

## **Transport and Highways Committee**

**Thursday, 11 December 2014 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 13 November 2014   | 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 | Rail Issues  | 7 - 14  |
| 5 | Performance Report - Highways  | 15 - 20 |
| 6 | Nottingham City 20mph Speed Limit - Mapperley and Dales  | 21 - 28 |
| 7 | Work Programme   | 29 - 34 |

### **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:-

- (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>

Meeting      Transport and Highways Committee

Date          13 November 2014 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chairman)  
Steve Calvert (Vice-Chairman)

Andrew Brown  
Richard Butler  
Steve Carr  
Steve Carroll  
Stephen Garner

Colleen Harwood  
Richard Jackson  
Michael Payne  
John Peck

**OTHER COUNCILLORS IN ATTENDANCE**

Kate Foale

**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
Mark Hudson	- Group Manager, Transport and Travel Services
Jas Hundal	- Service Director, Environment and Resources

**COMMITTEE MEMBERSHIP**

The Clerk to the Committee reported orally that Councillor Steve Carroll had been appointed to the Committee in place of Councillor Roy Allen for this meeting only.

## **MINUTES OF THE LAST MEETING**

That the minutes of the last meeting held on 9 October 2014 were taken as read and were confirmed and signed by the Chairman.

## **APOLOGIES FOR ABSENCE**

There were no apologies.

## **DECLARATIONS OF INTEREST**

None.

## **CHANGES TO TRENTBARTON COMMERCIAL BUS SERVICE 27**

### **RESOLVED 2014/090**

- 1) That the changes to the Trentbarton service 27 be noted
- 2) That the changes to the timetables for local bus services 531, 532 and 402 be approved
- 3) That the funding of the additional costs arising as set out in paragraph 10 of the report be approved

## **THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN ATTENBOROUGH) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2014 (5152) - CONSIDERATION OF OBJECTIONS**

Following debate Councillor Richard Jackson moved the following additional motion seconded by Councillor Richard Butler:-

“It is recommended that consultation takes place in this financial year on a scheme that includes the whole of Attenborough”

Following a show of hands the motion was declared to be lost.

### **RESOLVED 2014/091**

That the Nottinghamshire County Council (Various Roads In Attenborough) (Prohibition Of Waiting) Traffic Regulation Order 2014 (5152) be made as advertised with amendments and objectors advised accordingly.

**OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS – UPDATE ON SERVICE DIRECTOR APPROVALS**

**RESOLVED 2014/092**

1. That Committee note all Traffic Regulation Orders where objections have been considered by officers
2. That the Committee's work programme be updated to include quarterly reporting at the first available meeting of officer decisions regarding Traffic Regulation Orders where objections are received

**RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 18<sup>TH</sup> SEPTEMBER 2014**

**RESOLVED 2014/093**

That the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

**WORK PROGRAMME**

**RESOLVED 2014/094**

That the Work Programme be noted.

The meeting closed at 11.25pm

**Chairman**



11<sup>th</sup> December 2014

Agenda Item: 4

**REPORT OF SERVICE DIRECTOR, HIGHWAYS****RAIL ISSUES****Purpose of the Report**

1. To report recent developments regarding:-
  - Provision of an enhanced service on the Nottingham – Newark – Lincoln line from May 2015;
  - Proposals to devolve responsibility for the Sheffield – Worksop – Lincoln service and the Nottingham – Leeds service to 'Rail North';
  - The upgrading of the Midland main line;
  - The proposed High-Speed 2 rail network,
  - Development work to assess the possibility of re-opening the Robin Hood Line to Ollerton, and
  - The East Coast MainLine (ECMA) consortium.

**Information and Advice****Nottingham – Newark Line**

2. Currently services on this line are substandard in a number of key respects:

they are infrequent, with just one train per hour in each direction ( plus 1 extra train in the morning and evening peak periods), and

they are slow, average speeds between 29mph and 42mph, depending on the number of stops at intermediate stations.
3. It has been a long-standing aspiration of the Council to secure both faster and more frequent services on the line, and much work has been done by Nottinghamshire County Council, Newark Business Club, Newark and Sherwood District Council and East Midlands Trains to try to achieve this over the last five years.
4. On 29<sup>th</sup> September the Secretary of State for Transport announced his agreement to an enhanced service on this line, to commence in May 2015. There will be an additional 24 trains per weekday which will result in the following benefits:

between 07.00 and 19.00hrs there will be a train every 30 minutes between Newark and Nottingham with one train an hour running non-stop between Newark and Nottingham with a journey time of 23 minutes;

Carlton will have 36 trains per day, giving a service every hour in each direction for most of the day. It is believed this will be the most frequent train service Carlton will have ever had since the station opened in 1846;

Lowdham, Fiskerton and Collingham will also have over 30 trains per day, generally every hour;

Burton Joyce will have 24 trains per day, generally every 2 hours, but hourly in the morning and evening peak periods; and

Bleasby, and Rolleston will have 20 trains per day.

5. The cost of the additional service is £875,000 per annum. Usually the Department for Transport (DfT) would require that sum to be paid by local stakeholders for each of the first three years i.e. a total local payment of £2.625million between May 2015 and May 2018. In this case, we have been able to persuade DfT to pay £670,000 per annum (77% of the total cost), with nine local bodies making contributions as follows

Nottinghamshire County Council	£50,000 per annum
Lincolnshire County Council,	£60,000 per annum
Nottingham City Council,	£25,000 per annum
Lincoln City Council,	£10,000 per annum
Lincolnshire LEP	£10,000 per annum
D2N2 LEP	£20,000 per annum
Newark & Sherwood District Council	£10,000 per annum
North Kesteven District Council	£10,000 per annum
Gedling Borough Council	<u>£10,000 per annum</u>
Total	£205,000 per annum

Nottinghamshire's £50,000 per annum will come from, and use in its entirety, the rail allocation within the draft Integrated Transport Capital Programme for 2015/16.

6. Subject to the new service being sufficiently well used and passing a business case test that will be undertaken in the winter of 2017/18, DfT should make the service permanent after May 2018, incorporating it fully into the East Midlands franchise with all costs covered by DfT.

## **Devolution of rail services**

7. Since 1969 England's 6 largest conurbations have had Passenger Transport Authorities (PTAs) which have had some responsibility for local bus and rail services. In March 2012, the Government published a White Paper which proposed the possibility of devolving full responsibility for some rail franchises to local authorities outside of the PTA areas.
8. At the initiative of some PTAs, a group called Rail North is being set up to take forward devolution of rail services across the whole of the north of England which are run by the Northern and Trans-Pennine franchises. Northern runs local services including two in Nottinghamshire so Nottinghamshire County Council and Nottingham City Council are eligible to join Rail North:



- Nottingham – Sheffield - Leeds, and
  - Sheffield – Worksop – Retford – Lincoln,
9. The Rail North proposals have been worked on since 2012, with some involvement from the Council. The proposals have now reached the stage of being sufficiently developed so that Rail North is being formally constituted and formal membership sought. A separate report will be taken to a future Policy Committee seeking approval for membership of this body.
  10. The PTAs are effective in promoting rail services in their areas with generally more investment, services at higher frequencies and lower fares than in non-PTA areas. Rail North offers the possibility of such benefits being rolled out across the whole Rail North area.
  11. The Council has long-standing aspirations for improvement of both the potential local Rail North services.

a) Nottingham – Sheffield – Leeds

This service was introduced in December 2008, in response to the substantial campaign by Nottinghamshire County Council and South Yorkshire PTA in recognition of which the inaugural train was formally named '*County of Nottinghamshire*'. However, because of various limitations to the infrastructure and timetabling, journey times are extremely slow, with the 81 miles taking 2 hours at an end-to-end speed of just 40½mph, so the Council has been working towards a 2-stage reduction of journey time initially to 1 hour 40 minutes, then to 1 hour 20 minutes, hopefully by December 2019.

b) Sheffield – Worksop – Retford – Lincoln,

The existing service consists of 1 train an hour throughout the day plus 1 additional service between Sheffield and Worksop in the morning and evening peak periods. This is far lower than on equivalent services in PTA areas, where at least 2, and often 3 or 4 trains per hour throughout the day is standard. Because trains call at 5 intermediate stations between Worksop and Sheffield, including Shireoaks in Nottinghamshire, average speeds are very low, with the 15¾ miles between Worksop and Sheffield taking 30 minutes at an average speed of just 31½mph. The Council therefore has an aspiration to have 2 trains an hour throughout the day between Worksop and Sheffield, and to have significantly quicker journey times with one non-stop train per hour taking just 20 minutes (47mph); and one train per hour calling at the intermediate stations taking around 25 minutes (38mph).

12. The Council has done a lot of detailed work towards its aspirations for these two services. Some investment in the infrastructure would be required to enable higher speeds and so quicker journey times. Crucially, making the services faster would make them cheaper to operate, as the service would need fewer train sets and train crews to operate (because each train set and crew could operate more trips each).
13. At present the detail of the capital works required has not been determined, nor at what cost, to facilitate the higher speeds, quicker journey times and cheaper operating costs. The Council has been proposing for several years that a study should be undertaken to formally assess the costs and benefits of this on both of these lines.
14. As a result of this initial feasibility work by the Council, the Nottingham – Leeds scheme was included in 2011 in the Initial Industry Plan for 2014 -19 for development as an "exemplar" scheme, the exemplary element being the fact that, unlike most improvements, this scheme would have cheaper operating costs. However, nothing was then done to take it forward.

15. Until recently such a study had been resisted by DfT. However, the Council continues to encourage DfT to change its position, and DfT is now supportive of taking this forward as an exemplar i.e. with the intention of seeing whether its benefits could be applied on other routes, such as Sheffield – Worksop – Retford – Lincoln.
16. Development of the Nottingham – Leeds line-speed scheme as an exemplar had also been resisted by Rail North, despite it fitting with the Long-Term Strategy that Rail North had developed. Rail North also disagreed with the urgency of taking the exemplar scheme forward, and it had wanted to change the Liverpool – Norwich service so that it operated in 2 parts: Liverpool – Nottingham, and Nottingham – Norwich. That would have led to a reduction in the number of passengers who currently undertake a journey without having to change trains, which would have been detrimental to the business case of the exemplar scheme.
17. Following representations from the Council, Rail North has now changed its position so that it supports taking the Nottingham – Leeds line-speed scheme forward at the earliest opportunity, and also supports retaining Liverpool – Nottingham - Norwich as a through service thereby maximising the number of passengers that use it and so strengthening the business case for the Nottingham – Leeds line-speed scheme. The Council received written confirmation of that welcome change of Rail North's position on 14<sup>th</sup> November.

## **Midland Main Line**

18. As has been reported previously, the first phase of works to increase line speeds on the Midland Main Line was completed last winter, and as from the December 2013 timetable journey times from Nottingham to London were cut from 1 hour 38 minutes to 1 hour 31 minutes for the morning peak express train (departing Nottingham 07.55); and from 1 hour 45 minutes to 1 hour 42 minutes for the fast train every hour for the rest of the day.
19. The scheme was significant because these were the first journey time reductions on the Midland Main Line for 30 years, and the lack of improvement prior to December 2013, had meant that Nottingham had the slowest InterCity speeds to London of any core city.
20. These journey time reductions were achieved mainly by upgrading and improving the track over large sections of the Midland Main Line and included raising the speed limit to 125mph (from a mixture of 100 mph and 110 mph) over approximately 50 miles. These works were undertaken between 2010 and 2013 at a cost of around £70 million.
21. The new quicker journey times also took advantage of the improved, faster layout that was installed at Nottingham station in summer 2013, including £11.6 million of funding which was secured by Nottinghamshire County Council.
22. The Council has an objective of reducing the Nottingham to London express journey time to 90 minutes every hour throughout the day i.e. 8 minutes quicker than the current standard time (and 14 minutes quicker than it was until the phase 1 works were completed in 2013). As members will recall from previous reports, the Council has done a lot of work over the past three years with Network Rail, East Midlands Trains and East Midlands Councils to secure funding for a second phase of line-speed works to achieve that objective. That work has been successful in securing £190 million for works 2014-2019 between Wigston and Syston; and at Derby (which will also substantially benefit trains between Nottingham, Beeston and Birmingham).

23. However, some elements of the phase 2 works are not yet funded, and the Council is continuing to work with Network Rail, East Midlands Trains and East Midlands Councils to secure the necessary funding, in particular works through Market Harborough and between Trent junction and Nottingham.
24. This first phase of the Midland MainLine line-speed scheme is exceptional in all key respects and for a scheme of its nature the Midland MainLine scheme was incredibly low-cost, at just £70 million. The previous inter-city route upgrade was on the West Coast MainLine, where the cost was around £10,000 million (i.e. £10billion), albeit for a scheme about three times the scale of the Midland MainLine scheme. Both throughout the works and since, the Midland MainLine has been far more reliable than any other InterCity route in Britain, with over 93% of trains arriving on time.
25. In recognition of the excellent implementation of this first phase of the Midland MainLine scheme, it is proposed that the Council should put it forward for the forthcoming national rail award as the 'Rail project of the Year'. The scheme undoubtedly justifies submission to this award, but it is unprecedented for a local authority to make a nomination - normally it is all done by self-submission by rail industry companies. The benefit of the Council making the nomination is that it will associate the Council with the excellence of the scheme, which is appropriate given the positive supporting role that the Council has played. It may also highlight to government (DfT & BIS) the benefits and confidence of delivery in allocating the funding for the final elements of a 2nd phase of the works which are currently unfunded.

## **High-Speed 2**

26. 27<sup>th</sup> October saw the publication of a report 'Rebalancing Britain' by Sir David Higgins, Executive Chairman of HS2 Ltd. The report confirmed again the case for a 'Y'-shaped network with an eastern leg from Birmingham to Yorkshire passing through the East Midlands, with an 'East Midlands Hub' station. The report raised two issues of particular relevance to Nottinghamshire. Firstly the proposed location for the East Midlands Hub station, either Toton as originally proposed, or to the west of the M1. Secondly it raised the importance of fast east-west rail connectivity. The Council's aspiration for the midlands are similar to the planned £6bn - £7bn of investment on east-west rail connectivity in the north. It is recommended that the Council's aspiration is reconfirmed for a direct city-centre to city-centre service from Nottingham and Beeston to Birmingham with a journey time of just 30 minutes to deliver a transformational economic growth benefit for both East and West Midlands; and for a connecting service to Toton direct from Mansfield and Kirkby
27. An 'Eastern Network Partnership' (ENP) has been established for all authorities on the eastern (i.e. Birmingham - East Midlands – Sheffield – Leeds/York – Newcastle) leg of the proposed route. The purpose of ENP is to represent a collective view re HS2 on matters of common interest.
28. The Council's rail officer has been attending officer meetings of the ENP, which have been very helpful. It is useful to have the backing of a large group of authorities for those HS2 issues which we have in common. The administrative work and most of the cost of ENP is being borne by South Yorkshire PTE, which chairs the officer grouping.

## **Robin Hood Line**

29. During 2012 and 2013 the Council commissioned a study from Network Rail, costing £59,924, of what works would be required to re-open the freight line from Shirebrook to Ollerton to passengers. The initial study was stage 2 (out of 8) of Network Rail's standard

process for scheme development. The Council is just about to commission the next stage (3), at a cost of around £70,000.

30. The Council, and the Council alone, has paid for all the work that has so far been undertaken in trying to develop this scheme.
31. The biggest difficulty facing any aspiration to re-open the line is the need for revenue subsidy. The subsidy requirement was originally around £1million per annum, but previous work initiated by the Council has managed to reduce that to around £½ million per annum – but there is no source for any such subsidy. The Council continues to actively explore ways in which it might be possible to reduce the cost of a re-opened service.

### **East Coast Mainline Authorities consortium (ECMA)**

32. At the instigation of York City Council, a consortium of Local Authorities has been established to lobby for improvements on the East Coast Main Line. The East Coast main Line serves Newark and Retford, providing connections to/from both south and north to London, Yorkshire & Humberside, the North-East and Scotland. Very substantial improvements to both reliability and journey times are badly need, and the collective strength of all ECML local Authorities ought to maximise the chances of securing the improvements that are required.

### **Statutory and Policy Implications**

33. 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**

34. It is recommended that Committee notes the report.
35. It is recommended that Committee supports HS2 connectivity that can deliver a Nottingham city centre to Birmingham city centre journey time of 30 minutes or less.
36. It is also recommended that the Council submits phase 1 of the Midland Main Line linespeed scheme to the forthcoming National Rail Awards

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

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

Jim Bamford – Rail Officer. (tel: 0115 9773172)

### **Constitutional Comments (SJE – 03/12/2014)**

37. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services, including rail initiatives, has been delegated, though, as set out in the report, the Council's Policy Committee is responsible for approving the future appointments to outside bodies.

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### **Financial Comments (GB - 03/12/14)**

38. The contribution from Nottinghamshire County Council is already included within the approved capital programme. Further financial implications are set out in paragraph 5 of the report.

### **Background Papers**

None

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

All



11<sup>th</sup> December 2014

Agenda Item: 5

**REPORT OF THE SERVICE, DIRECTOR HIGHWAYS****PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Division – updated at the end of quarter 2 2014/15 (September 2014).

**Information and Advice**

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control as set out in the Appendix Scorecard to this report.

**Performance Analysis**

4. The following analysis highlights key performance indicators.
  - a. *Highway Safety* - Within quarter on quarter variation, the overall trend in reducing 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). At Q1 2014-15 the figures indicate a 42.1% reduction has been achieved i.e. a reduction from 249 to 144.

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). At Q1 2014-15 the figures indicate a 67.2% reduction has been achieved, i.e. a reduction from 26 to 9.



- b. *Street Lighting* - Following the reintroduction of the Bulk Clean and Change programme, the time taken to repair a street light has reduced compared with performance at the beginning of the year. As the programme continues to be rolled out, it is expected that response time will fall further.
- c. *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 is 94% and 98% respectively, for 773 formal applications and 174 informal applications, showing a satisfactory performance level.
- d. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The latest annual results for 2014 are shown on the Appendix Scorecard. As the figures indicate the County Council maintained its position compared to 2013 with some minor movement. The Overall Service satisfaction has improved slightly along with Road Safety. Improvement of the customer focus of the Division continues, with improving provision of information on the website. Current highway works progress updates are on the website including resurfacing works, improvement schemes and street lighting column replacement projects. Development and investment in technology is progressing for future provision of feedback to customer reports of minor defects.
- e. *Road congestion* – Road congestion performance is monitored through journey times which are determined using Traffic Master journey time data (Provided by the DfT) for each of the market towns and for the Greater Nottingham area (excluding the City). Performance against the targets is monitored on an academic year basis (September to July), with the results for this year being 3.24mins compared with a target of 3.29mins.
- f. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources including annual surveys and will be updated later this year.

## **Other Options Considered**

- 5. None – this is an information report.

## **Reasons for Recommendations**

- 6. None – this is an information report.

## **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.

## **Financial Implications**

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

## **Implications for Service Users**

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

## **Recommendation**

10. That Committee note the contents of the report.

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

For any enquiries about this report please contact:  
Andrew Warrington, Service Director, Highways

## **Constitutional Comments**

None – report for information.

## **Background Papers**

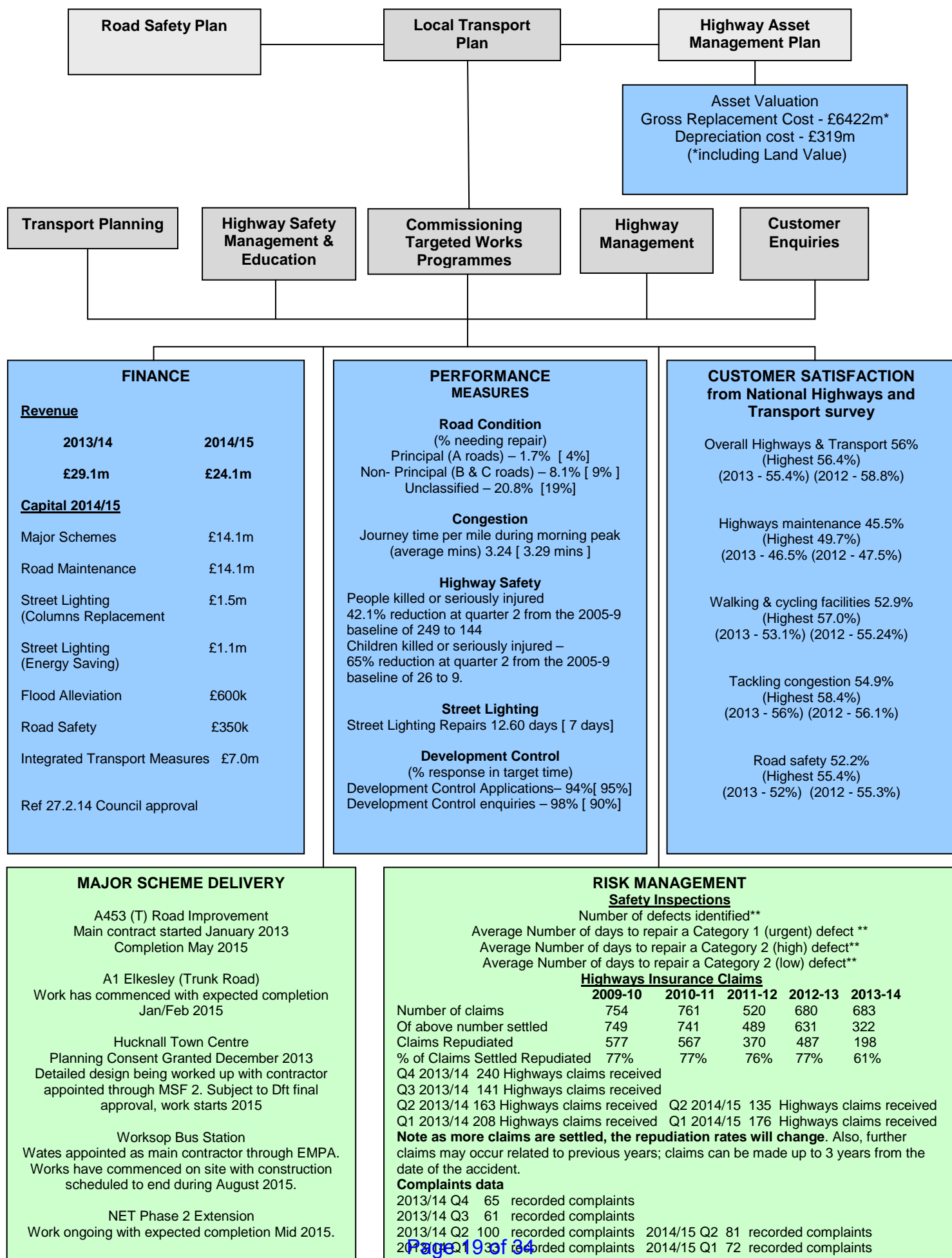
None

## **Electoral Divisions**

All



# Highways Division



\*\*indicates developed , data integrity issues encountered. Measures introduced to resolve



**11 December 2014****Agenda Item: 6****REPORT OF SERVICE DIRECTOR, HIGHWAYS****NOTTINGHAM CITY 20MPH SPEED LIMIT – MAPPERLEY & DALES AREA****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the implementation of 20mph speed limits on selected County Council managed roads which form part of a wider residential area identified for inclusion in Nottingham City Council's programme of area-wide 20mph speed limits.

**Information and Advice**

2. An element of the successful Nottingham area Local Sustainable Transport Fund bid is the introduction of mandatory 20mph speed limits on residential streets in the City. Consequently Nottingham City Council has identified the residential areas where it proposes to introduce area-wide mandatory 20mph speed limits to encourage more walking and cycling.
3. Four of the proposed residential areas (Bestwood, Bramcote, Bulwell and the Dales & Mapperley areas) extend short distances into the county and changing the speed limit at the county boundary could result in inconsistent speed limits leading to confusion amongst road users. The City Council was given approval to undertake consultation with the affected county residents to determine their support for the area speed limit proposals at the 21 March 2013 Transport & Highways Committee. Following consultation on the introduction of the City's Bestwood, Bramcote and Bulwell area-wide schemes, approval to implement 20mph speed limits on selected county roads in Arnold, Bramcote and Nuthall was granted at the 28 November 2013 Transport & Highways Committee.
4. Formal consultation has now been undertaken by the City Council on the implementation of the 20mph speed limit scheme in the Dales & Mapperley area, including consultation with residents on a number of roads in the Carlton West area. The proposed area-wide 20mph speed limit will consist of only signing with no other engineering measures and will be funded wholly, including the proposed sections within the county, by the City Council from its Local Sustainable Transport Fund allocation.

**Consultation**

5. Formal consultation and public advertisement of the proposals was undertaken between 29 September 2014 and 5 November 2014 and included consultation with an estimated 3,500

affected households in the county. The consultation was split into two areas – one covering the Mapperley & St Ann's area (shown on Plan 1) and one covering the Dales area (shown on Plan 2).

6. No county residents in the Mapperley & St Ann's area objected to the proposals. Several county residents in the Dales area (28 of approximately 3,000 residents) expressed concern about the inclusion of some of the proposed roads particularly due to the fact that they are local distributor roads. Following consideration of the comments received a number of roads have now been excluded from the proposed scheme, particularly distributor roads except where such roads are adjacent to schools, and on roads where reducing the speed limit would be inconsistent with others in the area (therefore to minimise confusion to road users). The roads in the county included in the scheme following the consultation are shown on Plans 1 and 2.
7. A number of stakeholders were also consulted on the proposed scheme, including the local County Council members and bus operators. The members for Carlton West did not object to the scheme, and Nottingham City Transport requested that a 30mph speed limit is retained on Oakdale Road and Cardale Road.
8. A summary of the comments received by county residents and responses to the comments is shown in the table below.

<b>Comment</b>	<b>Response</b>
Restrictions should be limited to residential side streets, and outside schools or shops	The proposed scheme has been amended to remove roads that are considered distributor routes unless there is a school located on the distributor road
Inconvenience to drivers and increased journey times	The scheme has been designed to minimise inconvenience to drivers. The local distributor roads will retain 30mph speed limits, and these roads will be used for the majority of each journey (unless people are generally making short journeys by car which could be made on foot or by bicycle).
It will lead to increased vehicle emissions; and it will lead to increased fuel costs	20mph schemes do not necessarily increase fuel costs or emissions and DfT guidance states 'Generally, driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used'. Research highlights that driver style (e.g. smooth or aggressive driving) has the largest effect on emissions rather than driving at a constant lower speed in uninterrupted traffic conditions. The implementation of 20mph speed limits also result in providing further environmental benefits by reducing the number of vehicles and congestion on the roads through decreased levels of traffic and increases in walking and cycling
Lack of evidence to support the scheme's objectives	There is a substantial amount of research and evidence to support the benefits of 20mph schemes, including the strong links between vehicle speed and the number and severity of accidents (reductions in speed leads to fewer, less serious accidents); and the resultant congestion and environmental benefits from increases in walking and cycling

The scheme should not be in force for 24 hours every day	Time limited 20mph speed limits are effective where there is an obvious peak in activity, e.g. outside schools at school start and finish times. This is not the case in area wide speed limits where people may be using the roads throughout the day and night. Applying the 20mph speed limits throughout the day also delivers a consistent message to drivers
The money would be better spent elsewhere	The scheme will be introduced at no cost to the County Council and will be funded wholly by Nottingham City Council through the Local Sustainable Transport Fund
Speed cameras should be installed to enforce the existing speed limit	Speed cameras can only be installed where there is a significant number of recorded accidents involving killed or seriously injured casualties. Fortunately there isn't a history of such accidents at these locations. The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits
Speed humps are already an inconvenience and are not popular	The scheme will consist of only 20mph speed limit roundel signs with no additional engineering measures
It is a City Council anti-motorist policy	The scheme is not considered to be anti-car and the local distributor roads will not be included in it. The scheme aims to promote more responsible driver behaviour and encourage more walking and cycling through providing a safer environment
20mph speed limits are less conducive to safe driving	There is a substantial amount of research and evidence to support the road safety benefits of 20mph schemes, including the strong links between vehicle speed and the number and severity of accidents (reductions in speed leads to fewer, less serious accidents)
Nearly all of the roads are being driven at 20mph	Research shows that sign only 20mph schemes are more effective where the speeds are already at or below 24mph. The existing slower vehicle speeds highlighted in the objections therefore support the likely effectiveness of the scheme
The 20mph speed limit will do nothing to stop people who already exceed the 30mph speed limit	The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits

### Reason/s for Recommendation/s

- There is substantial evidence on the benefits of 20mph speed limits both in terms of reduced numbers and severity of casualties, as well as wider benefits such as increased levels of walking and cycling. The introduction of 20mph speed limits supports the proposed Strategic Plan aims relating to 'supporting safe and thriving communities', 'protecting the environment' and 'promoting health'; as well as many of the Local Transport Plan objectives. Excluding the county roads would also lead to confusing speed limit changes for road users. It is therefore considered that the small number of objections received by a minority of

residents that could not be accommodated within the revised extents of the scheme should be overruled.

## **Statutory and Policy Implications**

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

## **RECOMMENDATIONS**

11. It is recommended that Committee:
- a. approve the proposed implementation of a 20mph speed limit on selected county roads in the Mapperley & Dales area as shown on Plans 1 and 2.

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

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

Sean Parks – Local Transport Plan manager

### **Constitutional Comments (SJE – 19/11/2014)**

12. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management has been delegated.

### **Financial Comments (GB – 02/12/2014)**

13. There are no direct financial implications arising from this report.

### **Background Papers**

Nottingham City Council consultation letters and plans  
Nottingham City Council consultation summary table  
Department for Transport Circular 01/2013 Setting Local Speed Limits  
Nottinghamshire Local Transport Plan 2011/12-2025/26

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

Carlton West



**TMSP1017 Mapperley Area**  
**20mph Speed Limit Proposals**  
(Drawing no. RS/TMSP1017Mapp-02)

**Key to map symbols**



Mapperley and St Ann's area  
to be considered for possible  
20mph schemes



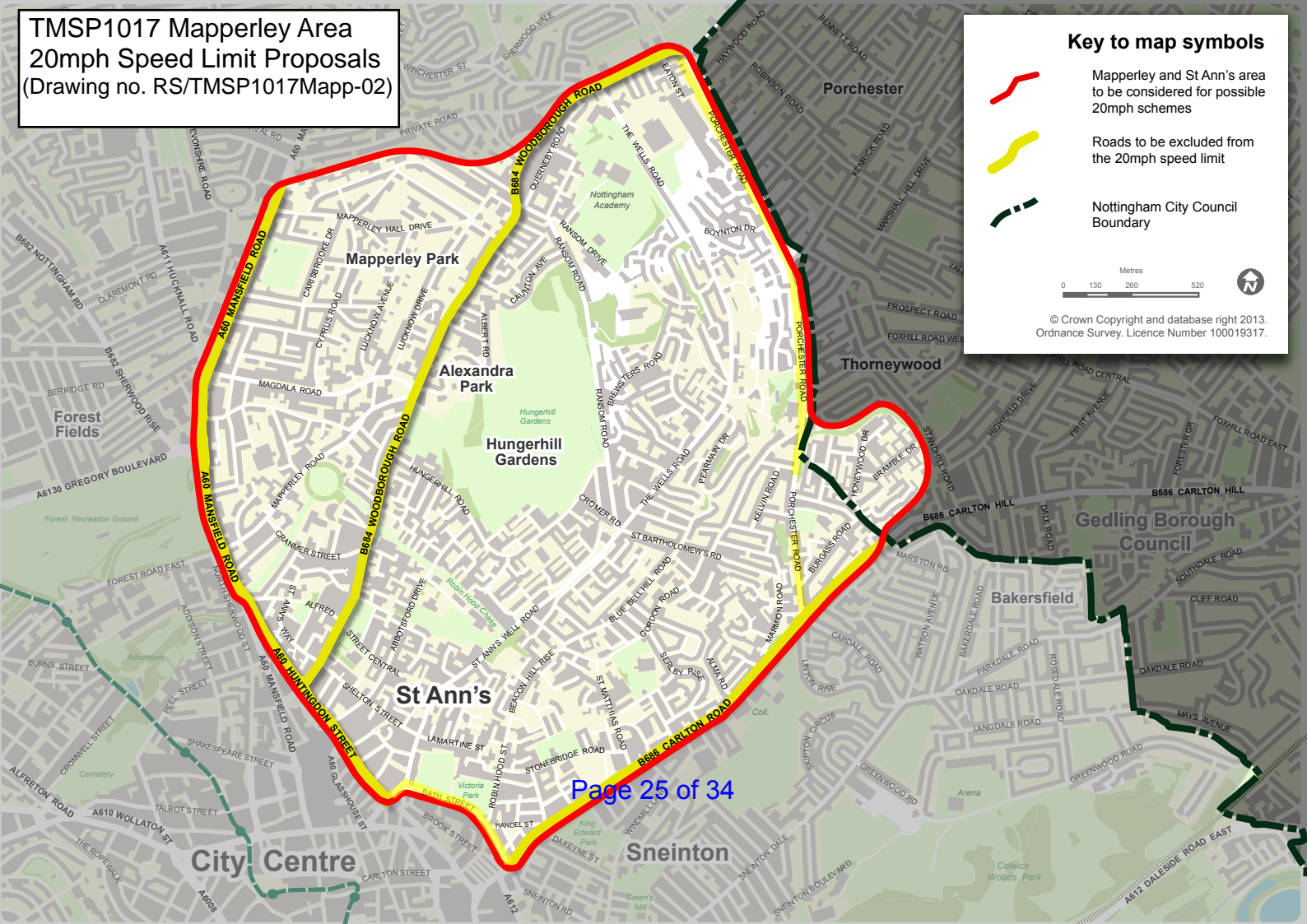
Roads to be excluded from  
the 20mph speed limit



Nottingham City Council  
Boundary






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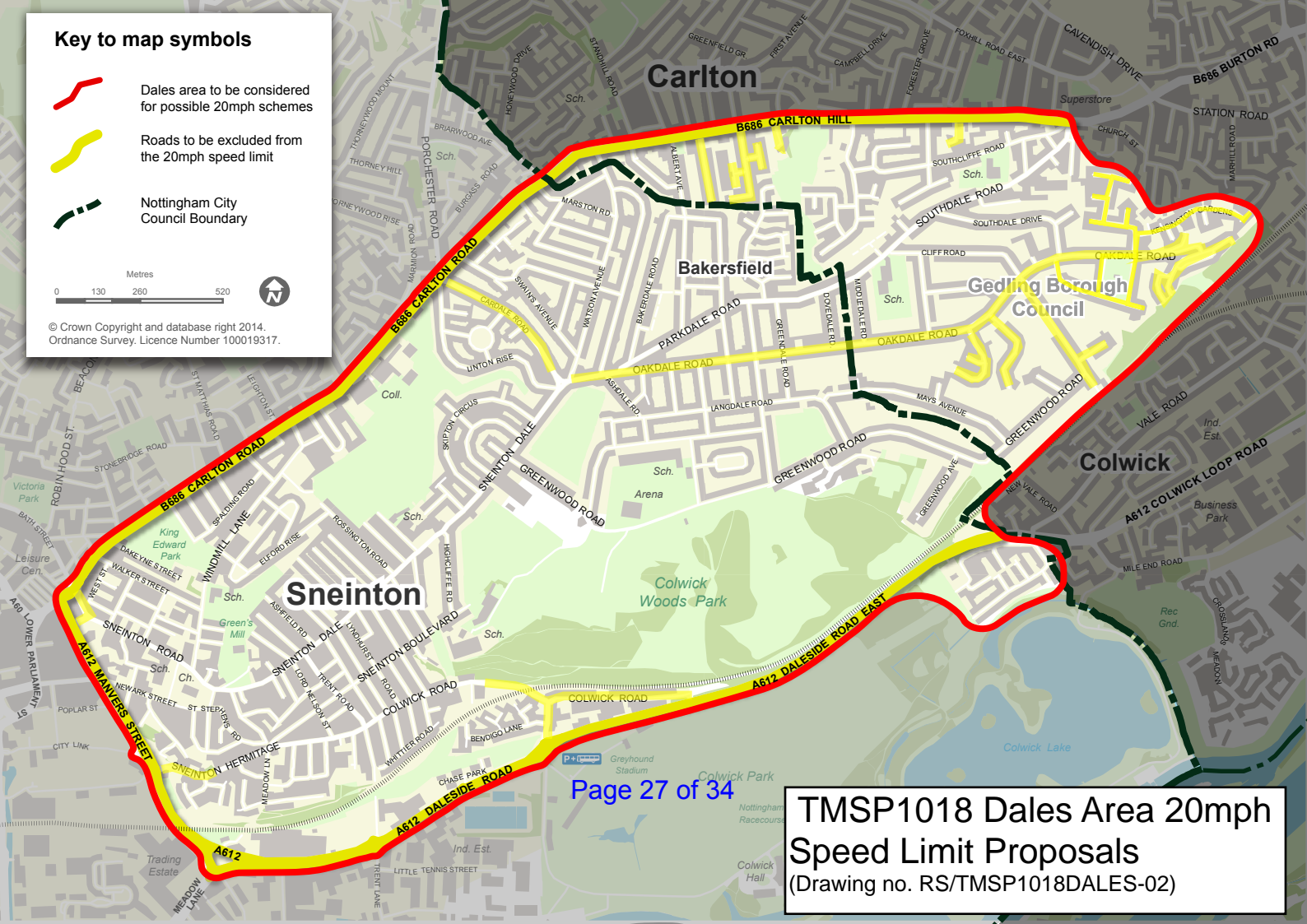


## Key to map symbols

-  Dales area to be considered for possible 20mph schemes
-  Roads to be excluded from the 20mph speed limit
-  Nottingham City Council Boundary



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**11 December 2014****Agenda Item: 7****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 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.
6. A joint briefing for Members of Economic Development Committee and Transport & Highways Committee has been arranged for 11 December 2014 at 12:30 pm at County Hall in order to seek Members' initial views on the proposed Combined Authority for Nottingham and Nottinghamshire. Combined Authorities are legally discrete public authorities established by groups of Councils to bring greater collaboration to the regeneration and growth aspirations and transport ambitions of the areas that they cover.

## **Other Options Considered**

7. None.

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

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

## **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**

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 (HD)**

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

**Financial Comments (NS)**

11. 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**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>8 Jan 2015</b>				
Strategic Passenger Transport Framework – Local Bus Services	Results of Consultation	Decision	Pete Mathieson	Mark Hudson
Local Bus Services Review Update	Outcome from consultation on the review of supported local bus services	Info	Mark Hudson	Chris Ward
FRM	Update and Strategy	Decision	Gary Wood	Andy Warrington
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	Decision		Various
Highways Infrastructure Asset Management Plan (HIAMP)	Update Report	Info	Don Fitch	Andy Warrington
Implementation Plan	Update on Local Transport Plan progress	Info	Info	Info
<b>12 Feb 2015</b>				
Concessionary Travel Scheme	Approval of scheme	Decision	Dave Bennett	Mark Hudson
Highway Performance Report Q3	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warrington
Flood Risk Management Update	Update report	Info	Andy Wallace	Andy Warrington
Noise Action Plan	Update Report	Info.	Sean Parks	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	Decision		Various

<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>
Charging for Highway Services	Revised charges for Highway services in 2015/16	Decision	Andy Warrington	
<b>19 Mar 2015</b>				
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Cycle Strategy	Strategy for Nottinghamshire	Decision	Sean Parks	Andy Warrington
Rights of Way Improvement Plan	Update Report	Info.	Neil Lewis	Andy Warrington
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
Highways Capital Programme	Proposed Capital Programme for 2015/16	Decision	Andy Warrington	
<b>23 Apr 2015</b>				
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	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	Decision		Various
<b>21 May 2015</b>				
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	Decision		Various