

## Transport and Highways Committee

Thursday, 15 December 2016 at 10:30

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

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### AGENDA

- |   |  |         |
|---|--|---------|
| 1 | Minutes of the last meeting held on 17 Nov   | 3 - 6   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Road Investment Strategy A52 (T) Nottingham Junction Improvements & A46 Newark Bypass - Progress Update  | 7 - 12  |
| 5 | Rail Issues Update Report  | 13 - 18 |
| 6 | Main St, Lambley - Bus Stop Clearways TRO, Report of Objections  | 19 - 30 |
| 7 | Performance Report - Highways  | 31 - 46 |
| 8 | Work Programme   | 47 - 52 |

### Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in

the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Peter Barker (Tel. 0115 977 4416) or a colleague in Democratic Services prior to the meeting.

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

Meeting Transport and Highways Committee

Date 17 November 2016 (commencing at 10.30am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chair)  
Steve Calvert (Vice Chair)

Roy Allan  
Andrew Brown  
Richard Butler  
Steve Carr  
Jim Creamer

Stephen Garner  
Richard Jackson  
John Peck  
Mike Pringle

**OTHER COUNTY COUNCILLORS IN ATTENDANCE**

Maureen Dobson

**OFFICERS IN ATTENDANCE**

Pete Barker	- Democratic Services Officer
Sue Bearman	- Legal Services
Doug Coutts	- Via East Midlands
Tim Gregory	- Corporate Director, Place
Neil Hodgson	- Via East Midlands
Jas Hundal	- Service Director, Environment, Transport & Property
Sean Parks	- LTP Manager, Highways
Gary Wood	- Group Manager, Highways

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 20 October, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

## **MEMBERSHIP**

Councillor Creamer replaced Councillor Harwood and Councillor Pringle replaced Councillor Payne, both for this meeting only.

## **APOLOGIES FOR ABSENCE**

Councillor Carr apologised as the urgency of an appointment prevented him from sending his apologies to the last meeting.

## **DECLARATIONS OF INTERESTS**

Councillor Calvert declared a private, non-pecuniary interest in item 5, West Bridgford Strategic Cycle Network, as one of the cycle routes referred to in the report passes close to his home, which did not preclude him from speaking or voting on that item.

## **PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2017/18**

### **RESOLVED 2016/064**

1. That the proposed provisional integrated transport block programme as contained in the report and detailed in Appendix 1, be approved, subject to the provisions set out in paragraph 20.
2. That the proposed provisional highway capital maintenance programme as contained in the report and detailed in Appendix 2, be approved, subject to the provisions set out in paragraph 20.

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

## **WEST BRIDGFORD STRATEGIC CYCLE NETWORK**

### **RESOLVED 2016/065**

That the contents of the report be noted.

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

## **WINGFIELD AVE, WORKSOP - PROHIBITION OF WAITING TRO - REPORT OF OBJECTIONS**

### **RESOLVED 2016/066**

That the Nottinghamshire County Council (Wingfield Avenue, Worksop) (Prohibition Of Waiting) Traffic Regulation Order 2016 (1196) be made as advertised and the objectors notified accordingly.

## **A1133 EXPERIMENTAL WEIGHT RESTRICTION**

### **RESOLVED 2016/067**

1. That The Nottinghamshire County Council (A1133, Nottinghamshire) (Weight Restriction) Experimental Order 2016 (3237) be made as advertised and the objectors notified accordingly.
2. That an enhanced level of monitoring be implemented for the experimental order period.

### **WORK PROGRAMME**

The report regarding the CCTV enforcement car will be brought to the January meeting of the Committee.

### **RESOLVED 2016/068**

That the Work Programme be noted.

The meeting closed at 11.14am

**CHAIRMAN**





15 December 2016

Agenda Item: 4

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **ROAD INVESTMENT STRATEGY A52 (T) NOTTINGHAM JUNCTION IMPROVEMENTS & A46 NEWARK BYPASS - PROGRESS UPDATE.**

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

1. The purpose of this report is to update the Committee on the progress made by Highways England on developing and delivering junction improvements along the A52 (T) to the south and east of Nottingham, and improvements to the A46 Newark Bypass.

#### **Background information**

2. The strategic road network (SRN) is a vital national asset which connects regional communities and supports economic growth. Highways England's role is to operate, maintain and modernise this network to ensure that road users have safe and reliable journeys and that businesses have the effective road links they need to prosper and expand. The A52 (T) south and east of Nottingham forms part of the SRN.
3. This update outlines the work that Highways England (HE) are doing to meet its key priorities of making the trunk roads safer, improving the experience of all road users and delivering the Government's first 5-year Road Investment Strategy (RIS 1). In particular, this update focuses on HE activities in 2016-17 and the ongoing work to develop plans and deliver the A52 (T) improvements in the remainder of the first road plan period (2015-2020).
4. Members may recall that the Government's RIS 1 Investment Plan committed, subject to other financial contributions from developers, to a two phased package of measures to improve the junctions along the length of the A52 (T) in Nottingham, including signalisation and junction reconstruction. The original RIS 1 timetable was to commit to a possible start of works in 2019-2020.

#### **Highways England 2016 Delivery Plan update**

5. Although Highways England have made good progress nationally towards delivering planned schemes in 2016/17, HE find themselves in a position where there is some unspent funding this financial year and have decided to develop and fast track some of the

junction improvements on the A52 (T) as a matter of priority. Funding approval is expected to be approved by the HE Investment Decision Committee on 22nd December 2016. No financial contributions are being sought from Nottinghamshire County Council.

6. The following 11 junctions are scheduled for improvement on the A52 (T) around Nottingham

1. A52 (T) / A6200 Derby Road (QMC) Interchange (City area)
2. A52 (T) / A6005 Dunkirk Interchange (City area)
3. A52 (T) / A453 Queens Drive Interchange (City area)
4. A52 (T) / A453 (T) Silverdale junction (City area)
5. A52 (T) / A60 (Nottingham Knight) junction
6. A52 (T) / A606 (Wheatcrofts) junction
7. A52 (T) / A6011 Gamston roundabout
8. A52 (T) / Stragglethorpe Lane (Holme House) junction
9. A52 (T) / Nottingham Road (RSPCA), Radcliffe on Trent junction
10. A52 (T) / Cropwell Road junction, Radcliffe on Trent
11. A52 (T) / Bingham Road (Harlequin) junction, Radcliffe on Trent

7. Highways England have subdivided these 11 junctions into 3 groups. The first group consists of the western most junctions all in Nottingham City (junctions 1 to 4 above), the second grouping comprises both Nottingham Knight (5) and the Wheatcroft (6) junctions, and finally the eastern group of junctions from Gamston roundabout eastwards through Radcliffe on Trent (junctions 7 to 11 inclusive).

8. The eastern group of junctions are to be fast tracked for construction as soon as funding permits. Highways England are planning to deliver improvements to junctions 9 and 10 commencing construction in January 2017. Furthermore it is hoped that additional money will be made available to allow the remaining 3 eastern junctions (numbers 7, 8 and 11) to be constructed in 2017/18 instead of the RIS announced date of 2019/20.

9. The western four junctions (numbers 1 to 4) are to be subject to further preliminary engineering design this financial year so that implementation can commence as soon as funding opportunities permit, and no later than the RIS announced date of 2019/20.

10. The proposed improvements at the Nottingham Knight and the Wheatcroft junctions are more complex and of a larger scale than the others proposed and further traffic modelling and economic evaluation is required to enable these schemes to move forward. Funding contributions from proposed developments in the A52 (T) corridor are also required to make good a likely funding shortfall. These two junction improvements, due to their complex nature, will follow on for construction after completion of the ones discussed above, but will be constructed no later than 2019/20.

11. In view of the relatively short timescale for commencing construction Highways England have notified local residents by letter and have held local information events in Radcliffe on Trent on the 10<sup>th</sup> and 12<sup>th</sup> December 2016 and are planning a further event on 15<sup>th</sup> December 2016 in Gamston.

12. It should be noted that the construction of improvements at junctions 9 and 10 can be implemented at short notice because the proposed highway works are relatively modest and are all contained within the existing public highway boundary. As such these proposed modifications do not require planning approval, detailed environmental assessment, formal Traffic Regulation Orders or other statutory procedures and are deemed permitted



development. It is expected that these junction improvements will both be undertaken simultaneously between January and April 2017 and will take approximately 12 weeks to complete.

13. The County Council will liaise closely with Highways England re proposed traffic management arrangements during construction and possible signed diversion routes i.e. to make sure that any traffic delays are kept to an absolute minimum. The proposed works at junctions 9 and 10 will be undertaken at the same time to minimise disruption on the highway network. Equally whilst these proposed junction improvements are specifically targeted to improve traffic capacity the needs of pedestrians and cyclists should not be overlooked not only at these locations but along and across the A52 (T) in general.
14. It should be noted that as part of the proposals for a strategic mixed-use development on land east of Gamston and north of Tollerton that further road improvements to the A52 (T) Gamston Lings Bar Road will be necessary, potentially including two junctions directly onto the A52, one of which allows connection to Ambleside in Gamston and one wholly new junction further south. These improvements to the A52 (T) will need to be funded by the developers and will be implemented to coincide with discrete phases of development as it is built out between 2017 and 2028.

### **A46 Newark Bypass**

15. The A46 Newark Bypass scheme was also announced in the Government's Roads Investment Strategy for development during the period 2015-2020 and for delivery in the next road period (2020-2025). This is a significant scheme which is expected to include widening of the A46 north of Newark to a dual carriageway, raising the last section of the A46 between the A1 and M1 to expressway standard, along with an improvement of the A1/A46 junction to allow better traffic movement to Newark and Lincoln.
16. The Highways England Delivery Plan 2016/17 highlights that HE will start options development on this highly complex scheme in 2017/2018. The HE will work closely with Nottinghamshire County Council to understand the implications of the various options on the local road network and the environment before determining the preferred solution. At this early stage it is not clear that any headroom will emerge in the current RIS programme that will lead to the prioritisation of the A46 scheme over other schemes.
17. Given the timescales associated with the development and delivery of the dualling scheme the HE have identified a phased package of measures that could be implemented in the interim to address the safety issues at the A1/A46/A17 junction as well as the A1 and A46 mainlines. The phased package of measures include:
  - Temporary queue detection signs on the northbound and southbound approaches to the A46 junction (installed in August 2016);
  - Central hatch markings on the A46 between Farndon and Cattle Market roundabouts which will help to reduce the frequency of collisions, particularly those involving overtaking manoeuvres;
  - Signing, lining and some localised widening improvements to A46/A616/A617/B6326 Cattle Market, A46/A1 northbound and A46/A1 southbound/A17 roundabouts;
  - Permanent message signs and queue detection system on the A1 to provide advance warning of queues on the slip roads or mainline at the A1/A46 interchange including CCTV for remote monitoring.

## **Other Options Considered**

18. Highways England have undertaken an assessment of options for the each of the eastern group of junctions and have held value management workshops, which officers of the County Council have attended. Other options are to be worked up to inform future decisions by Highways England on the detail of the schemes that are both feasible and deliverable for A52(T) / A60 (Nottingham Knight), A52(T) / A606 (Wheatcrofts) and the western group of junctions.

## **Reason/s for Recommendation/s**

19. The proposed A52 (T) trunk road improvement schemes detailed within this report have been developed to help ensure delivery of Highways England's national priorities, Local Enterprise Partnership priorities, and local transport goals and objectives.

## **Statutory and Policy Implications**

20. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, 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) welcome the decision of Highways England to accelerate the delivery of a series of junction improvements on the A52 (T) in 2016/17, as detailed in this report
- b) encourage Highways England to finalise and deliver the A46 and A52 improvements at the earliest opportunity
- c) encourage Highways England to give full consideration to the needs of cyclists and pedestrians along and across the A52 (T) and provide improvements wherever possible
- d) note that a further progress report will be brought to Committee in the coming months

**Author of report Tim Gregory - Corporate Director, Place**

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

### **Constitutional Comments (SLB 14/10/2016)**

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

### **Financial Comments (GB 17/10/2016)**

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

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

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

- Department of Transport Road Investment Strategy: Investment Plan December 2014.
- Highways England Delivery Plan 2016-2017.

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

- Bingham – Cllr Francis Purdue – Horan
- Cotgrave – Cllr Richard Butler
- Keyworth – Cllr John Cottee
- Radcliffe on Trent – Cllr Kay Cutts
- Ruddington – Cllr Reg. Adair
- Soar Valley – Cllr Andrew Brown
- West Bridgford Central and South – Cllrs Steve Calvert and Liz Plant.
- West Bridgford West – Cllr Gordon Wheeler
- Balderton – Cllr Keith Walker
- Collingham – Cllr Maureen Dobson
- Farndon and Muskham – Cllr Sue Saddington
- Newark East – Cllr Stuart Wallace
- Newark West – Cllr Tony Roberts.



**15 December 2016****Agenda Item: 5****REPORT OF DIRECTOR OF PLACE DEPARTMENT****RAIL ISSUES UPDATE REPORT****Purpose of the Report**

1. The purpose of this report is to update Committee on rail issues in the county.

**Information and Advice****High Speed 2 (HS2)**

2. On 15<sup>th</sup> November 2016 the government announced the preferred route for the HS2 Phase 2b route from the West Midlands to Leeds; which includes sections of the route in Ashfield and Broxtowe.
3. The preferred route includes a number of refinements to the route previously consulted on in 2013. A number of these refinements are not subject to further consultation. This is because they are considered to reflect earlier feedback, including two local refinements at:
  - East Midlands Hub Station – whilst the configuration of the hub station has not changed and it remains in the same general area, it has been moved approximately 150m south to enable the route to fit between Stapleford and Sandiacre. The route north out of the station has moved approximately 50m west and has reduced in height when passing over the Erewash Canal and existing rail line
  - Strelley – whilst the route follows the same corridor, it has moved several metres east.
4. The government are undertaking consultation on seven refinements to the route, including:
  - East Midlands Hub approach around Long Eaton – amended vertical alignment to address local concerns about the creation of a physical barrier, highway impacts and flood risk from the extended viaduct. This refinement includes a short section in Stapleford, where the route will move slightly further west (away from existing properties)
  - The route close to Huthwaite (but actually within Derbyshire) – amended alignment on the section close to the county boundary near Huthwaite, where the route will move slightly closer to the county boundary
  - Route along A42 around East Midlands Airport (Leicestershire) – this section of the route now runs alongside (east of) the A42 and M1 rather than a tunnel under the airport.
5. The consultation on the seven route refinements closes on 9<sup>th</sup> March 2017.

6. As part of the process, now that a preferred route has been announced, there is also a consultation on property compensation. This property compensation and assistance scheme consultation is available for comment by homeowners and businesses affected by the plan and reflects the Government's commitment to providing property compensation to those affected by the scheme. As with the above, this consultation closes on 9<sup>th</sup> March 2017.

#### Rail connectivity to the proposed East Midlands Hub Station

7. The County Council and partners are working to identify effective transport links (road, rail, light rail) to the proposed Hub Station, including potential classic rail connectivity from Beeston, Nottingham, as well as Ashfield and Mansfield.
8. It is important that this work ensures that any improvements by classic rail services connecting to the Hub from Nottingham will not be diverted from any existing rail service, all of which are well used (over 6 million passengers per annum to/from Nottingham), as that would extend journey times and disrupt existing connectivity between Nottingham, Beeston & Attenborough to/from other stations outside Nottinghamshire.
9. Ashfield and Mansfield currently has a very poor train service to/from both London and Birmingham, with very slow journey times. HS2 offers the opportunity to change this situation and provide a major boost to regeneration of the area. This is potentially possible because of an existing freight rail link that leads directly from the Robin Hood line at Kirkby in Ashfield down into Erewash Valley where it joins the Chesterfield - Toton route. Currently the line from Kirkby in Ashfield is only used by freight but it would be capable of use by passenger trains. It is estimated that the journey time to London from Ashfield to London via HS2 with direct rail to/from Toton would be less than 1 hour 30mins; and less than an hour to Birmingham.
10. The investigations into the feasibility of delivering these improvements are still in the early stages and are yet to be costed. Funding sources for such improvements are also uncertain and there is currently no funding allocated for the delivery of any such improvements as part of the HS2 funding arrangements.

#### **Electrification of the Midlands Mainline**

11. The electrification of the Midland Mainline was 'paused' by government in June 2015 in order to allow Network Rail to focus on Great Western line improvements. Thankfully this was then 'unpaused' in September but delayed so as to not be completed until 2023. Recent overspends on other corridors have again raised concerns and Members of Parliament from a number of constituencies along the route attended an adjournment debate on the issue on 7<sup>th</sup> November 2016 to discuss the electrification of the East Midlands Mainline and seek assurances on its future progress.
12. The Rail Minister told Parliament, that the decisions are being made to ensure value for money for the tax payer, and a better experience for the passenger. He did say that the Government will deliver electrification from London to Kettering and Corby by 2019 and that development work is continuing on further electrification of the route to Sheffield and Nottingham but did not indicate any timetable for electrification to Nottingham and Sheffield.
13. The timing is critical because decisions on new rolling stock for the next East Midlands Rail franchise need to be made now as the High Speed Train (HST) stock is now life expired and

too expensive to refurbish. There is also a strong linkage between Midland Mainline electrification and HS2 in that it unlocks the ability to run classic compatible services (capable of leaving the new high speed infrastructure and continuing their journeys on the existing standard rail network) into Nottingham once the HS2 Eastern leg has been built.

14. In conclusion, it is unlikely that Government will confirm a timetable prior to the East Midlands refranchise process and thus the bidders will have to assume that electrification will not go ahead during the period of the new franchise. Lobbying to date has prevented the abandonment of the electrification proposals, recognising the impacts in relation to rolling stock and High Speed Rail proposals.

### East Midlands Trains franchise

15. On 16 November the Government announced the East Midlands Rail Franchise Prospectus setting out the aspirations for the franchise and providing bidders interested in the Franchise with details of the competition process and early guidance. East Midlands Council (EMC) with the support of Nottinghamshire County Council has employed David Young of SCP consultancy to coordinate a response on behalf of the East Midlands and to work with the Department for Transport (DfT) on the franchise process. A paper is currently being put together to take on board the key issues which will be reported through EMC Executive Board for approval later this year. Formal consultation will commence in December for a 12 week period before Invitation To Tender (ITT) documents are submitted in May 2017. The framework for the EMC response is detailed below in paragraphs 16-18.

16. The strategic objective for the new East Midlands Rail Franchise is to support the drive for economic growth across the East Midlands by increasing connectivity, for people and businesses, in three ways:

- **Intercity** connectivity from the East Midlands to the air and sea ports and major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland;
- Between Derby, Leicester, Lincoln and Nottingham which are the four **Regional Hub** cities within the East Midlands; and,
- **Local services** providing access for outlying communities into the key towns and Regional Hub cities of the East Midlands.

17. This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives.

18. Locally the requirement to improve intercity, regional hub express and stopping local rail services, means that each *service type* has its own needs, but common across each service type is the need to:

- **Ensure sufficient capacity** is provided to address the existing problems of overcrowding, adequately meet today's needs and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise;
- **Provide the right quality of train** that is attractive to existing and potential customers and importantly meets the travelling needs appropriate to the intercity, regional or local trip being made and branded accordingly, and allowing customers to make best use of their time whilst travelling;

- **Minimise journey time, improve connectivity and increase frequency;** and
- **7 day railway serving a 7 day economy by providing services meeting peoples needs,** meeting the diverse economic, retail and leisure needs of the East Midlands region.

### **Dukeries Line**

19. Currently to enable the re-opening of the line to passenger services funding is needed for 5 elements:

- Development and design;
- The renovation of the old stations in Warsop and Edwinstowe and construction of a new station at Ollerton;
- Bringing the tracks, signalling and related infrastructure up to passenger line standards;
- Alterations to Network Rail's test track; and
- An annual revenue subsidy.

20. This has been estimated at capital costs of in excess of £20m plus an annual revenue cost of approaching £1m. The only available funding sources for the capital works are either through the LEP or the New Station Fund, both of which require match funding and all other funding elements to be already committed. These multiple funding processes are outside the control of the County Council and in order for this scheme to move forward needs a coordinated commitment from within central Government. A meeting with the new Rail Minister was arranged on 21<sup>st</sup> November to raise these issues and it was consequently agreed that the Minister would discuss the issues with the Secretary of State for transport.

### **Other Options Considered**

21. The consultation documents detail the processes undertaken to date.

### **Reason/s for Recommendation/s**

22. The proposals will support sustainable economic growth.

### **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**



- 1) It is recommended that Committee:  
Note the content of this report and that further consultation responses will be reported to a future Committee.

**Tim Gregory - Corporate Director, Place**

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

Kevin Sharman: Team Manager – Transport Planning and Programme Development

**Constitutional Comments (SJE – 01/12/2016)**

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

**Financial Comments (GB – 02/12/2016)**

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

**Background Papers and Published Documents**

None.

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

All.





15<sup>th</sup> December 2016

Agenda Item: 6

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MAIN STREET, LAMBLEY) (BUS STOP CLEARWAYS – NO STOPPING AT ANY TIME, EXCEPT BUSES) TRAFFIC REGULATION ORDER**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

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

### **Information and Advice**

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve public transport.
3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
  - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
  - Ease congestion as a correctly aligned bus will not block the road for other road users;
  - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
  - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
  - Ensure that bus services operate on time and are not delayed.
4. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation.
5. Lambley is a village in the Borough of Gedling located approximately 3 miles north-east of Nottingham city centre. Main Street is a moderately busy road providing a route between

Mapperley Plains and Lowdham. The County Council has received complaints, over a number of years, from both residents and the bus operator, regarding obstruction at two bus stop on Main Street in the village. The 'Chapel Road' bus stop (reference GE0696) is located between numbers 32 and 38 Main Street on the south side of the road opposite the junction with Chapel Lane. The adjacent properties, 32-38 Main Street, comprise of one commercial property whilst the rest are residential; none have off-street parking. The second bus stop, 'Ross Lane' (reference GE0677) is located outside number 70 Main Street, a business premises. The bus stops are both served by Nottingham City Transport's Sky Blue service 46, which provides a regular daytime service between Woodborough, Lambley and Nottingham city centre.

6. The County Council therefore proposes to introduce bus stop clearways, in force at all times, at these stops. The consultation took place between 16<sup>th</sup> September and 17<sup>th</sup> October 2016 and the attached drawings H/04078/2347/100, H/04078/2347/03 and H/04078/2347/04 represent the location of the stops within Lambley and the advertised proposals.

## Responses Received

7. A total of seven responses were received to the consultation, four of which are considered to be outstanding objections. Three of these are related to the bus stop clearway at GE0696 (Chapel Lane) and fourth to bus stop clearway at GE0677 (Ross Lane). A number of comments were received which include:
  - Concern over vehicle speeds and the effect that the removal of parking on Main Street would have on this;
  - Request for the clearway at GE0696 to either be extended or relocated approximately 2.5m in a westerly direction, to prevent vehicles obstructing a vehicle access.
8. Unrestricted on-street parking / loading on the highway is still available directly adjacent to the clearways and elsewhere on Main Street and nearby side roads. It is noted that not all parts of Main Street are suitable for parking, due to its width and the proximity of bends, however this is the nature of the road network in an historic village. As parking is retained elsewhere on Main Street it is expected that parking patterns will relocate around the clearway restrictions rather than remove from the area completely. As such it is not anticipated that there will be any material change to vehicle speeds within the village.
9. The bus stop clearway has been designed to enable a bus to align with the bus stop, which is already in place and, to reduce the effect on residents, it is designed to the minimum length necessary to provide access to the stop. It is not considered appropriate to extend the clearway beyond what is necessary for the operation of the service. An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£178) on request from local residents.
10. Objections - GE0696 (Chapel Lane)

All three of the objections cited the loss of on-street parking and/or that the location of the bus stop, at the widest point of the road, was the safest point for them to park. They also felt that the stop is seldom used and the bus stop clearway unjustified.

#### Response – GE0696 (Chapel Lane)

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. Both of the stops have been identified by passenger transport services as ones that suffer from habitual parking. The County Council has received repeated complaints regarding parking obstruction at the bus stop and the situation monitored over a number of years and evidence includes photographs of vehicles obstructing the bus stop (September 2012, February 2013 and December 2015) and complaints from both users of the service and the bus operator.

The bus stop is used by a commercial NCT bus service (Sky Blue 46), which operates throughout the day, offering further sustainable transport choices to local residents, not all of whom have access to a private car. Data from the 2011 census shows that in Gedling over a fifth of households (21.5%) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%.

The time of operation for each clearway is linked to the days and times of the buses which service that stop. The bus stop clearway at GE0696, as with the GE0677, is proposed to be in operation 24 hours a day, 7 days a week because the bus service runs on a weekday between 5.58 a.m. and 9.28 p.m. and between 6.33 a.m. and 9.28 p.m. on Saturdays (9.03 a.m. and 15.03 on Sundays). With such extensive hours of service operation, it is considered that a 24 hours a day, 7 days a week restriction is the most appropriate.

Unrestricted on-street parking on the highway is still available directly adjacent to the clearway and elsewhere on Main Street and nearby roads. It is noted that to the east of the proposed clearway, not all parts of Main Street are suitable for parking, due to its width and the proximity of bends, however this is the nature of the road network in an historic village.

#### 11. Objection - GE0677 (Ross Lane)

The business owner objected to the proposed clearway; on the grounds that a clearway is not required because the bus stop is not well used and they consider that obstruction is not an issue. The objector considers that “business should equally be given the rights to access and that this particular stop would be better served on the widened curvature of the road outside numbers 36, 38 and 40 so not to impede the flow of traffic and be more suitable for a clearway.”

#### Response – GE0677 (Ross Lane)

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. As with stop GE0696 this stop has been identified by passenger transport services as one that suffers from habitual parking. The County Council has received complaints from the bus operator regarding obstruction at the stop and, in addition, has photographic evidence of obstruction by a commercial vehicle (December 2015). Nottinghamshire County Council has undertaken significant investment in bus stop infrastructure around the County and the benefits of this to the wider community can only be maximised if bus services are able to access this infrastructure, such as raised kerbs, and improve the accessibility of the network.

Nottinghamshire County Council policy requires bus stops to be positioned at regular intervals (between 150 - 200m in urban and semi-rural areas) to ensure that the network is as accessible as possible. The positioning of stops GE0696 and GE0677 comply with this policy, as such it is not considered appropriate to remove or relocate stop GE0677 which operates effectively in its current location.

As with the adjacent stop (GE0696) the bus stop is used by NCT service 46 and provides a seven-day public transport service for commuters, residents and visitors to Lambley.

The desire for on-street parking is noted but is not the primary purpose of the highway and must be a secondary consideration to the accessibility of the public transport network. Loading would also be prohibited in the clearway, however unrestricted parking and loading is available on adjacent sections on Main Street. The objector expressed concern regarding the effect of their loading on residential neighbours, however as loading is, by its nature, a short-term activity, it is not expected that this would result in significant inconvenience for these properties.

### **Other Options Considered**

12. Other options considered relate to the position, length of time and number of days that the bus stop clearway is in force. The demand for on-street parking is recognised and so the restrictions have been kept to the minimum required to ensure the safe operation of the bus stop.

### **Comments from Local Members**

13. The local County Councillor Boyd Elliott made no comments on the proposal.

### **Reason for Recommendation**

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

### **Statutory and Policy Implications**

15. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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.

### **Crime and Disorder Implications**

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

### **Public Sector Equality Duty Implications**

17. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore, the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.
18. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

### **Financial Implications**

19. The scheme is being funded through the 2016/17 Local Transport Plan Bus Improvements capital budget and the cost is estimated at £2,000.

### **RECOMMENDATION/S**

It is **recommended** that:

The bus stop clearways on Main Street, Lambley (references GE0696 and GE06778) are made as advertised and objectors notified accordingly.

**Tim Gregory**  
**Corporate Director – Place**

#### **Name and Title of Report Author**

Mike Barnett - Team Manager (Major Projects and Improvements)

#### **Constitutional Comments (LMcC – 17/11/2016)**

20. 'The recommendations in the report fall within the Terms of Reference of the transport and Highways Committee'

#### **Financial Comments (GB 17/11/2016)**

21. The financial implications are set out in paragraph 19 of the report.

### **Background Papers**

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

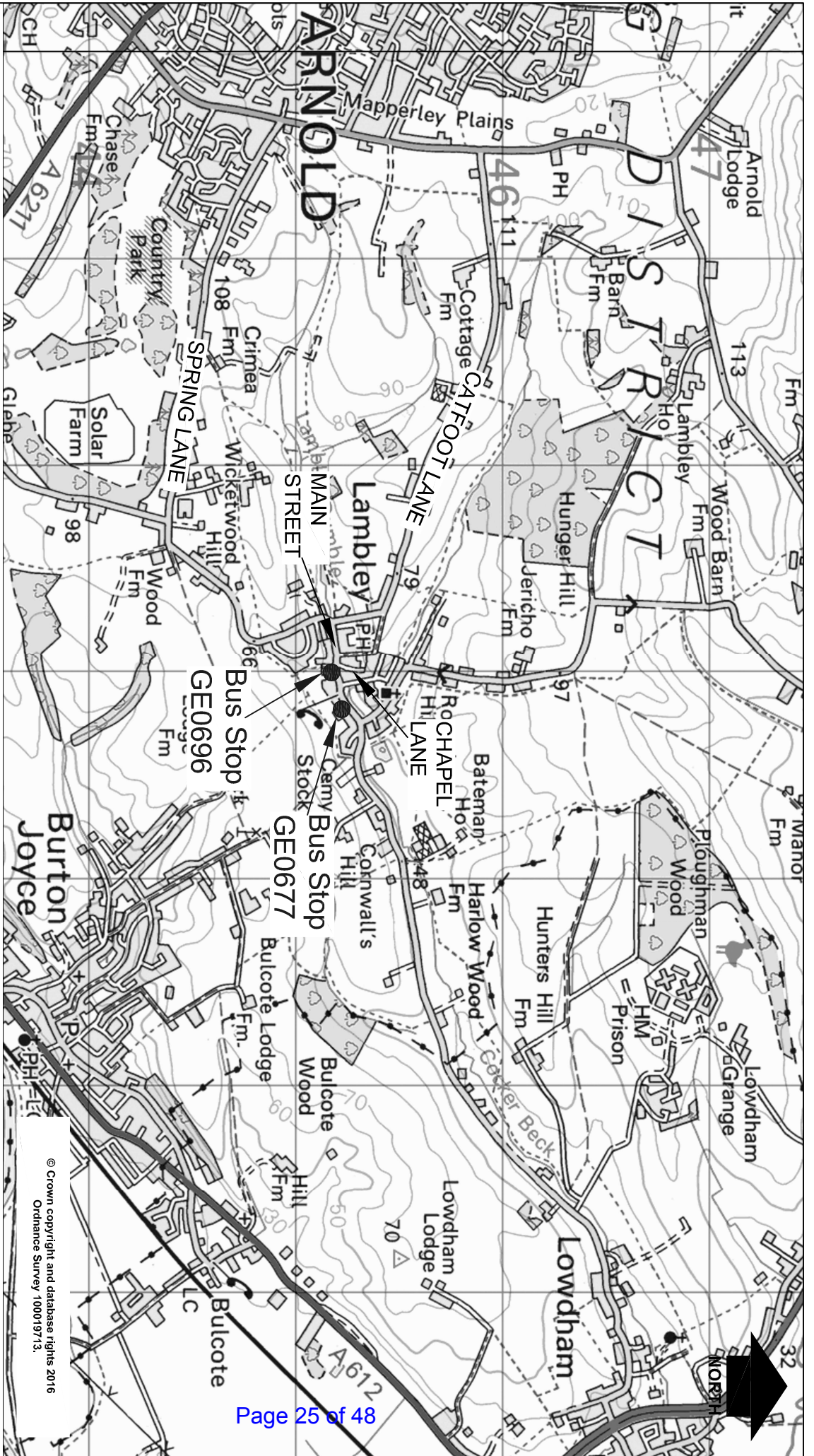
All relevant documents for the proposed scheme, including the equality impact assessment, are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

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

Calverton ED          County Councillor Boyd Elliott







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In partnership with

Nottinghamshire  
 County Council

www.viamark.co.uk Tel: 01623 873873  
 8100, 8101, 8102, 8103, 8104, 8105, 8106, 8107, 8108, 8109, 8110  
 Nottinghamshire NG22 8ST

Via East Midlands Limited Registered in England no.089902346

**Main Street, Lambley**

**Proposed New Bus Stop Clearways**

Rev	Description	Drawn	Date
		J.A.B.	Nov.16

Project No.

Proposed New Bus Stop Clearways

Title

**Location Plan**

Drawing No.

**H/04078/2347/100**

Rev	Description	Drawn	Date
		J.A.B.	Nov.16

Auth

Traced

Rev

Scale

**N.T.S.**





15<sup>th</sup> December 2016

**Agenda Item: 7**

## **REPORT OF CORPORATE DIRECTOR, PLACE PERFORMANCE REPORT – HIGHWAYS**

### **Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Service provided by Via EM and the County Council – updated to the end of quarter 2 2016/17.

### **Information and Advice**

2. The Highways Service is delivered primarily through a joint venture company Via EM to the County Council for the benefit of the County's residents, visitors, businesses and highway users, with some key strategic functions retained by NCC e.g. development control.
3. There are a range of performance measures which support performance management for the company and County Council and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control. This report covers Q2 of 2016/17 which is the first quarter of Via's operation.
4. The attached appendices focus on the following key service areas and should be read in combination with this report:
  - Highway Repairs & Enquiry Indicators (Appendix 1A)
  - Highway Complaints (Appendix 1B)
  - Road Safety Indicators (Appendices 2A & B)
  - Highway Claims Data (Appendix 3)
  - Highway Development Control Indicators (Appendix 4)

### **Performance Analysis**

5. The following analysis highlights key performance indicators.

#### **Highway Repairs & Enquiry Indicators (Appendices 1A & 1B)**

- a. *Street Lighting* – The time taken to repair a street light continues to reflect good performance. At Q2 the figure for the average Street Lighting repair rate was 5.25 days compared against a target of 7 days.

- b. *Potholes and Repairs* – For Q2 there were 4308 defects repaired compared 3083 in the same quarter in 2015/16. The repair time for all Categories of repair is well within the target time scale.
- c. *Highways Recorded Complaints* – A detailed breakdown of complaints is contained in Appendix 1B and compares the number of complaints (89) to the number of service enquiries (13,389). A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of the services control. Whilst the number of complaints has increased slightly, the data does need to be reviewed to ensure it only covers the service area. An update will be provided as part of the next quarterly review.

With regards to the number of enquiries received. During the first two quarters of 2016/17, the NCC public website reporting system has been changed to provide online details of enquiries already received and their status through a map based display. This revised service allows users to link to an existing enquiry and obtain updates on the status change through automated messaging. This improvement would appear to have resulted in a reduction in the number of enquiries as the service is not receiving as many multiple enquiries about the same matter. This change was expected but will be verified over the coming months. The knock on effect of the number of enquiries reducing and the number of complaints increasing is that the percentage figure comparing enquiries to complaints has increased. In real terms the actual increase is very small but appears to be greater due to the enquiry reduction.

## **Road Safety Indicators (Appendix 2)**

- d. Part A of this Appendix illustrates the annual change over the 10 year review period, whilst Part B details the in year quarterly change compared with the previous 4 quarters.

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

The 2020 target is to reduce the number of people killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). Overall the figures for 2016/17 indicate an in year 40.5% reduction has been achieved i.e. a reduction from 249 to 148 against the baseline figure.

The 2020 target is to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). Overall the figures for 2016/17 indicate a 40% reduction has been achieved, i.e. a reduction from 26 to 7 against the baseline figure.

## **Highway Claims Data (Appendix 3)**

- e. *Highways Claims Data* – This data illustrates the variation in the number of claims over the last 5 years and the associated repudiation rates. As a claim can be received up to 3 years after the date of the accident, the data will change as further claims may occur relating to previous years. Please note as more claims are settled the repudiation rates per year will change, however, the percentage rate is a good measure of the overall defence process. The data for 2016/17 has no discernible trends at this early stage.



## **Highway Development Control Indicators (Appendix 4)**

- f. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q2 the figures for both indicators are 93% and 95.0% respectively.

## **Via EM Performance Management**

- g. A suite of key performance management indicators is being prepared for the management of the contract between Via EM and the County Council. Many of these indicators are existing ones that have been reported to this committee previously with the addition of specific measures for service standards. This draws on extensive work with the Midland Highway Alliance and other authorities and introduces a set of indicators that focus on the delivery of the whole service. These measures also review the collaborative health of the contractual relationship between Via EM and the County Council and include the option to introduce a set of service credits, where the achievement criteria have not been met. This system is being introduced by agreement of all parties involved including the target values.

## **Other Options Considered**

6. None – this is an information report.

## **Reasons for Recommendations**

7. None – this is an information report.

## **Statutory and Policy Implications**

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

## **Financial Implications**

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

## **Implications for Service Users**

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

## **Recommendation**

11. That Committee note the contents of the report.

**Gary Wood**  
**Group Manager Environment & Highways**

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

## **Constitutional Comments**

None – report for information.

## **Background Papers**

None

## **Electoral Divisions**

All

# Highways Repairs and Enquiry Indicators Q2 Period

# Appendix 1A

Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q2	Q3	Q4	Q1	Q2	Target	Status	Trend*	
	15/16	15/16	15/16	16/17	16/17				
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	5.16 Days	7.44 Days	6.77 Days	6.74 Days	5.25 Days	7 Days			The figure of 5.25 days is below the Authority's target figure of 7 days and represents a good performance for the 2 <sup>nd</sup> quarter period. The transition change from NCC to Via, has maintained the performance and this has also been influenced by the actual reduction of faults with the replacement of lanterns to LED.
Number of defects identified/reported	3,083	3,626	5,852	5,243	4,308	NA			The number of defects raised for the quarter 2 period is 4,308.
Average number of days to repair a category 1 (urgent) defect	1 Day	2 Days	1 Day	1 Day	<1 Day	1 Day			The repair time for Category 1 defects is <1 day. The number of repairs completed is 760. A growing proportion of these defects are 'filled when found' as part of our first time fix approach by the Highways Inspectors and Assistants at time of inspection. This approach was established just over 12 months ago and is now embedded in working practices.
Average number of days to repair a category 2 (high) defect	12 Days	17 Days	13 Days	11 Days	4 Days	28 Days			The repair time for Category 2 high defect is 4 days. The number of repairs completed is 1876. The repair time for Category 2 defects continues to show improvements by concentrating the conventional patching gangs on this type of defects rather than Category 1 defects which are mainly 'filled when found' by the Highways Inspectors and Assistants at the time of inspection.
Average number of days to repair a category 2 (low) defect	16 Days	37 Days	18 Days	11 Days	14 Days	90 Days			The repair time for Category 2 Low defect is 14 days. The number of repairs completed is 1099. This is the lowest Category of defect and like the Category 2 defects continues to show improvements by concentrating the conventional patching gangs on this type of defect rather than Category 1 defects which are mainly 'filled when found' by the Highways Inspectors and Assistants at the time of inspection.
Highways Recorded Complaints	61	49	49	63	89	NA			

**Key symbols table:**

Status	Indicators	Trend	
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		

\* The Trend is based on a comparison with the same quarter last year.





## Highways Complaints Data Q2 Period

## Appendix 1B

Highways Complaint Outcomes	Q2 2015/16	Q3 2015/16	Q4 2015/16	Q1 2016/17	Q2 2016/17	Trend compared to same period (Q1) last year
Upheld or Partially Upheld	18	18	17	25	36	↓
Not Upheld or Still Active	43	31	32	38	53	↓
Total for Period	61	49	49	63	89	↓

Number of Enquiries received by Highways Services	Enquiries Received & Percentage Related to Highways					
	Q2 2015/16	Q3 2015/16	Q4 2015/16	Q1 2016/17	Q2 2016/17	Comparison of same period Q2 last year
Total No.of Highways related enquiries	14,293	15,870	16,113	13,648	13,389	↑
Proportion of enquiries that are highways complaints related	0.4%	0.3%	0.3%	0.5%	0.7%	↓

Trend	Base this on change from same period last year
↑	Improving trend
↓	Deteriorating trend
▬	No change

There are wide variations in the number of complaint made about the Highways Services and whilst some of these are seasonal there is no predictability to the level received.

With regards to the number of enquiries received. During the first two quarters of 2016/17, the NCC public website reporting systems has been changed to provide online details of enquiries already received and their status through a map based display. This revised service allows users to link to an existing enquiry and obtain updates on the status change through automated messaging. This improvement would appear to have resulted in a reduction in the number of enquiries as the service is not receiving as many multiple enquiries about the same matter. This change was expected but will be verified over the coming months.


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The knock on effect of the number of enquiries reducing and the number of complaints increasing is that the percentage figure comparing enquiries to complaints has increased. In real terms the actual increase is very small but appears to be greater due to the enquiry reduction.



# Road Safety Performance Indicators Q2 Period

# Appendix 2A

Indicator description	Actual Value	Target	Status	Chart	Comments																								
Reduce the number of people killed or seriously injured in road traffic collisions	320	414		<p data-bbox="1003 486 1523 534">Progress on Nottinghamshire County 2020 target for a 40% reduction in KSI casualties</p>  <table border="1" data-bbox="907 550 1608 869"> <caption>Progress on Nottinghamshire County 2020 target for a 40% reduction in KSI casualties</caption> <thead> <tr> <th>Year</th> <th>Value</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>05-09 AVG</td> <td>517</td> <td>517</td> </tr> <tr> <td>2011</td> <td>454</td> <td>485</td> </tr> <tr> <td>2012</td> <td>443</td> <td>470</td> </tr> <tr> <td>2013</td> <td>345</td> <td>445</td> </tr> <tr> <td>2014</td> <td>343</td> <td>425</td> </tr> <tr> <td>2015</td> <td>320</td> <td>405</td> </tr> <tr> <td>2020 TARGET</td> <td>310</td> <td>310</td> </tr> </tbody> </table>	Year	Value	Target	05-09 AVG	517	517	2011	454	485	2012	443	470	2013	345	445	2014	343	425	2015	320	405	2020 TARGET	310	310	<p data-bbox="1691 550 2020 790">In 2015 there were 320 people killed or seriously injured. This is a reduction of 38% compared with the 2005-9 average of 517 and puts us on target to meet the 40% reduction required by 2020.</p>
Year	Value	Target																											
05-09 AVG	517	517																											
2011	454	485																											
2012	443	470																											
2013	345	445																											
2014	343	425																											
2015	320	405																											
2020 TARGET	310	310																											
Reduce the number of children killed or seriously incurred in road traffic accidents	32	43		<p data-bbox="1003 909 1556 957">Progress on Nottinghamshire County 2020 target for a 40% reduction in child KSI casualties</p>  <table border="1" data-bbox="878 973 1657 1348"> <caption>Progress on Nottinghamshire County 2020 target for a 40% reduction in child KSI casualties</caption> <thead> <tr> <th>Year</th> <th>Value</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>05-09 AVG</td> <td>54</td> <td>54</td> </tr> <tr> <td>2011</td> <td>41</td> <td>50</td> </tr> <tr> <td>2012</td> <td>43</td> <td>48</td> </tr> <tr> <td>2013</td> <td>28</td> <td>45</td> </tr> <tr> <td>2014</td> <td>20</td> <td>42</td> </tr> <tr> <td>2015</td> <td>32</td> <td>39</td> </tr> <tr> <td>2020 TARGET</td> <td>32</td> <td>32</td> </tr> </tbody> </table>	Year	Value	Target	05-09 AVG	54	54	2011	41	50	2012	43	48	2013	28	45	2014	20	42	2015	32	39	2020 TARGET	32	32	<p data-bbox="1691 1005 2020 1244">In 2015 there were 32 children killed or seriously injured. This is a reduction of 40% compared with the 2005-9 average of 54 and puts us on target to meet the 40% reduction required by 2020.</p>
Year	Value	Target																											
05-09 AVG	54	54																											
2011	41	50																											
2012	43	48																											
2013	28	45																											
2014	20	42																											
2015	32	39																											
2020 TARGET	32	32																											



# Road Safety Performance Indicators Q2 Period

# Appendix 2B

Road Safety Indicators		Performance Measures							Comments	
		Q2 Actual	Q3 Actual	Q4 Actual	Q1 Actual	Q2 Actual	Target	Status		Trend
		15/16	15/16	15/16	16/17	16/17				
People killed or seriously injured in road traffic collisions	% Change	46.5%	44.4%	38%	32.5%	40.5%	40%			The figures at the end of the first two quarters of 2016 show a reduction of 40.5% (from 248.6 to 148) against the equivalent baseline average figure for 2005 – 2009. This keeps us on course to meet our national casualty reduction target of 40% by 2020.
	Baseline Value	249	392	517	123	249				
	Quarterly Value	133	218	320	83	148				
Number of children killed or seriously injured in road traffic accidents	% Change	54.0%	57.5%	40%	59%	73%	40%			The figures at the end of the first two quarters of 2016 show a reduction of 73% (from 26 to 7) against the equivalent baseline average for 2005 - 2009. This keeps us on course to meet our national target of 40% by 2020.
	Baseline Value	26	42	54	12.2	26				
	Quarterly Value	12	18	32	5	7				

### Key symbols table:

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



## Highway Claims Data Q2 Period

## Appendix 3

Highway Claims Data	Highways Claims				
	2012-2013	2013-2014	2014-2015	2015-2016	2016-17
<b>(A)</b> Number of claims received <b>(C+D+E)</b>	672	706	577	489	170
<b>(B)</b> Number of claims settled <b>(C+D)</b>	666	687	540	355	30
<b>(C)</b> Number of above claims Defended / Repudiated	516	509	433	269	1
<b>(D)</b> Number of claims finalised/settled	150	178	107	86	29
<b>(E)</b> Active claims	6	19	37	134	140
<b>(F)</b> Percentage Repudiation Rate <b>(C/B x 100)</b>	<b>78%</b>	<b>74%</b>	<b>80%</b>	<b>76%</b>	*

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

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





**\*Repudiation rate not calculated as the year is too under developed for data to be meaningful\***












# Highways Development Control Indicators Q2 Period

# Appendix 4

Highway Development Control	Performance Measures								Comments
	Q2	Q3	Q4	Q1	Q2	Target	Status	Trend	
	15/16	15/16	15/16	16/17	16/17				
Development Control Applications	94.4%	95.0%	86.75%	87.0%	93.0%	95.0%			There have been a total of 825 formal applications received with 93% of these responded to within the 21 day deadline with the target being 95%.
Development Control Pre-applications	92.0%	98.0%	93.7%	91.0%	95.0%	90.0%			There have been total of 151 informal applications received with 95% responded to within the 21 day deadline, this is above the target of 90%.

### Key symbols table:

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





## **REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME**

### **Purpose of the Report**

1. To consider the Committee's work programme for 2017.

### **Information and Advice**

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

### **Other Options Considered**

6. None.

### **Reason/s for Recommendation/s**

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

## **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**

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

**Jayne Francis-Ward**  
**Corporate Director, Resources**

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

## **Constitutional Comments (HD)**

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

## **Financial Comments (NS)**

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

## **Background Papers**

None.

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

All

## TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
<b>19 January 2017</b>				
Bus Quality Partnerships	Performance and update report	Info	Chris Ward	Jas Hundal
Total Transport Fund	Update report	Info	Chris Ward	Jas Hundal
City Easy-Link	Progress report	Info	Chris Ward	Jas Hundal
Flood Risk Management	Update report	Info	Gary Wood	Gary Wood
CCTV Enforcement Car	Progress report	Info	Gareth Johnson	Gary Wood
Rights of Way Improvement Plan	Update report	Info	Neil Lewis	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>9 February 2017</b>				
Worksop Bus Station	Performance to date	Info	Jas Hundal	Jas Hundal
Rail Update	Propose consultation responses	Decision	Gary Wood	Kevin Sharman
Personal Travel Planning	Update report	Info	Gary Wood	Kevin Sharman
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>16 March 2017</b>				
Transport & Highways Committee	Key Achievements	Info	Various	Various
Highways Performance Report Q3	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 April 2017</b>				
Tram Update	Update report	Info	Sean Parks	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>15 June 2017</b>				
Highways Performance Report Q4	Quarterly Update	Info	Don Fitch	Gary Wood

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 July 2017</b>				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

