



Meeting	<b>ENVIRONMENT STANDING SELECT COMMITTEE</b>	
Date	<b>Monday, 6 September 2004</b>	agenda item number
From:	<b>Cabinet Member for Environment</b>	

## **REPORT FOR PERIOD JUNE 2004-JULY 2004**

I reported the following issues to Council on 29 July:

- Local Transport Plan 2
- Transport Authority of the Year
- West Bridgford Bus Services
- Buildings at Risk
- Countryside Access – publicity campaign
- Nottingham Station Master Plan

### **1. Mansfield Town Centre: Experimental Traffic Regulation Order**

Mansfield District Council and Mansfield Police have expressed increasing concerns over road safety and crime and disorder issues in Mansfield Town Centre, in particular on Clumber Street and Leeming Street. These problems are particularly bad in the early hours of the morning when there is little public transport and the night clubs on these streets close. Revellers congregate for some time before dispersing and this creates considerable conflict between pedestrians and vehicles.

A multi-agency group has been looking at possible solutions and has suggested restricting traffic on Clumber Street and Leeming Street as part of a package of measures. I have agreed, therefore, to introduce a Prohibition of Driving between 11.00 pm and 4.00 am. Because of the uncertainties over effectiveness and enforcement, the Order will be experimental. If successful, it will be made permanent after 18 months.

## **2. New Household Waste and Recycling Centre at Newark**

The Household Waste and Recycling Centre (HWRC) at Cotham had its planning approval linked to the adjacent landfill operation and should have closed some years ago when the landfill operation ceased. I am pleased to report that after extensive investigations, a new site for a HWRC has finally been identified on the southern edge of Newark and a planning application will be submitted shortly. Funding for the new facility has been secured through the County Council's PSA allocation.

The new site at Newark will offer separate access for the public and large collection vehicles and there will be a dedicated recycling area. The site will be split level allowing the public to deposit waste without the need to climb steps or ramps.

Fiskerton HWRC has the lowest input of any County HWRC and is the most expensive to run. It will be closed, therefore, once the new site at Newark is open. Publicity will be given to the public regarding alternative sites which are available a few miles away.

## **3. Next Bus Real Time Passenger Information System**

When Nottinghamshire County Council's Next Bus system was installed in the 1990s it was one of the first in the country and used what was then state of the art technology. However, in recent years performance has significantly deteriorated and much of the equipment has come to the end of its operational life. Most of the routes have been switched off and remaining displays only show the time. Further investment would not achieve an acceptable system, or offer best value. I have agreed, therefore, that the remaining elements of the system should be decommissioned.

There are a number of real time schemes under investigation nationally and locally and a national Real Time Information Group (RTIG) has been set up to advise on and co-ordinated developments. This is a not-for-profit organisation and I have agreed that the County Council should become a full member. This will allow the Authority to benefit from the skills, knowledge and experience of other local authorities and bus operators. In addition, consultants will be appointed to evaluate this new research and examine the potential for developing a new system.

## **4. A614/Burntstump Crossroads, Calverton**

The detrunking of the A614 came into effect in July 2002 on the understanding that the County Council would put forward an improvement scheme for the A614/Burntstump Crossroads via the LTP. The existing junction suffers from a poor accident record by all road users and at all arms of the crossroads. The proposed

improvements include the installation of a roundabout and the partial realignment of the A614 from the north.

I have agreed that the detailed design work should commence and it is expected that work will begin on site during the next financial year.

5. **B6325 Great North Road, South Muskham – Speed Limit Reduction**

The length of this route as it runs through South Muskham is subject to the national speed limit. There is an accident problem along this stretch and speed has been a factor in over half of the reported accidents. Speed measurements have shown that the majority of vehicles enter the village at 60 mph and leave it at 54 mph.

I have agreed, therefore, to reduce the speed limit along this section of the road from the national speed limit to 40 mph. This change will be reinforced by a village gateway feature, including hatching and extra signs on the road.

6. **'No Waiting' Restrictions – Little Bounds, West Bridgford**

Little Bounds is a residential cul-de-sac and the only access to the West Bridgford Tennis Club and Ellersie Cricket Club, both of which have limited car parking facilities. The residents have complained of excessive parking, not only during major football and cricket matches, but also most evenings and weekends during the summer. There are also concerns about access for emergency vehicles. To improve the situation, I have agreed to introduce 'no waiting' restrictions along certain lengths of the road.

7. **Greythorne Drive, West Bridgford – School Safety Zone**

There is a history of reported injury accidents on Greythorn Drive between Rugby Road and Waddington Drive, many involving pedestrians. Concerns have been expressed over a number of years by local residents, the College and the primary school. As a result I have agreed to the development of a School Safety Zone. This will probably involve upgrading the road signs and installing a number of plateaux or speed cushions. Nottingham City Transport, who run 3 regular services along the route have made a number of comments and wherever possible, their requirements will be incorporated during the detailed design stage.

8. **Environmental Weight Restrictions**

Most of the worst cases of heavy goods vehicle intrusion in residential areas have been dealt with through a major programme of work in the early 1990s. In October 2003 I approved an appraisal system and a phased programmed of work to treat the most severe cases where

other traffic management measures were inappropriate or had proved unsuccessful. Four schemes were to be completed over two years with a reappraisal of the remaining and any new cases in 2005.

I have now agreed to extend the programme of work to cover a three year period, rather than two, to allow for better planning. This will mean that two additional schemes can be included from the original priority list. Reappraisal of remaining and any new cases will now take place in 2006. The following schemes will be taken forward:

- Balderton Lane, Coddington
- Gravesmoor Lane, Torworth
- Ruddington (Clifton Road-Wilford Road-High Street-Kirk Lane)
- C208 Coddington
- Netherton Road, Worksop
- Drove Lane, Coddington

Councillor Terry Butler  
Cabinet Member for Environment

report for period June 2004-July 2004 (ekk)  
amd.26.8.04

*Copy of: Member&SeniorManagementSupport/Cabinet/MemberReportsforCouncilandScrutiny/SelectCtteEnv/6Sept04*