benefits, students, etc.). Consultation as part of the development of the third LTP highlighted the cost of using passenger transport as a major barrier to its use. The 2013 National Highways & Transport Survey results indicate that:

- 54% of Nottinghamshire respondents were satisfied with community transport fares (higher than the average of county councils)
- 48% of Nottinghamshire respondents were satisfied with taxi or minicab fares (lower than the average of county councils)
- 48% of Nottinghamshire respondents were satisfied with bus fares (higher than the average of county councils)

Passenger Focus is the statutory body charged with representing passenger interests. It conducts a bi-annual National Rail Passenger Survey, the last one published being from Spring 2014 which showed that value for money was one of the aspects for which passenger satisfaction was lowest, with only 45% satisfied nationally; 55% on long-distance services; and 56% on regional services. 49% of East Midlands Trains passengers were satisfied and 60% of East Coast Passengers.

Commercial services have ticketing strategies of which the County Council has no direct control over the cost of fares on commercial services provided by passenger transport operators.

Bus, rail and tram operators have a number of fare deals to encourage people to use their services. This can be in the form of day, weekly, monthly, annual, trip and group tickets, with some being available across passenger transport modes. These are normally available for unlimited travel within a defined area. A number of passenger transport operators also offer smartcard type technology.

Rail and coach operators offer a range of annual railcards e.g. for young people, older people, groups and the disabled, providing up to a third off the cost of travel. Operators also offer cheaper tickets aimed at specific groups (such as families) and as part of promotions.

Whilst national rail ticketing is generally more regulated and more integrated, there is an opportunity for greater integration with local networks to facilitate door to door journeys and more innovative ticketing, such as 'shoulder pricing' to manage demand, and more flexible season tickets.

Taxi fares are set by the relevant licensing authority for hackney carriages (district councils) and are set by the taxi operator for private hire vehicles and there are no concessionary fares available.

Research shows that the perception of costs of private transport compared to passenger transport can be unrealistic. It is therefore important to make people aware of the actual costs of private transport and will continue to be so in the future as oil prices are expected to continue to rise in the long-term.

Parking provision in town and district centres is provided either on a private basis, by district councils or the train operating companies at train stations. The County Council understand that to help reduce congestion passenger transport fares also need to be competitive with the cost of parking in town and district centres, particularly for families and groups of people.

Whilst the County Council does not control the price or types of tickets available except on our own supported services, **the Council will continue to work in partnership with operators to help keep down the relative cost of passenger transport**. The Council will do this through:

- maximising the availability and take up of concessionary fare schemes
- working with operators to influence the cost, value for money and range of tickets available, including smartcard technology
- working with operators on marketing and promotion to maximise the availability and usage of cheaper tickets
- considering the cost of fares as part of its tender specification where services are tendered or supported by the Council
- working with district councils and train operating companies to try and affect the level and cost of car parking provision in the town/district centres and train stations
- marketing and promotion to address the misconceptions about costs of passenger transport compared to private car use.

It should also be noted that all of the measures (service and infrastructure enhancements) detailed elsewhere within this strategy aim to improve the value for money of services.

## 4.2 Concessionary fares

Approximately 33% of the revenue funding spent on passenger transport in Nottinghamshire is used to provide the elderly and disabled concessionary fare schemes in the county, including schemes for the disabled, young people and older people.

The national concessionary pass scheme (managed by the County Council) allows people over 60 and disabled people to enjoy free off-peak travel on local buses anywhere in England. The national free entitlement scheme operates between 0930 and 2300 Monday to Friday and all day at weekends and on public holidays. Additional benefits above those which are provided by the national scheme can be offered by local transport authorities and such additional benefits will be reviewed by the Council periodically.

The home to school transport legislation also entitles free home to school transport for primary aged school children who live more than 2 miles from their preferred school; secondary aged school children who live more than three miles from their preferred school; and pupils from low income families who live 2-6 miles from their preferred school. In addition to this, where pupils live less than the above distances assisted travel may be offered on available bus services.

Whilst the costs of transport will not be an issue for those entitled to a concessionary pass, accessibility of both the services available and the passes themselves also need to be considered. The availability of services is detailed within Chapter 3 of this document.

**The County Council will continue to maximise the availability and take up of concessionary fare schemes** by:

- working with Central Government to make sure that funding is sufficient to deliver the national concessionary fare schemes
- providing an appropriate, easy, effective and efficient method to promote and provide concessionary passes. This will include the periodical review of its existing mechanisms for provision to ensure that they meet customers' needs.
- periodically reviewing the existing offer and considering additional benefits above those which are provided by the national scheme where funding will allow.

## 4.3 Ticketing

The DfT has developed a number of strategies and guidance that set out how the Government wants to see ITSO compliant multi-modal integrated smart ticketing schemes in all England's major conurbations by 2015 and aim to increase the use of smart and integrated ticketing schemes to make ticketing more easily understandable for passengers and to encourage modal shift. These include the Smart and Integrated Ticketing Strategy, the Government transport White Paper, Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, the Door to Door Strategy and the guidance Building Better Bus Services: Multi-Operator Ticketing'.

Smart ticketing and integrated ticketing are two separate initiatives:

- **Smart ticketing** is where the ticket is stored electronically on a microchip, commonly held on a plastic smartcard. The smartcards are then checked by presenting it to a smart reader
- **Integrated tickets** are valid on more than one operator and/or mode of transport. They do not have to be smart tickets and could be paper tickets.

Smart ticketing can facilitate better integration but does not guarantee it; to install smart ticketing infrastructure without further integration would not realise all of its potential benefits.

The County Council aims to increase both the coverage of smart ticketing infrastructure and integrated ticketing on passenger transport in the

county as the Council believes that smart and integrated ticketing can:

- make ticketing arrangements better for passengers
- encourage modal shift from private vehicles to passenger transport
- make more efficient use of existing transport networks and infrastructure
- improve journey time reliability by reducing boarding times for buses
- reduce operator costs through reductions in paper tickets and increased Bus Service Operator Grant funds.

### 4.3.1 Smartcards

The County Council recognises the importance of smartcards to reduce the number of tickets purchased on board to make it easier for passengers to pay for their travel and to make journey times more reliable. This in turn will make passenger transport more attractive.

Most of the larger bus and rail operators in the county operate smartcard ticketing schemes. The County Council will, however, continue to work with the larger operators on the development of their schemes, as well as with smaller operators to help enable them to implement smartcard ticketing (thus enabling more integrated ticketing across the county). The introduction of such schemes will also benefit operators as each bus equipped with ITSO smart ticketing equipment meeting minimum standards currently receives additional Bus Service Operator Grant funds.

On the National Rail network, all new franchises will include smart ticketing requirements. Over time this will deliver a National Rail network with smart ticketing infrastructure. As franchises deliver smart ticketing, they will need to link with adjacent local schemes to facilitate seamless, smart end-to-end inter-city travel. The DfT expects that as the benefits of smart ticketing are enjoyed by more customers, and the introduction of NFC mobile phones improves the passenger offer, there will be customer pressure for franchises to implement smart ticketing as soon as possible.

With regard to light rail and buses, smart ticketing delivers the greatest benefits in urban areas with a high density of passenger transport, significant interchange and large numbers of journeys being made. This is also where the greatest journey time improvement benefits can be delivered. Benefits can, however, also be realised in more rural areas and economies of scale from shared infrastructure make it cost-effective to introduce smart ticketing in rural areas once schemes are established in urban areas.

**The County Council will increase both the coverage of smart ticketing infrastructure and integrated ticketing** by:

- ensuring that all new rail franchises include smart ticketing arrangements
- leading the development of local integrated ticketing products that are not available on paper tickets such as pre-pay and e-money;
- in partnership with local service operators facilitating the development of local integrated ticketing products
- continuing to work with the larger operators on the development of their schemes
- working with smaller operators to help enable them to implement smartcard ticketing
- looking to offer a managed smart ticketing service to smaller operators where it is determined that smart ticketing will be included in tender specifications, so that they can continue to tender for such services
- considering the specification of smart ticketing requirements for its tendered contract services
- monitoring the latest ticketing innovations and trialling new schemes where they will potentially offer more convenient ticketing solutions.

### 4.3.2 Integrated ticketing

Whilst the structure and price of tickets are controlled by the operators, the County Council works closely with operators to encourage value for money and the use of integrated ticketing.

Many journeys involve using different modes of passenger transport or services provided by different operators. Consultation has highlighted that having to catch too many different buses/trains to get to where you want is a barrier to using them. Integrated ticketing can make it easier for people to use passenger transport on such journeys by allowing them to use any form of passenger transport with one ticket within a defined area (often more cheaply).

There is also potential for wider integration of passenger transport smartcards with other transport services, such as cycle hire, car parking, taxis/private hire vehicles and demand responsive services, as well as other Council services such as libraries. This wider integration could have particular benefits in rural areas where there are less bus and rail services. In such areas including demand responsive services or taxi credits in an integrated ticketing scheme would offer important benefits to customers.

There has been a considerable amount of work done to improve integration between buses and rail through the end to end journey process. The benefits of greater integration can be seen with

the continuing growth of the 'PlusBus' ticket which allows rail passengers to purchase a reduced price bus/tram add-on with their rail ticket. This work will continue and the potential to use this to develop smart ticketing integration between modes will be explored.

New rail franchise agreements will also seek to help deliver joined-up local smart ticketing schemes and provide better interchange between modes and networks. An important challenge will be to integrate national rail ticketing with local transport networks and the County Council will push for this through the franchise renewal arrangements.

The County Council recognises that passenger transport journeys often cross boundaries (between transport authorities, operators or modes) and doing so seamlessly can be a challenge. Overcoming this challenge will therefore also need to be considered and a separate Integrated Ticketing Plan has been formulated and is included as Appendix 1.

> **The County Council will work in partnership with passenger transport operators and other stakeholders to encourage and develop multi-operator and multi-modal integrated ticketing options across the whole county**. This will include:
> - continuing to work with operators and stakeholders to further develop and enhance existing integrated ticketing schemes
> - working with the train operating companies (including as part of rail franchise agreements) to help ensure that they are interoperable with local rail and bus services
> - working with service providers and neighbouring authorities to implement integrated ticketing schemes that are interoperable between neighbouring authorities, different operators and different modes to provide a seamless service to the public
> - investigation of the potential for wider integration of passenger transport smartcards with other transport services, as well as other Council services.

### 4.3.3  Sale of tickets

The easier it is to buy a ticket, the better the overall passenger transport experience. Making it easier for people to buy tickets either on-board or in advance will therefore help improve the customer's journey experience.

Some people are unaware of the range of tickets available and as a result could pay more than necessary to use passenger transport. It is therefore important that people are aware of the

types and ranges of tickets available but also where they can buy them.

Advances in technology are widening the methods available to purchase tickets. This allows for the purchase of tickets before boarding such as the internet, kiosks and prepaid smart cards either by direct debit or top-up.

These new methods complement the advance purchase of tickets from travel centres, bus stations and retail outlets.

Making it easier to buy tickets (including making people aware of the range of tickets, their cost and where to buy them) will improve the reliability of services as services are less likely to be held up whilst people make their fare payment. Maximising the amount of pre-boarding tickets will also help to ensure that the number of on-board purchases have the minimum impact on journey times and reliability.

The Council will therefore work with operators to ensure that ticketing structures are as simple as possible and are marketed effectively and are available in a variety of media, including prior to boarding. Improvements to smart and integrated ticketing (as detailed above) will also play a key role in making sure people buy the cheapest fare for their trip.

> **The County Council will work to make it easier for customers to purchase the cheapest and most appropriate tickets**. The Council will therefore work with:
> - operators to ensure that ticketing structures are as simple as possible and are marketed effectively
> - operators and stakeholders to make purchasing tickets more convenient (e.g. investigating the use of the internet, kiosks, retail outlets and self-service ticket machines)
> - operators to maximise the amount of pre-boarding tickets to make sure that the number of on-board purchases have the minimum impact on journey times and reliability
> - businesses through the development of travel plans to offer more convenient ways to buy and pay for bus and rail monthly and season tickets
> - businesses, developers and other organisations to facilitate the discounted bulk purchase of tickets to pass on to employees and residents.

## 5.  Passenger transport that is understood by everyone and easy to use

The County Council's role in helping make passenger transport easy to understand and use will be to work in partnership with operators to:
- promote and market passenger transport services
- enable people to use passenger transport through education and infrastructure provision
- advise people on how to make journeys and the range of tickets and fares available on such journeys
- provision of information on available services
- assist in the introduction of seamless integrated ticketing within the county but also across administrative boundaries with neighbouring authorities (as detailed in section 4), and
- make it easier for people to buy the most appropriate tickets (as detailed in section 4).

Whilst the County Council and operators justifiably spend significant amounts of funding on service provision and infrastructure, there is the need to maximise the benefits of this investment through 'inexpensive' promotion, information provision and education.

## 5.1 Promotion and marketing

The Council will work with partners to develop and deliver promotional campaigns to increase passenger transport use by working with operators and other stakeholders to:
- undertake analysis using all available data to identify the most appropriate target audience for campaigns
- establish a yearly programme of campaigns across Nottinghamshire
- ensure high quality promotional information is developed and available throughout the county to businesses, organisations and the public.

The promotion of passenger transport plays a vital role in encouraging people to use available services rather than the car. A wide ranging programme of promotion is undertaken by the County Council's media and publicity specialists commisioned by the various teams throughout the Council. The County Council will continue to support travel awareness campaigns at a national, regional and local level. Campaigns will be developed in consultation with neighbouring transport authorities and operators to ensure the effective use of resources and their maximum impact. Campaigns may be area-wide or mode specific and will include targeted promotion to make people aware of the concessionary fare schemes to maximise their take-up; the true relative costs of the private car and passenger

transport options; and the range of services available.

The County Council will consider, in partnership with passenger transport operators and other stakeholders, the development of marketing campaigns across the whole county to promote passenger transport.

To make certain of the most effective use of resources, where appropriate, analysis will be undertaken to identify target audiences. This will include working with operators to identify target audiences in order to effectively promote and market passenger transport, including the use of on-board ticket information to highlight corridors where marketing campaigns will help increase passenger numbers.

## 5.2 Passenger transport information

The overarching aim of providing passenger transport information is to encourage more people to use passenger transport by improving people's ability to plan journeys and travel with confidence.

The County Council aims to work in partnership with service operators and other stakeholders to provide free high quality information that is:
- comprehensive and covers all local, regional and national services
- accurate and reliable
- easy to understand and available in suitable formats to meet DDA requirements and those who cannot read English, and
- available at all stages of the journey.

Annual surveys are undertaken with bus service users to determine public satisfaction with passenger transport information and the results of the last five years' surveys are detailed below in table 3. Public satisfaction in Nottinghamshire has remained consistent and is one of the highest rankings nationally.

Table 3: Satisfaction with passenger transport information

| Public satisfaction with passenger transport information | | | | |
|---|---|---|---|---|
| 2009/ 10 | 2010/ 11 | 2011/ 12 | 2012/ 13 | 2013/14 |
| 61.8% | 61.4% | 62.1% | 64.8% | 63.2% |

Even the best infrastructure and ticketing products are of little use unless passengers are aware of them and know how to use them. Information provision is therefore very important for passengers. There are three key areas to information provision:
- timetable information advising people how to get to somewhere (e.g. which bus or train to catch, where it goes from and where it stops)
- ticketing information advising people of the options available (e.g. the range of tickets

available, their limitations, the most appropriate, and their costs)

- GPS (global positioning satellites) informed real-time information giving people live, up to date, information on journeys and delays.

It is important to have a combination of different forms of information as each has its strengths and weaknesses, people gather information in different ways, and it is important to be flexible in the way that people can access the information they want, when they want it.

| **Passengers will be provided with all the necessary information needed to undertake journeys through a variety of media**, including: |
|---|
| - printed information such as timetables, area guides, roadside information, on board information and publicity |
| - electronic information, such as journey planners, enquiry terminals, GPS informed real-time information and e-marketing, and |
| - face-to-face and telephone information for more complex enquiries and for people who are unable to use electronic and/or printed media. |

People with visual and/or hearing impairments may also benefit from the use of audio and visual information (including Braille) at stops/stations, or via the internet, mobile phone or text.

The provision of information needs to balance the resources available with the demand for information. The frequency of the services provided can also negate the need for more detailed information if they are of high frequency (e.g. every 10 minutes or less) as passengers will not have to wait long periods for a service at a stop, station or interchange point. There is, however, still a need for some information to be available to inform people of frequency changes in the evenings and at weekends. The types of media (printed, electronic and face-to-face) that the Council will work with operators and other stakeholders to provide within available funding (including provision for the needs of the visually impaired and those who cannot read English) has therefore been prioritised as shown below.

Table 4:   Priority of information provision

| | Type of information provision |
|---|---|
| Highest priority | - Accurate, comprehensive and free information on service and fares at interchange points, stations and at stops<br>- Accurate, comprehensive and free on-line information showing both route and timetable information<br>- On-line and telephone journey planning advice, as well as through travel planning. |
| Second priority | - Accurate, comprehensive and free printed information showing both route and timetable information<br>- Accurate, comprehensive and free fares information |

| | GPS informed real-time information at key locations. |
|---|---|
| Third priority | - On-bus information<br>- Area-wide booklets combining several services<br>- Face to face information at bus stations and interchanges. |

The provision of new information infrastructure will be prioritised along strategic corridors and subject to availability of both capital (for installation) and revenue (for maintenance and running costs) funding. Where an operator requests the installation of infrastructure and this cannot be provided by the County Council, the operator will have the option to provide the infrastructure themselves subject to County Council approval.

| **The County Council will continue to review its mechanisms for public transport information provision to ensure its effectiveness in delivering the Local Transport Plan objectives; and in the light of new opportunities and/or technology.** |
|---|

### 5.2.1   Printed information

Whilst electronic information provides a cost effective way to provide information, approximately a quarter of households in the UK do not have access to the internet. Printed material will therefore continue to be required. The individual bus, rail and tram operators are generally responsible for producing their own service timetable, fare and ticketing information either as individual timetable leaflets or timetable information at stations, stops, or interchange points. This information will be provided even where electronic information is provided. It should be noted that the level of information provided by the main service operators in the county is of a good standard. The main operators not only provide printed literature but also web based applications, contact centres and phone contacts. The County Council currently produces additional printed information to complement that provided by operators, such as area bus guides.

The County Council has taken responsibility for all bus stop infrastructure in the county and by the end of 2012/13 all bus stops in the county had timetable information displays that provide information on the frequency of services.

The County Council also provides additional timetable cases to show fares information and integrated journey planning map information.

| **The County Council will work with operators and other stakeholders to provide high quality printed information to encourage the use of passenger transport,** through: |
|---|
| - provision of infrastructure that enables the operators to display essential information to |

- customers already on a journey and to help them plan future journeys
- ensuring that operators provide early notification of service changes and update information provided accordingly
- periodically reviewing the necessity of printed information and the possibility of their provision by other means, such as electronic.

### 5.2.2  Electronic information

The internet is an important mechanism for providing journey planning tools. Traveline provides a single point of access for door-to-door passenger transport information. National Rail Enquiries also has a website, as do most train operating companies, bus operators and the County Council's website also carries travel information. However, the complexity of local transport ticketing means that even with all of these channels it can be challenging for passengers to find out what they really want to know, especially if they are travelling in an area that is new to them.

Integration of ticketing and smart ticketing may make fare structures simpler and easier to display online. The DfT is therefore working with stakeholders to explore how an increase in smart ticketing may lead to developments which would in turn enable an improvement in the level of information that is available to customers.

Traveline, the regional journey planner, provides information on passenger transport options and passenger transport timetable information, including GPS informed real-time information by interfacing with local real-time systems.

Whilst Traveline is split in to several regions work is being undertaken to integrate regions to enable journey planning by bus and train between the different regions. The inclusion of UK air travel information in Traveline is also a future consideration.

New technology provides further opportunities to deliver better, up to date, information to customers. GPS informed real-time passenger transport information is already provided in the county as departure boards and to mobile telephones. Government is keen for this work to continue and for it to become the norm across the country.

Departure boards have been installed at various sites across the county including at bus and tram stops, bus and rail stations, and employment sites. And some operators, such as train operating companies, provide live 'at station' and on-line service information.

GPS informed real-time information (as opposed to electronic timetable information) is considered to be of benefit to passengers, particularly information provided 'at stops' and on mobile devices such as smart phones or tablets as it delivers real-time information directly to the passenger on the move or immediately in advance of travel.

Since April 2010 operators receive a higher rate of Bus Service Operating Grant (BSOG) for buses equipped with GPS equipment as long as the resulting data is available for the provision of real-time information. Where this is available the County Council will work with operators to provide GPS informed real-time information on departure boards at targeted locations.

Where it is not possible to provide face to face travel advice at main stations and interchanges other mechanisms such as web-based information kiosks which provide advice on services, routes and timetables will be considered.

**The County Council will work with operators and other stakeholders to provide high quality electronic information to encourage the use of passenger transport** by:
- providing effective on-line journey planning tools and web-based timetable information
- prioritising and delivering real-time information at key locations to increase patronage and the appeal of passenger transport subject to available funding
- providing compatible, seamless journey planning and real-time information across administrative boundaries.

### 5.2.3  Face to face information

Most major rail and bus stations provide face to face travel, fare and ticketing advice to customers and these will continue to be the main source of face to face advice for customers. Other personalised means of passing on passenger transport information will, however, also be provided.

Travel plans will play a key role in improving people's understanding of services and increasing patronage through the provision of information on journey planning, as well as the associated supporting infrastructure. The County Council develops travel plans with a variety of organisations and a range of travel plans will be developed to promote smarter travel choices, including passenger transport use, such as:
- residential travel plans as part of new developments
- area-wide personalised travel plans targeted at areas with existing services and infrastructure to maximise their usage
- workplace travel plans

- school travel plans, and
- leisure travel plans at attractions such as sports venues.

The County Council also delivers independent travel training for more vulnerable adults (such as those with learning difficulties). This training aims to enable people to take journeys by passenger transport so that they can lead more active and independent lives by accessing jobs, training and other services.

> **The County Council will work with operators and other stakeholders to encourage the use of passenger transport, providing face to face advice and assistance** through:
> - undertaking personalised, school and workplace travel planning
> - undertaking independent travel training
> - providing face to face travel, fare and ticketing advice at stations and major interchanges.

## 6. High Quality passenger transport

> The County Council's role in helping to provide high quality passenger transport services will be to work in partnership with operators to:
> - provide punctual and reliable services
> - minimise and manage disruption on the networks
> - ensure minimum customer service standards
> - maintain and enhance passenger transport infrastructure (operators' fleets, waiting facilities and interchange/stations) within available funding
> - identify and deliver passenger transport priority where appropriate within available funding
> - deliver safe and secure services.

The Local Transport Act 2008 (LTA) included measures to strengthen the range of options available to local transport authorities to secure a wide range of improvements to bus services. The LTA focused on three main tools, voluntary quality bus partnership agreements (VQBP), statutory quality bus partnership (SQBP) schemes and quality contract schemes. Such schemes could be used to agree ticketing or fare arrangements; impose minimum standards of service on operators who wish to use local authority 'facilities'; or to introduce a London-style bus network, where the authority defines the network, and services on that network are provided under contract to the authority. The County Council will consider the use of these mechanisms when appropriate to deliver better

quality bus services in the county. The introduction of these schemes would only be introduced following extensive consultation with all affected bus operators.

The County Council in April 2013, introduced a Statutory Quality Partnership scheme for Mansfield town centre (inclusive of the new bus station) to introduce quality standards for bus services and transport facilities. This agreement was signed by the Council, Stagecoach and trentbarton.

The County Council is also considering the use of further SQBP or VQBPs to build on County Council investment in Worksop bus station and Beeston interchange and town centre.

> **The County Council will consider the further use of mechanisms provided by the Local Transport Act 2008 when appropriate to deliver better quality bus services in the county.**

### 6.1 Punctual, reliable services

It is recognised that, irrespective of the level of congestion, journey time reliability is very important and disruption to travel has a significant impact on many aspects of life as well as the local, regional and national economy. In order to make best use of the existing passenger transport networks the Council will look to improve journey time reliability, including by managing planned and unplanned disruption on the wider transport networks (e.g. planned works and incidents).

Targets for punctuality and reliability of registered local bus services are set by the Traffic Commissioner (currently up to one minute early or five minutes late). Through changes to the LTA 2008, the Traffic Commissioner can now hold local authorities as well as operators to account for their contribution to performance of local bus services. Nottinghamshire County Council in partnership with the main operators, Nottingham City Council and the Confederation of Passenger Transport established a Bus Punctuality Improvement Partnership (BPIP) focusing on improving the reliability and punctuality of services and reducing journey times. The BPIP will be reviewed and either revitalised or incorporated into existing bus quality partnership arrangements.

Locations where buses have frequent delays due to highway conditions (such as congestion caused by queue lengths or parked cars) are identified through the bus quality partnership arrangements. The delay hotspots will be investigated to determine the reality of the problem or the length of the delay and will be

prioritised accordingly as part of the programme of transport improvements. The bus punctuality improvement partnership and bus quality partnership arrangements will assist in establishing the locations where improvements should be made. Greater priority will also be given to locations where the operator can demonstrate actual delay through provision of on-board GPS information. Improvements to address recognised issues could range from additional automatic vehicle location technology (GPS technology on board buses to deliver bus priority at traffic signals), bus lanes, junction improvements, and traffic signal phasing or traffic regulation enforcement. The County Council is currently trialling bus lane enforcement as a means of improving the reliability of services on key corridors.

The stipulations for reliability of rail services are set out in DfT's White Paper 'Delivering a Sustainable Railway', July 2007. Rail reliability is currently measured by the 'public performance measure' (PPM). The PPM is not met if a scheduled train service is cancelled or arrives at its final destination more than 5 minutes late (or 10 minutes for inter-urban services). The target set for punctuality of rail services is that 92.6% of trains should operate punctually by 2014. Punctuality of train services in Nottinghamshire has steadily improved over recent years, and reliability on most routes meets or exceeds the national standard.

Under the PFI contract with the light rail (tram) operator, there are a number of performance measures with targets that need to be met by the tram operator on a monthly basis. If these targets are not met, deductions are made from the pre-agreed availability payments that are made to the operator. The performance measures relate to the operation of the tram service as well as engineering and customer relations measures.

In order to make best use of the existing passenger transport networks, particular attention will be given to the management of planned and unplanned works, events and other occurrences; taking proactive steps to minimise disruption to the networks, including being prepared to respond to incidents. Developing contingency plans for responses to unplanned events and improving communications with other authorities, passenger transport operators and the public are also essential.

No matter how comprehensive and detailed forward planning of events may be, the occurrence of unplanned incidents cannot be avoided. The County Council therefore has policies and procedures in place for the effective and efficient twenty four hour management of

incidents on the highway network. This is carried out in partnership with other organisations such as the emergency services, the emergency planning authority and the Environment Agency, as well as other traffic authorities.

The effectiveness of bus priority measures often cannot be achieved without the practical enforcement of supporting Traffic Regulation Orders (TROs). Civil parking enforcement (CPE) was introduced in the county in 2008, giving the County Council powers to enforce parking violations on its roads to support the delivery of its transport strategies. This includes enforcement of persistent parking violations at bus stop clearways and in bus lanes.

Vehicles contravening bus lanes can cause delays to the bus network. Civil parking enforcement powers also give the County Council the authority to undertake bus lane enforcement, including at 'bus gates'.

The Council will continue to review the current CPE arrangements to help ensure they deliver a consistent approach to parking management which supports the delivery of local transport objectives; and delivers a value for money scheme. This will be achieved through exploring examples of national best practice and through close liaison and consultation with district councils, Nottinghamshire police, the Highways Agency, neighbouring authorities and all other interested external parties.

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**The County Council will work in partnership with operators and other stakeholders to improve reliability and punctuality of services** through:

- close liaison with rail industry bodies, in particular Network Rail and the train operating companies, to secure the best possible operational performance, and to bring about feasible improvements
- working with operators to gather better, more accurate information on service delay hotspots
- periodically reviewing the effectiveness of the Bus Punctuality Improvement Plan and amending the working arrangements as necessary
- investigating reported delay hotspots and delivering improvements where necessary within available funding
- reviewing procedures and protocols in the co-ordination of planned and unplanned activities on the highway/rail networks to ensure that disruption to passenger transport services is managed effectively
- working collaboratively in co-ordinating works and other activities and in developing strategies for dealing with planned and

unplanned events
- working closely with the key works promoters to ensure that planned works minimise disruption to passenger transport services
- developing and reviewing contingency plans for responses to unplanned events to keep passenger transport services operating in the event of incidents
- investigating ways to improve communications to other authorities, passenger transport operators and the public to provide and receive information concerning events impacting on the highway/rail networks
- reviewing the current civil parking enforcement arrangements to help support the delivery of passenger transport objectives
- considering the enforcement of moving traffic violations at bus priority locations where there is a real issue of excessive violations and where the cost of implementing enforcement measures will offer value for money over the long-term.

## 6.2 Customer service standards

Bus, coach, tram and rail drivers are required to undertake professional training in order to hold the appropriate driving licence. Whilst training for conductors includes customer service skills, this is often optional for drivers, although the majority of bus operators will provide training on customer care, health and safety, route training and disability awareness as part of their induction process for new drivers.

Community transport and social car scheme MiDAS (Minibus Driver Awareness Scheme) is a non-vocational driver training standard managed by the Community Transport Association. The training provides both on-road driving assessment and classroom based training on a range of relevant issues, which is vital to establish the quality and safety of community transport schemes and voluntary social car schemes. From April 2014 the County Council has required all grant aided minibus scheme drivers, as well as voluntary car scheme drivers to have undertaken the appropriate MiDAS training before being issued with a Council permit to drive. The County Council also supports the proposals to introduce a voluntary identity badge and vehicle visor display to denote approved driver status within these sectors.

Taxi licensing is a function of district and borough councils with each district/borough having different licensing policies. To establish a consistent quality of service, it is proposed that a countywide Taxi Quality Partnership be set up which should assist in establishing a consistent driver standard.

**The County Council will work in partnership with service operators to improve customer service on passenger transport services** by:
- working in partnership to ensure training for drivers and conductors includes customer service and disability training elements; and ensure that all drivers undertake the required periodic training
- ensuring that all County Council employees working in County Council operated bus stations have an appropriate qualification in customer care
- investigating the establishment of a countywide Taxi Quality Partnership.

## 6.3 Infrastructure

The design and maintenance of passenger transport infrastructure (e.g. vehicles, waiting facilities, priority measures and track) are important in improving perceptions of the ease, security and comfort of travelling by passenger transport. The County Council will therefore look to develop an Infrastructure Delivery Plan setting out how it aims to improve the bus infrastructure in the county.

Enabling people to access passenger transport, understand the services available; as well as interchange easily between different modes of transport and between passenger transport services is essential in delivering a high quality passenger transport system that is easy to use.

**The County Council will seek to implement improvements to passenger transport infrastructure within the available budget to add value to operating companies' investment and to complement the tendered bus network.**

The County Council has identified its key strategic passenger transport corridors and these are detailed in Appendix 2. The County Council will develop an annual prioritised programme of passenger transport infrastructure improvements based on the levels of funding available. Whilst this investment will be spread across the whole of the county, improvements to facilities (clearways, bus stop infrastructure, etc.) along the key passenger transport corridors will be prioritised for funding as they will impact on the greatest number of people.

Whilst the operators are responsible for their respective vehicle fleets, the County Council is responsible for the provision of much of the infrastructure that enables people to access passenger transport generally; as well as the infrastructure that helps deliver accessible, punctual and attractive bus services. Such infrastructure includes:

- facilities that help people get to stations and stops, such as roads, footways and crossings
- interchanges, such as bus stations, park and ride, as well as cycle parking at rail, tram and bus stops
- at-stop infrastructure, such as clearways, loading laybys, raised kerbs, shelters, flagpoles and information provision (e.g. timetable cases and real time bus information)
- priority measures, such as priority at level crossings, traffic signals and running lanes for specific vehicles.

> **The County Council will work in partnership with service operators to provide targeted infrastructure improvements** that:
> - make it easy for people to access passenger transport by all transport modes
> - make it easy for people to know where and when they can access services
> - make passenger transport options more attractive to existing and potential users
>
> **The County Council will aim to deliver targeted infrastructure improvements** by:
> - gathering evidence to identify where issues occur on the transport networks
> - working with operators to identify 'hotspot' locations where infrastructure improvements are required
> - developing programmes to deliver targeted passenger transport improvements that address proven transport problems
> - lobbying for infrastructure investment with appropriate organisations.

### 6.3.1 Vehicle fleets

The quality of the vehicle (low floor, age of fleet, fuel efficiency) is an important aspect of the quality of the service provided to customers. The main bus and rail service operators continue to update their fleet but the County Council will continue to work in partnership with operators to improve the age and emissions of their fleets, including exploring opportunities to bid for funding for low emission vehicles.

Each of the train operators refurbished or upgraded its rolling stock during the lifetime of the second LTP. If, however, rail patronage continues to grow at its current rate, over-crowding (as seen in the South East) may also occur if rolling stock is not increased in line with patronage growth.

All buses/coaches must be DDA compliant by 2016 when operating local bus services.

The County Council's survey of operators shows that 83% of respondents have Euro 3 engines or better; 72% are under 10 years old; and a total of 83% are accessible to disabled persons.

The County Council's own fleet of vehicles consists of 346 commercial vehicles including highways operations and a passenger related fleet of 112 vehicles, 68 (60.7%) of which are accessible. All 458 vehicles in the combined fleet have Euro 3 engines or better and the average age is 5 years.

The Public Service Vehicle Accessibility Regulations (2000) outline the accessibility requirements for all new buses. Similarly, the Rail Vehicle Accessibility Regulations outlines the requirement that all trains must comply with a minimum standard of accessibility by 1 January 2020. Hackney carriage vehicles also must comply with a minimum standard of accessibility by 1 January 2020, although these standards do not apply to private hire vehicles. Such minicabs may, however, fall within the Regulations if they provide a contract hire service, for example to a railway station or airport, or as part of a demand responsive transport contract.

NET line one was the first UK tram system to have commenced service as fully compliant with the Disability Discrimination Act. Future NET lines will also meet the same standards of service.

It is anticipated that lower emission buses (whether electric, hybrid, or cleaner through more efficient or innovative engines) will play a growing role in the UK's transport system. The County Council will focus its efforts to introduce lower emission vehicles on routes that pass through air quality management areas, or areas that are close to exceeding pollutants.

Such vehicles provide environmental benefits through reductions in both air and noise pollution. The City Council provide 40 electric vehicles in 'Link' bus services, some of which operate in the county. Whilst bus operators within Nottinghamshire do not currently have plans to introduce electric or hybrid vehicle fleets, the County Council will consider the provision of electric powered vehicles in partnership with operators for possible local bus services, as well as demand responsive travel and interconnect style services within the county.

Electric trains offer better environmental performance than diesel equivalents and can also increase capacity and reliability, as well as being cheaper to buy, maintain (as it's easier to obtain new and/or additional rolling stock) and operate (typically around 30% reduction in operating costs). The County Council therefore supports the electrification of the MML (the works for which are likely to begin in 2014).

Taxis/private hire vehicles are required to have vehicle standard tests at regular intervals to ensure that they are of sufficient standard. Age limits on vehicles may also be applied although often where vehicles are of 'exceptional' standards these are still permitted to be used.

> **The County Council will seek to improve the quality of the vehicle fleets by working in partnership with operators** to:
> - identify locations where additional capacity may be required in light of passenger growth trends
> - ensure vehicles are fully accessible for all sectors of the community
> - upgrade the fuel efficiency of vehicles; and investigate alternative fuel and electric vehicles
> - lobby for fleet and capacity improvements where required
> - identify and secure funding sources for fleet improvements, including funding for low emission vehicles
> - investigate the potential for requiring low emission or electric vehicles for contracted bus services
> - monitor progress on existing electric powered bus trials, alternative fuel trials and other fuel efficiencies for use in future considerations.

### 6.3.2 Track

The County Council works in partnership with Network Rail and train operating companies to identify and press for track improvements to increase speeds and reduce journey times for passengers. The Council will be working to substantially reduce journey times on routes between:

- Nottingham and London by 8 minutes from 2017
- Nottingham and Leeds by 20 minutes from December 2016
- Nottingham and Birmingham by 14 minutes from 2018
- Nottingham and Manchester by 25 minutes from 2019
- Nottingham and Lincoln by 17 minutes from 2019
- Retford/Worksop and Sheffield by 12 minutes from 2017.

### 6.3.3 Passenger waiting facilities

Improvements to infrastructure, aimed at enhancing the pedestrian section of passenger transport journeys, will be made by improving access to waiting areas, providing new or refurbished waiting areas as well as improved timetable and service information.

> **The County Council will work to improve the quality of passenger transport waiting facilities** by:
> - working in partnership with Network Rail and train operator companies to undertake audits of existing waiting facilities to identify and prioritise waiting facility improvements at rail stations
> - working with train operator companies to identify funding to deliver waiting facility improvements at rail stations
> - work in partnership with district councils and taxi operator representatives to identify taxi loading requirements in the town and district centres
> - undertake audits of bus stop waiting facilities
> - develop a prioritised list of targeted bus stop waiting facility improvements
> - deliver a programme of targeted bus stop waiting facility improvements within available funding.

Nottinghamshire has taken ownership of all bus stop infrastructure. At the end of 2013/14, 98% of bus stops in the county (5,600 of 5,715) had flags, poles and timetable information. In addition, there are 1,414 bus stop shelters in the county.

> **The County Council will work in partnership with bus operators, local members, district and parish/town councils to provide high quality stops and shelters to make bus use more attractive.**

The Council aims to provide a minimum standard of waiting facilities wherever possible which will include a:

- bus stop pole complete with flag showing the services that use the stop, timetable case(s) and timetable information for each of the services that use the stop
- raised kerb giving direct access to the bus, with sufficient width to allow wheelchairs and pushchairs to access the bus
- hard standing area for people to use whilst waiting for the bus
- bus stop clearway at appropriate locations to ensure the bus can access the kerb.

New bus stops (including shelters) will be provided where it is considered there is a requirement based on patronage/potential use of the stop; and where the stop will not have a significant negative impact on other road users. The location of a new stop will be determined in consultation with the local bus operators. Similarly, requests for the relocation or removal of bus stops will be determined based on patronage/use of the stop and the local bus operators will be consulted on any proposals.

New bus shelters at existing bus stops will be considered on frequent service routes where there are high levels of boarding passengers on each service. New bus shelters will also be assessed for highway safety to ensure that they do not impact negatively on any road users. Bus shelters will not be provided at locations where a stop serves alighting passengers only.

Bus stop infrastructure plays an important part in making it easier for people with disabilities or mobility difficulties, wheelchair users and people with young children in pushchairs to use buses. All new or improved bus stops and shelters will conform to Disability Discrimination Act standards in relation to accessibility, site, seat, and position of timetable case.

The County Council recognises that installing new stops and shelters can often lead to local concerns from residents directly affected. In order to alleviate some of these concerns, wherever possible the Council will locate stops and shelters away from the immediate frontages of residential properties whenever possible. In conservation areas and outside listed buildings greater consideration will be given to the types of poles and shelters used so as not to detract from their environment. Advice will therefore be sought from appropriate organisations and officers to determine the most appropriate types of waiting facilities in such areas.

New bus shelters will be prioritised in relation to the funding available; and privately funded bus shelters will be considered where the location of the shelter meets the County Council's service frequency, patronage and safety criteria.

The Council will look to maximise income from its bus shelters through contracts with advertising companies to utilise the advertising panels in the shelters. Any adverts or fly posters on any other County Council owned infrastructure will not be considered without the Council's prior agreement, and will only be granted where a poster forms part of a bus promotion organised by the County Council or local bus operator.

Bus and taxi loading requirements will also be considered as part of general highway improvements. Where there is a need to relocate a bus stop or taxi rank to accommodate new highway improvements, a suitable alternative location will be identified in consultation with the bus or taxi operators as necessary.

New taxi ranks will be provided where it is considered there is a requirement based on patronage/potential use of the rank; and where the rank will not have a significant negative impact on other road users.

### 6.3.4 Improved integration with other modes

It is important that integration between passenger transport and other modes is developed to ensure that pedestrians and cyclists can make longer distance journeys by bus, train or tram rather than by private car, especially for those that do not own a car. The integration of walking and cycling with passenger transport will therefore be considered whenever feasible to help increase passenger transport patronage as part of longer distance journeys.

Improved access by foot and cycle will be considered at existing passenger transport interchanges (such as bus and rail stations) as well as part of the design for any new or improved interchanges. Similarly, better integration of cycling and bus use will be delivered through parking provision at bus stops where there are potentially significant users and it offers value for money. Pedestrian access will also be considered when deciding the locations of bus stops or other passenger transport waiting areas.

By putting the needs of pedestrians and cyclists at the heart of the public transport network and station design, it will enable users to access services on foot and by bike, with cycle hubs at bus, rail and tram stations capable of providing top of the range facilities for cyclists.

Sufficient car parking at (or close to) stations can also help reduce the number of longer distance commute by private car and increase patronage on longer distance services. It is primarily the train operating companies' responsibility to provide car parking at rail stations. The Council will therefore work with the train operating companies and encourage them to provide adequate parking, including addressing existing problems.

Coach parking will be considered as part of new and existing bus facilities when feasible to help enable people to undertake longer distance journeys by coach.

Where measures are provided, the usage of the facilities along with patronage levels will be monitored to determine the feasibility, suitability and value for money of providing such measures.

> **The Council will seek to improve integration between passenger transport and other modes of transport** through:
> - undertaking reviews to identify weaknesses in integration, particularly at bus and rail stations
> - enhancing pedestrian and cycle access to stations and interchange points, establishing

- direct, attractive and safe routes where possible within available funding
- considering the level of cycle parking at new stations as well as at key interchange locations on its passenger transport network
- bidding for appropriate funding as and when opportunities arise
- developing a prioritised programme of improvements to address these weaknesses (delivery dependent upon available funding)
- working with the train operating companies to provide adequate parking for different modes
- monitoring usage of existing and new facilities to determine their effectiveness and prioritise future investment.

### 6.3.5  Stations

There are currently six main bus stations within the county.  Of the six bus stations:
- Retford was rebuilt in 2007
- Sutton in Ashfield was upgraded in 2009
- Newark on Trent was rebuilt in 2011
- Mansfield was rebuilt in 2013
- a new bus/tram interchange will open in Beeston as part of the NET extension
- work has commenced on a new bus station in Worksop which is due to open in 2015.

The Council will continue to investigate potential improvements and new bus stations as development and funding opportunities arise. Such schemes will look to improve integration between all modes of transport and also support economic regeneration of the local centres that they serve.

There are 26 train stations in Nottinghamshire which are served by a variety of local, regional and longer distance services.  Whilst the coverage of the rail network is generally good, the County Council would, however, support the re-opening of appropriate train stations to enhance the range of destinations available for travel to/from Nottinghamshire stations.

Improvements to rail stations will also be investigated and developed in partnership with Network Rail, such as the major improvement scheme of Nottingham Station as well as enhancements to the more rural stations in the county.

Most railway stations in the UK are old and many have limited access for disabled travellers, especially wheelchair users.  It is the responsibility of train operating companies and Network Rail to ensure that trains and stations are accessible and comply with the relevant legislation. The 'Railways for All' strategy (2006) – the accessibility strategy for Great Britain's railways – sets out the roles that all rail organisations will play in the delivery of the strategy and includes improving access to and within the stations and increasing the number of accessible trains.

The majority of trains and train stations in Nottinghamshire are accessible.  Some stations in the county do, however, have access issues often relating to stepped access to the platforms; or where access between the two platforms can be difficult.

**The Council will investigate further improvements to existing and potential stations as development and funding opportunities arise,** particularly:
- an improved bus station in Worksop
- re-opening of appropriate train stations to enhance the range of destinations available for travel to/from Nottinghamshire stations
- working in partnership with rail industry partners to identify and urge them to improve accessibility shortcomings at stations.

### 6.3.6  Bus interchange

The County Council is undertaking a review of the existing provisions in each of the towns and district centres in the county.  The purpose of the review is to identify the potential for increased interchange with services from more rural locations to improve accessibility to key services and further afield.  It is envisaged that following this review, potential improvements will be identified and delivered at a number of appropriate locations in the county.

Passenger transport interchanges are provided at the two main airports, located just outside the county boundary.  The East Midlands airport Master Plan includes a commitment to the development of a full public transport interchange during the Master Plan period (2006-2030).  The Robin Hood airport Master Plan includes a commitment to develop plans and work with operators to promote Parrot's Corner as a transport interchange during the Master Plan period (2008-2030).

**The County Council will improve interchange facilities across the county** by:
- working with the local airports to help any planned new facilities to meet the service requirements
- review existing interchange facilities across the county and develop a prioritised list of improvements
- deliver new and improved interchange facilities within available funding.

### 6.3.7  Park and ride

High quality park and ride facilities associated with efficient public transport services have

proven successful in attracting car users to use public transport for at least part of their journey. They improve accessibility to urban centres and contribute to reducing traffic on congested radial routes. It is also recognised that the provision of well designed and accessible park and ride facilities can reduce the need for long stay public car parking in urban areas, whilst maintaining the competitiveness of urban town centres.

The County Council will consider the development, and use, of park and ride facilities in appropriate locations to reduce car borne journeys into the principal urban areas and along strategic corridors.

Large scale park and ride facilities will also be considered in conjunction with large new housing developments with potential developer funding. Similarly, the Council will look to provide smaller park and ride improvements as part of new or upgrades to existing train or tram station/stop upgrades.

Where appropriate, where there is local support and funding can be found, large park and ride sites will therefore be promoted, supported by prioritised passenger transport services and infrastructure. Bus priority, parking enforcement and traffic management will also be provided to complement such schemes.

The provision of car parking facilities at rail stations outside urban areas can also assist in the modal shift from road to rail. The County Council will therefore work in partnership to ensure adequate car parking provision at appropriate rail stations where it is considered that such provision will assist in reducing congestion at key locations.

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**The County Council will consider the provision of park and ride sites** by:
- identifying corridors with journey time delays
- identifying appropriate locations for park and ride facilities on key corridors that will address identified journey time delay
- seeking to use the opportunity of developments to expand the availability of park and ride facilities
- monitoring the effectiveness of park and ride schemes with a view to further provision.

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### 6.3.8 Maintenance

The maintenance of existing bus waiting facilities is important to retain a high quality service and therefore a cyclic maintenance routine will be undertaken of the County Council's bus infrastructure. The Council will review the frequency of this cyclic maintenance at regular intervals as part of its tender review process to ensure that value for money is secured.

### 6.3.9 Passenger transport priority
**Bus stop clearways**
Persistent parking adjacent to, or within, bus stops can cause problems for both bus operators and passengers, as it means buses cannot pull up to the kerb to provide level boarding for users, especially people with disabilities, mobility difficulties and people with young children in pushchairs. Bus stop clearways provide a means of deterring car drivers from parking at or near a bus stop.

Bus stop clearways will be introduced (predominantly in urban areas) at locations highlighted by operators and other stakeholders where persistent parking adjacent to bus stops frequently causes problems for bus operators and passengers. Where these are located outside private properties consultation will be undertaken with the owners to ensure that access to their property is retained.

Lay-bys will only be considered where the on-line bus stop severely impacts on congestion or safety.

**Priority measures**
Network Rail would like to close level crossings wherever practicable. The County Council will work with Network Rail to consider any proposed closure but will ensure that rights of way for all road users are preserved. Any proposed closures that are supported by the County Council will be subject to consultation with local residents.

Through the bus quality partnership arrangements, locations where buses have frequent delays due to highway conditions (such as congestion caused by queue lengths or parked cars) have been identified. The delay hotspots will be investigated to determine the reality of the problem or the length of the delay and will be prioritised accordingly as part of the programme of bus improvements. Priority will be given to locations where the bus operators can demonstrate real delay through the provision of GPS or survey data.

These improvements could include automatic vehicle location technology (which gives buses priority at traffic signals), bus lanes, junction improvements, and traffic signal phasing or traffic regulation enforcement.

Bus priority measures will be considered on routes with high service levels and high patronage where it is demonstrated that there is a real quantifiable problem that will be resolved by providing the priority measure; and where there is

no significant detrimental impact to other road users.

Existing bus priority measures will be reviewed periodically to determine their efficiency and also their impact on the efficiency of the highway network generally and other road users. Priority measures will be modified where the priority measures offer little benefit to buses and significantly impact on the efficiency of the highway.

Infrastructure improvements will only be provided where there is evidence of their need (e.g. on-board bus information from ticket machines and GPS data if provided by operators; or journey time surveys) as it will highlight where services are experiencing journey time delays.

Where bus lanes are provided, to ensure that they provide the maximum benefits for buses only cyclists and buses will be permitted to use lanes during its hours of operation.

> **The County Council will work with passenger transport operators to consider passenger transport priority measures** through:
> - identifying and prioritising a bus stop clearway programme to improve access to bus stops
> - identifying appropriate rail crossing closures
> - identifying locations where passenger transport is being delayed
> - gathering evidence of the severity of delays on the passenger transport networks
> - developing a targeted prioritised programme of priority measures within available funding.

## 6.4 Personal safety and security

Perceptions about anti-social and criminal behaviour can lead to people feeling that passenger transport is unsafe. Whilst actual crime levels do not support this perception, it is sometimes necessary to try and alleviate the fear through the use of CCTV and lighting to improve the route to, and condition of, the stop, station or interchange point.

The Council works with operators and other agencies to improve safety (real and perceived) on the passenger transport network. In cases where it is considered necessary and funding allows, measures to improve safety will be considered, including:
- promotional campaigns
- CCTV cameras on buses, trains, trams and at stops
- improved lighting at bus, rail and tram stops and bus shelters in where electrical connections are available or alternative energy sources are practical

- measures to reduce the time people wait for passenger transport such as provision of timetables via mobile phones, and
- leaflets about late night services distributed throughout the area.

Where complaints are received concerning anti-social behaviour at waiting facilities, the Council will contact the local police for further evidence from incident reports. This will help determine if the problem is perceived or real. Where evidenced reports of anti-social behaviour exist, shelters will only be removed in exceptional circumstances. Waiting facilities may, however, be modified to make them less attractive for anti-social behaviour but still provide some protection for service users (e.g. the removal of the seating and end panels). Where this does not result in any improvement, the Council will work with the police, relevant district council officers and other agencies to find a resolution.

Drivers (of buses and taxis/private hire vehicles) are required to have Criminal Records Bureau checks (reviewed periodically) to help ensure the safety of passengers.

> **The Council will work with operators and other agencies to improve safety (real and perceived) on the passenger transport network**. Such work will include:
> - provision of CCTV and lighting at major bus stations and interchange points as well as bus stops where it is identified there is a real need and the budget allows
> - working in partnership with passenger transport operators and other stakeholders to develop public awareness initiatives across the county to overcome incorrect perceptions about passenger transport safety
> - working with the police and other agencies to address recognised anti-social behaviour.

# 7 Available resources

The key sources of funding for passenger transport improvements are:
- Capital funding allocated from County Council funds for infrastructure improvements
- Revenue funding allocated from County Council funds to support services and fares
- Developer contributions
- Bids for funding including funds from Central Government and European funds.

Given the current constraints on public funding and the impact that the current economic recession is having on development, availability of all of the above funding sources is likely to be reduced; impacting on passenger transport

investment, activities and projects. Consequently it is important that the Council takes every action to maximise the impact of the available funding on passenger transport services.

> Given limited and constrained funding levels it is important to continue to ensure that the County Council gets value from its investment in passenger transport. **Assessment and appraisal of the passenger transport measures delivered will continue to be undertaken throughout the lifetime of this strategy to ensure that the Council gets value from its investment.** This will include regular review of the types of measures delivered, the Strategic Passenger Transport Framework used to assess supported services and the levels of funding allocated to passenger transport based on their value for money and delivery of strategic goals and objectives.

Where the County Council is promoting one of its passenger transport scheme improvements that will require major funding (e.g. park and ride schemes, rail enhancements, new tram lines etc.) the County Council will identify funding sources to determine the scheme's feasibility and value for money. Where such schemes are considered value for money the County Council will also attempt to secure the necessary funding to deliver them.

There may also be instances where stakeholders or the public identify major passenger transport scheme improvements in addition to those promoted by the County Council. In such cases the County Council will undertake the feasibility and value for money assessments if the stakeholder/public group promoting the scheme provides funding to do so.

## 7.1 Capital funding

The main source of capital funding for passenger transport improvements has been the Local Transport Plan integrated transport block. The integrated transport block is developed annually and funding is allocated to schemes that offer the best value for money in delivering the County Council's transport and wider objectives. Significant amounts of integrated transport funding have been allocated to passenger transport schemes in the past but the level of funding available for passenger transport improvements will be further impacted from 2015/16 when 44% of the total funding available will be top sliced and added to the Single Local Growth Fund which will be allocated to deliver the Local Enterprise Partnerships' Strategic Economic Plans.

## 7.2 Revenue funding

Significant sums of revenue funding has also been invested in passenger transport to support bus and rail services that are not commercially viable, transport to education, as well as providing concessionary fare schemes. The County Council's budget for securing socially necessary bus services has come under increasing pressure in recent years due to continuing withdrawals of marginal services provided by commercial operators, rising costs and reductions in revenue funding. To try and prioritise this revenue funding for tendered bus services in a fair and consistent manner, a Strategic Passenger Transport Framework is used. This framework is used to assess all claims on the revenue budget for supported services in relation to existing funding commitments, and to assess the feasibility of any initiatives arising out of the accessibility planning process with regards to the likelihood for funding, given existing commitments.

The County Council use a number of variables in the prioritisation of supported local bus service and non-statutory school transport contracts, such as:

- subsidy per passenger
- number of passengers per journey
- journey purpose
- car ownership levels in the communities which the service serves
- availability of alternative public transport provision in the communities which the service serves, and
- index of multiple deprivation levels in the communities which the service serves.

All of the variables used to determine such services will be reviewed periodically to ensure that they are still appropriate and help ensure value for money is provided.

## 7.3 Developer contributions

Section 106 of the Town & Country Planning Act 1990 permits the local planning authority (the district councils in Nottinghamshire) to enter into legally binding agreements with developers to make a financial contribution for the delivery of appropriate measures to mitigate against transport issues that arise from development.

> **The County Council will continue to pursue Section 106 developer contributions for all forms of passenger transport improvements where they are required to mitigate the impacts of proposed new development.**

The County Council, as the local highway authority, is a statutory consultee and is therefore able to make requests for such financial contributions. The County Council has to date

secured significant Section 106 contributions through the local planning authorities which have been used to fund bus services, passenger transport infrastructure, reduced fares/travel tickets etc.

Several district local planning authorities are looking to introduce a Community Infrastructure Levy which aims to generate funding from developments for new infrastructure. The levy rates are determined in advance and provide developers with certainty on the amounts they will be expected to contribute for general improvements (e.g. schools, health centres, new roads, etc.). The negotiation of Section 106 contributions will remain, however, for local improvements required specifically to address the impacts of proposed development.

## 7.4    Funding bids

Funding for major infrastructure schemes (such as the construction of new bus stations, park and ride sites, and large priority schemes) as well as European funds will be devolved to Local Enterprise Partnerships from 2015/16.

**The County Council will continue to investigate potential funding sources for passenger transport improvements and will continue to make funding bids whenever possible.**

## 7.5    Procurement of services

It may be possible to secure significant efficiencies through the joint procurement of transport services (e.g. by different services/clients, or with neighbouring transport authorities). This would entail the integration of transport services in order to provide a range of transport services to a range of clients through one service contract and utilising the same vehicle(s). For example, using a day care service vehicle to provide a demand responsive service when the vehicle is not in use by the day care service clients. This would deliver the same quality of service to customers but would provide better more efficient integration of services.

More integrated service provision will enable the Council to provide a highly efficient, high quality and flexible service to meet the various needs and requirements of clients and passengers throughout the county. Such service provision is likely to be highly resilient and would deliver value for money and would provide flexible services which could be amended to meet the specific needs of the clients/passengers within a given locality both now and in the future.

**The County Council will investigate the potential for joint procurement where it will not compromise the service quality offered to**

**customers but will deliver value for money and efficiency savings**. This will include the ongoing investigation into best practice in the procurement of integrated transport services to fulfil a range of service purposes for a range of clients within one service contract.

DRAFT

| Nottinghamshire County Council | **Report to Transport and Highways Committee**<br><br>**9th October 2014**<br><br>**Agenda Item: 7** |

## REPORT OF SERVICE DIRECTOR, HIGHWAYS

## HIGHWAY TREES

## Purpose of the Report

1. This report is to seek Committee approval to the provision of additional resources in order to deal with a backlog of tree work and the consequences of Ash Dieback.

## Information and Advice

2. There are approximately 167,000 trees in the County which are either within the highway boundary or are in private land adjacent to the highway and could pose a threat to public safety if they were to fall over the highway. There is a statutory requirement under the Highways Act to inspect all these trees once every five years.

3. The revenue budget for tree maintenance has been unchanged at £465k per year for the last three years. With rising costs and increased rates of tree growth in the wet and warm weather this level of budget has only been sufficient to do tree safety work such as removing epicormic growth (growth at the base of the tree trunk which affects pedestrian safety) and felling trees which are a danger to road users. Other routine tree maintenance work such as pollarding (removal of branches above a certain height in order to reduce the moisture the tree takes out of the soil and thereby reduce potential subsidence) and crown lifting (removal of branches to create clearance over footways and carriageways so that branches don't reach passing vehicles) has been stopped with the consequence that many trees have now become overloaded to the point of collapse or posing a risk to passing vehicles, cyclists or pedestrians or to adjacent properties. Major tree works costing £260k are also now needed along the A611 and A38 in order to reduce the risk to vehicles, clear blockage of traffic signs and fell trees that are dead. The number of enquiries about trees has also grown significantly over the same period.

4. A report on the implications of the Ash Tree Disease was considered by Committee in March 2013. There has now been the first confirmation of Ash Dieback in the County along A612 Colwick Loop Road which will involve felling up to 80% of all the trees along this route and loss of the tree screen for adjacent properties. There are approximately 30,000 Ash trees in or adjacent to the highway in the County of which 8,000 are medium to large trees. Dutch Elm disease is also likely to be present in some of the County's trees which will be confirmed through the inspection under this proposal.

## Proposals

5. There is an urgent need to carry out the following works :-

   - Restart the programme for pollarding and crown lifting of trees throughout the County;
   - Major tree work along the A611 through Annesley Forest and A38 Sutton in Ashfield bypass;
   - Major tree work along A612 Colwick Loop Road to remove Ash Dieback;
   - Condition surveys of all County Ash and Elm trees by using temporary tree inspectors.

6. A Reserve Fund of £500k per annum was set aside last year to deal with Ash Dieback and it is proposed to use this funding for the programme of work outlined above. With the benefit of the additional inspections consideration will be given to the need for additional funding in future years.

## Other options considered

7. The lack of routine tree maintenance work over the last three years and the first confirmed outbreak of Ash Dieback mean that there is no alternative to the proposed programme of work without jeopardising the safety of road users.

## 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

9. It is recommended that Committee:-

   a. Note this report and

   b. Approve the programme of work outlined in the report to be funded from the £500k reserve already established.


**Andrew Warrington**
**Service Director Highways**


**For any enquiries about this report please contact:**
Andrew Warrington 0115 9774681

**Background Papers**

10. Transport and Highways Committee March 2013

**Constitutional Comments**

11. Transport and Highways Committee is the appropriate body to consider the content of this report. (SLB 30/09/2014)

**Financial Comments**

12. Financial implications are set out in paragraph 6 of this report. (IC 1/10/2014)

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

13. All

**Nottinghamshire County Council**

**Report to the Transport & Highways Committee**

**9th October 2014**

**Agenda Item: 8**

## REPORT OF SERVICE DIRECTOR, HIGHWAYS

## RESPONSE TO PETITION PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26TH JUNE 2014.

## Purpose of the Report

The purpose of this report is to recommend to Committee the response to the issues raised in a petition presented to the Chairman of the County Council at the Council meeting on 26th June:

### Petition Regarding Various Highway Matters in West Bridgford (Ref 2014/075)

1. On 26th June 2014 a petition of 11 names was presented to Full Council by Councillor Liz Plant stating various issues with overgrown private vegetation, weeds, tree maintenance, a derelict property and parking on pavements.

2. The Council has no direct enforcement powers to prevent the reported parking on the Highfield Rd footway near Clumber Rd as this still falls within the remit of the Police at present. Our records show that there has not been an injury accident reported at this junction since 1996. We also have no records of any other complaints in the last 7 years regarding obstructive parking.

3. The property referred to in the petition is not owned by the County Council and any issues regarding its appearance should be directed to the owner or to Rushcliffe Borough Council's Environmental Health Team.

4. We have investigated the reports of overgrowing vegetation and although there were a few cases of marginal overgrowth, we found only two instances we felt were causing actionable obstruction. We contacted the owners of both properties and one has now cut back the overgrowth, whilst the other owner reports that they have a tree surgeon scheduled to undertake cutting back in mid-September.

5. The Council undertakes weed spraying activities in West Bridgford in June and August. There have been some issues with the hot and wet weather reducing the effectiveness of the treatment in June, but some remedial spraying has been carried out in response to this. Some of the 'weeds' around the bases of highway trees are actually known as "epicormic growth" from the trees themselves. This type of growth is scheduled for removal by September.

6. It is acknowledged that these roads, amongst many others, are out of phase with the usual cycle of tree maintenance as budgets have been focused on the direct abatement of safety threats to road users.  The trees on Highfield Road are now placed on a priority list of trees to be pollarded during the autumn and winter of 2014 due to the risk posed by the trees as outlined in the petition.  These works will remove the upper growth from the trees and should ensure that the concerns raised are dealt with.

7. It is recommended that the lead petitioner be informed.

**Reason for Recommendation**

8. To recommend to Committee the response to issues raised in a petition presented to the County Council on 26th June 2014.

## Statutory and Policy Implications

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

## RECOMMENDATION/S

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

**For any enquiries about this report please contact: Peter Barker.**

**Background Papers**

None

**Electoral Division(s)**

West Bridgford Central and South

| | Report to Transport and Highways Committee |
|---|---|
| Nottinghamshire County Council | **Report to Transport and Highways Committee** |
| | **9 October 2014** |
| | **Agenda Item: 9** |

## REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND CORPORATE SERVICES

## WORK PROGRAMME

## Purpose of the Report

1.  To consider the Committee's work programme for 2014 -15.

## 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 presentations about activities in the committee's remit will help to inform this.

### Other Options Considered

5.  None.

### Reason/s for Recommendation/s

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

## Statutory and Policy Implications

7.  This report has been compiled after consideration of implications in respect of 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

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

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


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

**Constitutional Comments (SLB 1/1/2014)**

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

**Financial Comments (MA 1/1/2014)**

2.  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

| Report Title | Brief summary of agenda item | For Decision or Information? | Lead Officer | Report Author |
|---|---|---|---|---|
| **13 Nov 2014** | | | | |
| Local Bus Services Review Update | Outcome from consultation on the review of supported local bus services | Info | Mark Hudson | Chris Ward |
| Rail | Update report | Info | Jim Bamford | Andy Warrington |
| TRO Decisions | Report detailing operational decisions taken regarding TROs | Info | Mike Barnett | Andy Warrington |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| **11 Dec 2014** | | | | |
| Highways Network Management Plan | Details of Plan | Info | Don Fitch | Andy Warrington |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| | | | | |
| **8 Jan 2015** | | | | |
| Strategic Passenger Transport Framework – Local Bus Services | Results of Consultation | Decision | Pete Mathieson | Mark Hudson |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| Flood Risk Management Update | Update report | Info | Andy Wallace | Andy Warrington |
| Highways Infrastructure Asset Management Plan (HIAMP) | Update Report | Info | Don Fitch | Andy Warrington |
| Implementation Plan | Update on Local Transport Plan progress | Info | Info | Info |

| Report Title | Brief summary of agenda item | For Decision or Information? | Lead Officer | Report Author |
|---|---|---|---|---|
| **12 Feb 2015** | | | | |
| Highway Performance Report Q3 | Update on performance monitoring across highway services | Info. | Don Fitch | Andy Warrington |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| Charging for Highway Services | Revised charges for Highway services in 2015/16 | Decision | Andy Warrington | |
| **19 Mar 2015** | | | | |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| Highways Capital Programme | Proposed Capital Programme for 2015/16 | Decision | Andy Warrington | |
| **23 Apr 2015** | | | | |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |
| | | | | |
| **21 May 2015** | | | | |
| Highway Performance Report Q4 | Update on performance monitoring across highway services | Info. | Don Fitch | Andy Warrington |
| Highway TRO Report | Report as needed to consider objections to proposed Traffic Regulation Orders | Decision | Mike Barnett | Andy Warrington |
| Petitions Report | Responses to Petitions presented to Full Council | Info and decision | | Various |