

APPENDIX A

COUNTY COUNCIL MEETING HELD ON 14TH MAY 2015 QUESTIONS TO COMMITTEE CHAIRMEN

Question to the Chairman of the Transport and Highways Committee, from Councillor John Wilmott

In view of the tremendous interest that took place over the condition of our roads and pavements over a number of months recently, I took it on myself on behalf of the Hucknall First Community Forum to monitor the position in Hucknall. My first question is how much money has been spent on repairing the Counties roads in 2012, in 2013, and in 2014 individually, and has the extra allocation of £77.9million being sent by the Government for road repairs being spent in that area.

Response from Councillor Kevin Greaves, Chairman of the Transport and Highways Committee

The seventy-seven million referred to relates to the total funding for 2014/2015 which was spent on Highway and Transport services, including larger improvement projects. The proportion of this which is programmed for highway maintenance is just under seventeen million, including street light renewals. In the Hucknall Ward, this funded resurfacing schemes on Trumen Drive, Arden Close and Story Gardens plus street lighting schemes at other locations, which overall totalled £243k of works in 2014/15.

To answer the other part of the question, funding for day to day road repairs in 2012 to 2013 was over two million and the figure for 2013 to 2014 was around three million. Last year Nottinghamshire was successful in securing an additional two point seven million pounds specifically for pothole type repairs. This combined with local funding resulted in over six and a half million being spent during 2014/15.

This funding was targeted at filling potholes, patching roads and footways, patching roads in preparation for surface dressing or resurfacing those roads where it would have been uneconomic to fill individual potholes.

Pioneering new methods for filling potholes and patching roads using “find and fix” teams and new materials have led to quicker response times for more serious “Category 1” potholes.

Overall in excess of 100,000 defects were repaired on the Highway network last year”.

Question to the Chairman of the Transport and Highways Committee, from Councillor Ian Campbell

Residents of Rectory Road and Lime Grove are extremely disappointed with the response from County officers that there is no longer going to be a solution brought forward for a small residents parking scheme on their stretch of roads.

After very positive meetings last year with officers and a solution drafted it has now transpired that this council is no longer funding such programmes. Can Councillor Greaves explain why?

Response from Councillor Kevin Greaves, Chairman of the Transport and Highways Committee

The County Council continues to fund a programme of on-street parking improvements including residents' parking schemes.

The County Council receives many requests for changes to on-street parking restrictions including residents' parking schemes.

The funding available for residents' parking schemes is prioritised at the locations where availability of parking is restricted for local residents. This is not the case on Rectory Road or Lime Grove as most, if not all, of the properties along the roads have off-street parking. A residents' parking scheme is therefore not the most appropriate solution on these roads and is very unlikely to secure funding in future years. Councillor Campbell was advised of this decision by officers in both August and October 2014.

Depending on the issues being encountered by residents, H-bar markings or double yellow lines may be more appropriate.

I will ask the district highways manager to look into whether these measures would be appropriate for Rectory Road and Lime Grove.

Question to the Chairman of the Children and Young People's Committee, from Councillor Tony Roberts

The Chairman of the Children and Young People's Committee should recall that he and I have already had a brief discussion and an exchange of emails regarding the possibility of the Newark Orchard School leaving its outdated Appletongate site and the site it also occupies adjacent to the Newark Academy site in Balderton and move to the soon to be vacated Lilley and Stone site in Newark.

Would the Chairman make a commitment that the Council will actively consider this option? Thus providing a practical and convenient solution to the problems created by poor site access on Appletongate and the impracticalities of running a school on two sites, nearly two miles apart.

Response from Councillor John Peck JP, Chairman of the Children and Young People's Committee

Property officers are currently in discussions with the Trustees of the Lilley & Stone Charitable Trust and their Agent to identify possible opportunities for the site. They are also in very early discussions with the Education Funding Agency with regard to their Priority Schools Building 2 project to establish exactly what they propose to do and how that might be developed into a wider solution. This is a complex situation but officers understand there may be a window of opportunity here and are working to bring the

streams of ownership and potential funding together. We welcome the support of local members in pursuing this.

Question to the Chairman of the Finance and Property Committee, from Councillor Ian Campbell

A solution was accepted by the Finance and Property Committee for a Car Park to be created for the Retford Post 16/Leisure Centre due to the County Council selling the land currently used as a car park to a housing developer.

Could Councillor Kirkham update me on what is happening and when a car park can be expected?

Response from Councillor David Kirkham, Chairman of the Finance and Property Committee

Committee approval granted on the 16 June 2014 to proceed with the sale of the land to Harron Homes Limited subject to planning and the PFI variations to facilitate release of the access road to the purchaser and inclusion of a 3.5 metre strip of land within the PFI site boundary. This was necessary to allow for suitable access to the rear of the building to facilitate the provision of the intended car park.

Contracts were exchanged on the 4 September 2014. Planning consent was secured on 3 February 2015 and the section 106 has now been completed. The only contractual condition outstanding is the provision of the deed of variation with Transform PFI Provider and the associated funders. This has proved to be problematic and has caused extensive delays. Following concerted efforts by the Council the matter would appear to be almost resolved and the PFI lawyers have been instructed to complete the variation.

Question to the Chairman of the Environment and Sustainability Committee, from Councillor Bruce Laughton

Is the Chairman of the Environment and Sustainability Committee aware that a number of small communities in Nottinghamshire are still requesting village gateway signs, and will he give an undertaking to ring-fence some Supporting Local Communities Fund (SLCF) money for this purpose in future?

Response from Councillor Jim Creamer, Chairman of the Environment and Sustainability Committee

This year's schemes have already been approved unanimously and therefore to create another ring-fenced budget at this time is obviously impossible and any future consideration would need to take place at an Environment and Sustainability Committee after the budget has been allocated for 2016/17.

Question to the Chairman of the Transport and Highways Committee, from Councillor Bruce Laughton

Cromwell Parish campaigned in the early 1980s for a 30mph speed limit to be introduced on Main Street through their village, and in 1985 the County Council opted to reduce the speed limit from 60mph to 40mph.

Would the Chairman of the Transport and Highways Committee now consider reducing the speed limit to 30mph, given the increased speed of modern traffic and the amount of development that has occurred in Cromwell since that time?

Response from Councillor Kevin Greaves, Chairman of the Transport and Highways Committee

In addition to the development that Councillor Laughton refers to, the guidelines on setting local speed limits have also changed since the 1980s.

I will therefore ask officers to assess if the speed limit on Main Street in Cromwell is appropriate based on current guidelines. If necessary it will then be considered for inclusion in a future year's integrated transport programme.

Question to the Chairman of the Transport and Highways Committee, from Councillor Philip Owen

What is the Committee Chairman's response to the Traffic Penalty Tribunal Adjudicator's decision* that the Nuthall Bus Gate '*is not a bus lane*', because the Traffic Regulation Order relied upon by the Council has the effect of banning ALL vehicles, including buses?!

Will he finally admit that the Council's stance regarding the Nuthall Bus Gate is farcical and offer an apology and a refund to all drivers whose Penalty Charge Notices must have been invalid, based on this decision?

*Case Number NQ 06573E – 24th April 2015

Response from Councillor Kevin Greaves, Chairman of the Transport and Highways Committee

I am aware of the case to which he refers but must remind him that adjudicators make decisions on a case by case basis. The tribunal has already been made aware that the decision in this case did not take account of the full content of the Order and that the conclusion of this specific case does not apply to other cases.

This bus gate provides substantial benefit to bus services in this area and is used by some two hundred thousand passengers each month as well as helping to reduce rat running in the residential area.

Drivers are reminded that the bus gate operates Monday to Friday 4pm to 6.30pm and that it is a contravention for vehicles other than buses and cycles to pass from Nottingham Road to the Nuthall roundabout during these times.