

## Transport and Highways Committee

Thursday, 20 October 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 21 Sept  | 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  | Via Communications and Marketing Activity Protocol   | 7 - 16  |
| 5  | Changes to the Local Commercial Bus Service Network  | 17 - 24 |
| 6  | Hucknall Town Centre TROs - Report of Objections   | 25 - 58 |
| 7  | Nabbs Lane Hucknall -Traffic Calming   | 59 - 64 |
| 8  | Breck Hill Road, Thackerays Lane Roundabout, Woodthorpe Drive, Woodthorpe TRO - Report of Objections   | 65 - 78 |
| 9  | Wilford Road Clifton Road Ruddington TRO - Report of Objections  | 79 - 86 |
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### **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>

 **Nottinghamshire  
County Council**  
**minutes**

Meeting Transport and Highways Committee

Date 21 September 2016 (commencing at 2.00pm)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chairman)  
Steve Calvert (Vice Chair)

Roy Allan  
Andrew Brown  
Chris Barnfather  
Stephen Garner

Kate Foale  
Philip Owen  
Liz Plant  
John Peck

**OFFICERS IN ATTENDANCE**

Pete Barker - Democratic Services Officer  
Rachel Clack - Legal Services  
Doug Coutts - Via East Midlands Ltd  
Tim Gregory - Corporate Director, Place  
Neil Hodgson - Via East Midlands Ltd  
Kevin Sharman - Team Manager, Highways  
Gary Wood - Group Manager, Highways

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 21 July, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

**APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Carr (other reasons).

## **MEMBERSHIP**

Councillor Plant replaced Councillor Harwood, Councillor Foale replaced Councillor Payne, Councillor Barnfather replaced Councillor Jackson and Councillor Owen replaced Councillor Butler, all for this meeting only.

## **DECLARATIONS OF INTERESTS**

No declarations of interests were made.

## **INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2016/17**

### **RESOLVED 2016/046**

1. That the proposed revised integrated transport programme as detailed in the report and Appendix 1 be approved.
2. That the proposed revised capital maintenance programme as detailed in the report and Appendix 2 be approved.

## **REVIEW OF TRANSPORT SCHEMES IN NOTTINGHAMSHIRE WITH SAFEGUARDED ROUTES**

### **RESOLVED 2016/047**

1. That the successful delivery by the County Council of a number of large scale transport projects since 2011, as listed in Appendix 1, be noted.
2. That the outcomes of the safeguarded transport schemes review as contained in the report and detailed in Appendix 2; the recommendation to abandon five existing safeguarded transport projects and the decision not to safeguard a further two transport projects that will be delivered by third parties, be approved
3. That a further review will be undertaken in 12 months.

## **GEDLING ACCESS ROAD – SCHEME UPDATE, COMPULSORY PURCHASE ORDER and SIDE ROADS ORDERS**

### **RESOLVED 2016/048**

1. That in principle, the compulsory acquisition of land and rights required to deliver the Gedling Access Road under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981, be approved.
2. That the progression of documents required to make a Side Roads Order under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980, be approved.
3. That the scheme update and current financial position be noted.

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL**

**RESOLVED 2016/049**

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.

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

**RESOLVED 2016/050**

1. That all the TROs where objections have been considered by officers be noted.
2. That the change in officer considering objections from Service Director Highways to Group Manager – Environment and Highways as a result of joint venture arrangements applicable from 1<sup>st</sup> July 2016, be approved.

**WORK PROGRAMME**

**RESOLVED 2016/051**

That the Work Programme be noted.

The meeting closed at 2.46pm

**CHAIRMAN**





**20 October 2016**

**Agenda Item: 4**

**REPORT OF SERVICE DIRECTOR, COMMUNICATIONS AND MARKETING  
VIA COMMUNICATIONS AND MARKETING ACTIVITY PROTOCOL**

**Purpose of the Report**

1. To inform members of the Via Communications and Marketing Activity Protocol that lays down agreed working arrangements that have been devised and agreed by Communications and Marketing teams and both the County Council and Via.

**Background**

2. In July the County Council signed a contract with Via East Midlands Ltd (Via) to provide a number of highways related services.
3. Communications and Marketing teams have been working together to establish working protocols which provide clarity on which organisation is responsible for a range of communication and marketing related activities.
4. The aim is to promote clearly and openly our services, decisions and activities to local people, while offering a professional service to local and national media.
5. The protocol includes the following areas:
  - Media and customer enquiries
  - Crisis/Critical incident management
  - Photocalls
  - Media monitoring
  - Branding
  - Digital communications
  - Disruption/Emergencies
6. The key arrangements to note include:
  - Via will lead on media relations and marketing for day to day operational service delivery such as roadworks, pothole filling, street lights, road closures and road signage
  - The County Council will retain responsibility for matters of policy and strategy
  - The County Council will also retain lead responsibility for communicating with the public around winter maintenance, including gritting.
  - Via has established its own brand and associated guidelines

- Whilst Via will establish its own digital channels, the County Council's website and Social Media channels will remain the primary source of digital information for residents.

## **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 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.

## **RECOMMENDATION/S**

- 1) That members note the Via Communications and Marketing Activity Protocol and the changes to operational media relations activity.

**Marie Lewis**  
**Group Manager, Communications and Marketing**

**For any enquiries about this report please contact:**  
Marie Lewis, 0115 977 4918

## **Constitutional Comments**

8. This report is for noting only.

## **Financial Comments (SES 30/09/16))**

9. There are no specific 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.

- None

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

- All



## **Communications and marketing activity protocol**

Date: 22 August 2016

[www.viaem.co.uk](http://www.viaem.co.uk)  
Tel: 01623 873873



## **Introduction**

Via East Midlands Ltd (Via) has working protocols to support and govern all of its communications and marketing activity – including press relations. The aim is to promote clearly, honestly and openly our services, activities and decisions to local people, and position Via, CORSERV and Nottinghamshire County Council (NCC) positively in the eyes of its stakeholders, while offering a professional service to local and national media.

This document outlines the reasons for the protocols. It is important that all officers from Via assimilate the headline working protocols which are underpinned by the joint values of the company.

## **Context**

Positive working relationship between Via, CORSERV, NCC and Cornwall Council will develop and it is therefore recognised that communications staff must work together to ensure an informed, consistent approach to media, internal and external communications and public relations activity.

To prevent any potential confusion on areas of responsibility it is necessary to consider the key roles of the respective parties.

Highways are the council's most visible and universally used service and this is reflected by a high level of local and regional media attention every year. The management of this attention is paramount to the Council's reputation. Therefore minimising confusion regarding the role and status of Via is vitally important. The protocol will complement and supplement our contractual agreement and seek to illustrate in practice how some of the obligations are fulfilled.

## **Principles**

It is important to recognise that CORSERV, NCC, Cornwall Council and Via have their own distinct functions, values and priorities.

CORSERV has a specific responsibility (as the holding company), to oversee the work of Via. The communications will be governed to some extent by the opinions and concerns of the staff and key stakeholders. All communications will be agreed by all parties.

Working together, and being seen to work together will enhance the quality, consistency and reliability of information released to staff, stakeholders, the media, and enhance the reputation of Via. A coordinated approach with regards to communications will benefit all concerned and most critically staff during the cultural change period.

## **Protocol**

This protocol is designed to ensure the following:

- Effectiveness, clarity and timeliness of action when matters concerning Via are, or are deemed likely to be, of employee/public/media interest.
- That the areas of responsibility and related working practices across all parties are clearly defined to enable a coherent and informed response to employee/public/press interest.
- A good working relationship between Via, with particular emphasis on the

respective communications leads.

- Agreed wording and branding is used in all resident facing communications and marketing activity and brand guidelines are followed.

## Roles and Responsibilities

**Via will lead on** communications and marketing activity relating to day to day operational service delivery such as:

Roadworks	Existing speed limits	Pavement damage
Road closures/diversions	Weight/height restrictions	Skips
Pothole filling	Traffic regulations	Street lights
Grass cutting/weed spraying	Broken traffic lights	Surface dressing
Tree and hedge maintenance	Dropped kerbs	Abnormal loads
Road safety initiatives	Existing traffic calming	Existing cycle/bus lanes
Empty grit bins	Road signs	Billboard/scaffold licences
Christmas lights/hanging baskets	Blocked drains	Junior road safety officer
Bridges/structure damage	Pre driver training	Café pavement licences
Existing pedestrian crossings		

**Nottinghamshire County Council will lead on** communications and marketing relating to:

Highways strategy, funding and policy i.e. Lighting/Energy
Decisions to install new: <ul style="list-style-type: none"> <li>• Pedestrian crossings</li> <li>• Traffic lights &amp; junction improvements</li> <li>• Traffic calming</li> <li>• Cycle/bus lanes</li> </ul>
Significant highways improvement schemes and major projects such as: <ul style="list-style-type: none"> <li>• Hucknall Improvement scheme</li> <li>• Gedling Access Road</li> </ul>
Winter weather planning (gritting, etc.)
Transport Planning
Emergencies (flooding, etc.)
Commenting on national highway/transport initiatives

## Media/ Resident Enquiries

In cases of proactive or reactive communications to negative publicity, it must be determined if the enquiry is of a **policy nature** or an **operations nature**.

- **Policy:** Strategic, policy and political influences, budgets, value of contract, reason for outsourcing etc. **These will be managed by Nottinghamshire**

## **County Council in liaison with Cornwall Council with support from Via/CORSERV.**

- **Operations:** Standards of service, day to day highways management and maintenance activities, customer interfaces, staffing, service related incidents etc. **These will be managed by Via with support from CORSERV and Nottinghamshire County Council.**

The appropriate partner will prepare statements and responses according to the nature of the enquiry. Additional Q&As to be included if these are deemed to be helpful and to address further enquiries.

The designated media contact for each partner will gain all internal approvals and cascade communications internally to all appropriate stakeholders and those impacted by the events.

Any interview requests about services funded by the Council should be discussed with the Council's media team to ensure that a strategic decision can be taken about whether to field a talking head and agree the key messages. In cases of an operational nature, Via will liaise directly with the media ensuring that Nottinghamshire County Council are kept informed and updated. Copies of all press releases will be shared with the Council's communication team and Chair/Vice Chair of the Highways and Transport Committee.

Both parties will include an agreed Notes to Editors explaining the relationship between NCC and Via on all press releases and will continue to build a strong reputation with local and regional media outlets, generating interesting and engaging media opportunities, responding to enquiries within given deadlines and supplying spokespeople, when appropriate to do so.

All quotes issued will be from a named individual and not 'a spokesperson'.

## **Crisis/Critical Incident Management**

There will be a shared approach to critical incident management as well as incidents which may reduce public confidence or create reputational damage.

## **Taking the Lead**

Where there is doubt over which agency should lead this should be discussed and agreed upon by both parties before action is taken. A spirit of mutual support will be adopted by both Nottinghamshire County Council and Via as the organisations' reputations are inextricably linked.

Essentially the following will apply:

### **NCC Lead**

- Strategy, policy, funding and budget decisions

### **Via Lead**

- Staff communications

- New business and marketing and public relations activities which are outside of the NCC contract
- Out of hours in conjunction with First Call

### **Joint Communications**

- Critical incident management
- Resident and stakeholder communications
- Events related to the services and activities covered by the contract

### **Photocalls**

Via will involve and invite relevant elected members and officers, as appropriate to photocalls relating to operational matters. All photocalls with officers and councillors will be arranged through the council's communications team.

### **Media Monitoring**

Via will log and record press releases and statements issued.

Both parties will monitor their own media activity and provide updates at communication review meetings.

### **Branding**

All parties will ensure Via's brand guidelines are followed and applied consistently. Via will seek written agreement from the council's communications team for all uses of, or changes to, the council's brand on all assets, including buildings, marketing materials, stationery, posters, online branding including websites and social media, vehicles and signage.

Where a building, asset, service or activity is owned or funded by the Council, the Via brand will take the same level of prominence as the Council's brand, text such as "in partnership with" or "funded by" will be used in order to make clear the relationship between the Council and the Company, except in the following or similar scenarios: Major traffic schemes, activity or campaigns that are of reputational significance and information about strategy, policy or funding.

In essence:

- Joint branding will be used where the activity or service is funded by NCC and where the asset is owned by the Council
- The Via brand will be the sole brand where it acts independently of the Council

Both Parties will adhere each other's brand, values and principles to ensure that there is no reputational damage to either party through linkage.

### **Digital communications**

#### **Website**

Nottinghamshire County Council's website will remain the primary source of general information for residents about all council-funded highways services.

Via's website will primarily focus on its commercial activities.

## **Social Media**

The Council's corporate social media channels including Facebook, Twitter, You Tube and established hashtags (eg #grittertwitter) will continue to be the primary source of information for residents.

## **Disruption/emergencies**

Via will submit information to the disruption email [disruption@nottscc.gov.uk](mailto:disruption@nottscc.gov.uk) due to heavy snow, flooding etc. to enable NCC Comms and Marketing teams to be able to provide timely updates to residents.

## **Media Access to depots/on-site at schemes**

Any requests from the media for filming or recording in Nottinghamshire County Council buildings or on Council-maintained highways must be approved by the Nottinghamshire County Council Communications and Marketing Team before access is granted.

## **Managing the contract from a communications and marketing perspective**

- A named Senior Communications Business Partner will manage the Reputation, Branding, Communications and Marketing element of the Via contract on behalf of NCC.
- Via will supply the Council with appropriate information, documentation or case studies that will enable it to promote its association with the Company.
- Via will notify the Council at the earliest opportunity about issues that may be of future media, social media or public interest so that statements can be prepared in readiness. This includes using if needed the Council's on-call communications number for weekends and Bank Holidays.
- Via will work with the Council in terms of arrangements for any official openings or reopening of buildings, roads or assets owned by the Council.
- Meetings will be scheduled to discuss and review communications and marketing activity.
- Via will share communication and marketing plans, information and event details related to the services and activities covered by the contract in a timely manner with the Council.
- Via will take account of the local government code of publicity and adhere to the guidance issued in pre-election periods.
- Via will provide an on call contact for NCC's out of hours media emergency service.
- When working in partnership with NCC, Via will adhere to all branding, reputation, media, customer, VFM and digital requirements as agreed in the contract.

## **Communications Contacts**

### **Via**

Name: Chris Wiseman - interim

Tel: TBC

chris.wiseman@viaem.co.uk

### **Nottinghamshire County Council**

Sarah Bailey - Senior Communications Business Partner (Monday – Wednesday)

0115 977 3151

sarah.bailey@nottscc.gov.uk

Claire Geeson - Senior Communications Business Partner (Thursday - Friday)

0115 977 3939

claire.geeson@nottscc.gov.uk

### **CORSERV**

Emma Rojano – Communications and Engagement Facilitator

01872 322947

erojano@cormacltd.co.uk

### **Cornwall Council**

Trisha Hewitt - Corporate Communications Manager

01872 322186

phewitt@cornwall.gov.uk

### **Review**

This protocol shall be reviewed no later than 1<sup>st</sup> July 2017.



**20 October 2016****Agenda Item: 5****REPORT OF THE SERVICE DIRECTOR ENVIRONMENT, TRANSPORT AND  
PROPERTY****CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Manager, Transport and Travel Services to cancel, vary or replace services.

**Information and Advice**

2. The County Council has a duty (Transport Act 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2016/17 £4.1m will be spent on supported bus services across the county.
3. Local bus services across the county are provided in two ways:
  - (i) Commercial services which operate without funding support
  - (ii) Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Manager, Transport and Travel Services to replace vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders.
5. In April 2016 Transport & Highways Committee approved the final proposals to reduce the Local Bus budget as part of the 2015 Option for Change. These service changes, shown in Appendix 1, were introduced across the County in August 2016 delivering the required saving of £420k to the Local Bus budget and a further saving of over £45k to the Adult Social Care transport budget. Early indications are that the changes have proved

successful but we are continuing to work with individual communities to ensure the best possible use of vehicle resources.

6. Yourbus have made a number of changes to their commercial services. The Y36 service has been amended to serve Bramcote Avenue, Cator Lane and Beeston High Road. The Y5 route has been amended to now operate to Queens Medical Centre, both changes were effective from 28<sup>th</sup> August.
7. Nottingham Coaches have cancelled their registration for the Bingham Express service which will cease operation on 7<sup>th</sup> October 2016. The route and times are covered by the Trentbarton Rushcliffe Mainline route and it is not intended to support any replacement service.

### **Reasons for Recommendations**

8. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

### **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.

### **Implications for Service Users**

10. The provision of local bus services enables users to access key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping.

### **Financial Implications**

11. There are no financial implications within the report.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

**Jas Hundal**  
**Service Director**

## **Environment, Transport & Property**

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

**Chris Ward, Manager Transport and Travel Services  
Luke Spencer, Local Bus & Mainstream School Manager**

### **Constitutional Comments**

12. As this report is simply to be noted by Committee, Constitutional Comments are not required.

### **Financial Comments (DJK 29.09.16)**

13. The detailed proposals for efficiencies are detailed in this report and the appendix with accompanying financial savings identified.

### **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.

None

### **Electoral Divisions and Members Affected**

All



## Appendix 1 – Local Bus Reductions

### Background.

In 2015 an Option for Change was approved by Full Council to reduce the Local Bus budget by £720k by 2017. This comprised £150k achieved through earlier reviews, £150k through network efficiencies in Bassetlaw and Ollerton and the remaining £420k to be achieved through other reductions and withdrawals. The MRG has been concerned with the £420k reduction of contract costs, with options and plans presented at a number of meetings. This paper contains the final proposals to achieve the necessary reductions with further background information and supporting evidence contained in the appendix. Current and proposed timetables, SPTF and passenger survey data are included where applicable. A list of villages in Nottinghamshire which currently have no public transport service, along with any changes is also included.

### Proposals.

The seven proposals below will deliver an expected £420k saving from the local bus budget.

#### **1. Service – Sherwood Arrow**

**Bassetlaw, Newark & Sherwood**

**Average passengers per trip = 0.4**

**Average cost per passenger = £64.61**

**Saving - £6,659**

Proposal to withdraw the support contract for the 06:40 journey of the Sherwood Arrow from Worksop to Ollerton, the Ollerton to Nottingham journey will be unaffected. There are alternative options available either at an earlier or later time or by using the Robin Hood Line train route. This will deliver a full year saving of £6,659.

#### **2. Service 3,3A/31A,31B/41,41B**

**Newark & Sherwood**

**Average passengers per trip = 2.1**

**Average cost per passenger = £16.33**

**Saving – approx. £80k**

The proposal is to withdraw the support contracts for the above services and to replace some elements with revised routes and timetables. The current contracts also provide a mainstream primary school service and an Adult Day Centre service. These elements will be maintained in the new proposals. The main changes are that service 3 would be withdrawn with service 3A changing to three days per week. A revised route and timetable for Fernwood and Barnby on route 41,41B would operate during the week with a reduced frequency on Wednesday and Friday. Service 31A,31B would continue but with an amended timetable. Fernwood and Barnby have some alternative services within 800m of most properties, Bathly would be included on a new service being introduced as part of the Ollerton area review. Passenger surveys have shown very low use on both service 3 and 41,41B.

### 3. Service 47

Gedling, Newark & Sherwood

**Average passengers per trip = 7.6**

**Average cost per passenger = £1.03**

Saving – approx. £90k

The proposal is to withdraw the support contract which extends the commercially provided service 47 beyond Calverton to Lowdham and to replace it with a reduced frequency connecting service. The main change will be that Oxtun, Epperstone, Moor Lane and Lowdham Main Street would have no direct service to Nottingham, there would be connecting facilities with high frequency routes at either Calverton or Lowdham. The service would revert to an off peak timetable with commuter journeys being available for Oxtun/Epperstone on the current Calverton Connection.

### 4. Service 54

Newark & Sherwood, Rushcliffe

**Average passengers per trip = 1.8**

**Average cost per passenger = £29.34**

Saving – approx. £50k

It is proposed to merge the three existing contracts providing peak commuter services between Bingham and Newark.

Villages served are Newton, East Bridgford, Car Colston, Flintham, Elston and East Stoke and Farndon. If all three contracts are withdrawn there will be no commuter services in this area, in particular the first service from Farndon to Newark would be 08:30. It is proposed to withdraw two contracts and to adjust the timings on the remaining contract, this will maintain a peak time run from Bingham to Newark with return and an additional peak time short journey from Farndon. These would be timed to arrive in Newark between 07:30 and 08:00 (specific timetable to be agreed following consultation). Passenger figures show low usage but these are employment related and the services would maintain access to Newark Bus Station and Northgate Rail Station and the main employment zones.

## **5. Service 127,198**

**Bassetlaw**

**Average passengers per trip = 0.4**

**Average cost per passenger = £38.57**

**Saving £104k**

The previous operator ceased trading on April 2<sup>nd</sup> 2016. An alternative service for Misson was agreed with Stagecoach to extend their current service 27 to Misson three times per day in addition to the current Stagecoach runs at peak / school times. Areas which are not covered by this are Sandrock Road in Harworth and the early morning link from Gringley to Bawtry.

Sandrock Road has alternative services within 200m, Wiseton has no bus usage and the early morning connection has proved to be little used. The replacement service to Misson ensures access to essential services in Bawtry or Retford with connections to high frequency services to Worksop and Doncaster. The cost of this will be £20 per day which will achieve a full year saving of £104k

## **6. Service 728, 531, 532, 533**

**Ashfield / Gedling / Broxtowe**

**Average passengers per trip = 2.3**

**Average cost per passenger = £5.18**

**Saving – approx. £50k**

It is proposed to integrate the operation of four services in the Broxtowe / Ashfield area. The 728 service currently operates from Hucknall through Bestwood to Bulwell and through Phoenix Park tram station to the Mornington Crescent area of Bilborough, the service operates from 06:30 to 18:30 and provides access to the key priorities of employment, health and essential shopping. Service 531,2,3 provides off peak services to a range of villages to the North of Eastwood helping to maintain access to employment, health and essential shopping.

The revised service would continue to serve all communities on the current 531,2,3 routes, the actual routes would vary slightly and journey times into Eastwood will be longer from Moorgreen. The links to Phoenix Part NET would be enhanced and a link to Bulwell created as an alternative employment, health and shopping location. On the 728 route Bestwood Village would maintain its service and frequency to Bulwell, frequencies to Hucknall would be reduced to hourly and be available on the Trentbarton 141 route. The Vaughan Estate area of Hucknall would lose its dedicated route, however the alternative Trentbarton 141 route operates hourly to both Hucknall and Nottingham along Papplewick Lane, most properties would be within 800m of these stops and passenger data shows around only 4 passengers per week using the service from this area. At the other end of the route Assarts Farm/Mornington Crescent, Old Nuthall would lose the service to Phoenix Park and Bulwell, there is however an alternative NCT L33 service providing this link.

The savings (approx. £50k) will be achieved by better use of NCC Fleet transport and reducing external supplier costs.

## **7. Service – 831,832**

**Rushcliffe**

**Average passengers per trip = 0.2**

**Average cost per passenger = £75.14**

**Saving - £39,624**

Proposal to withdraw the support contract for services 831,832. These currently provide peak time commuter service for Kinoulton, Hickling, Willoughby, Wysall to Keyworth for connections to Nottingham. There are no alternative services at this time but SPTF and passenger surveys show that less than 1.5 passenger per day using the services. Off peak services operate under a separate contract and are not affected. Full year savings = £39,624 (ASCH transport costs may increase by around £14k through the loss of integration)



20<sup>th</sup> October 2016

Agenda Item: 6

## **REPORT OF CORPORATE DIRECTOR - PLACE**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (HUCKNALL TOWN CENTRE)  
(PROHIBITION OF WAITING, PARKING PLACES AND RESIDENTS'  
CONTROLLED ZONES) TRAFFIC REGULATION ORDER 2016 (4172)**

**AND**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (HUCKNALL TOWN CENTRE)  
(ONE WAY STREETS, PROHIBITION OF DRIVING, MOVEMENTS AND  
ENTRY) TRAFFIC REGULATION ORDER 2016 (4173)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

1. To consider the objections received in respect of the proposed Traffic Regulation Orders (TROs 4172 and 4173) for the Hucknall Town Centre Improvement Scheme (TCIS) and whether they should be made as advertised.
2. To seek approval to introduce camera enforcement of the town centre bus link.

### **Background**

3. Previous reports have been presented to Transport and Highways Committee in May 2015 seeking approval to compulsorily acquire land and property to deliver the Hucknall TCIS project and in December 2015 provide a scheme update and confirmation of construction costs. This report is to consider objections received to the advertised static and moving traffic orders required in the town centre to deliver the final scheme layout.

### **Information and Advice**

4. A transport improvement scheme in Hucknall to construct a new road between Station Road and Annesley Road has been safeguarded for a number of years. The new road will enable part of the High Street (between Baker Street and Watnall Road) to be pedestrianised creating a high quality, safe and attractive environment to stimulate and regenerate the town centre by attracting inward investment.
5. The new road is 450m long, single carriageway and will be 30mph. It lies north-east of the High Street and the layout is shown on the attached drawings H/JH13379/500B and 501B. The Hucknall TCIS also includes a flood relief culvert (750mm diameter sized pipe) under the new road to alleviate flooding issues within the Thoresby Dale estate and provide additional storage for highway drainage. The current scheme was granted planning approval at the 10<sup>th</sup> December 2013 meeting of the County Council's Planning and Licensing Committee.

6. The appointed contractor for the Hucknall Town Centre Improvement Scheme commenced construction in January 2016. The transport improvements include a new road constructed between Station Road and Annesley Road, improving public transport with the construction of a bus link between the new road and the Watnall Road / High Street junction and the part pedestrianisation of the Hucknall High Street between Baker Street and Watnall Road. A number of junction upgrades on the highway network including the creation of a signal-controlled junction at Ashgate Road / Station Road will also help reduce congestion within the town. The new road will open to traffic on the 21<sup>st</sup> November 2016 with the pedestrianised elements of the High Street completed for May 2017.

7. The scheme will bring major changes to the existing road layout in the town centre. This requires changes to the Traffic Regulation Orders (TROs) relating to parking and traffic movements around the town to enable the new network to operate safely and effectively. The proposed changes affect a range of stakeholders including local residents, businesses, road users and visitors to the town. To undertake the consultation over 600 letters were sent out and the restrictions were divided into 4 distinct areas as identified below:

8. **Area 1:**

- Albert Street (between the new road and The Connery)
- Budby Rise / Kersall Gardens / Kneesall Grove / Perlethorpe Drive
- Co-operative Avenue
- Palmer Avenue
- The Connery
- Thoresby Dale
- Titchfield Street (between the new road and The Connery)
- 38 – 42 Woollaton Street (section north-east of the new road)

**Area 2:**

- Ashgate Road
- Baths Lane
- Bolsover Street
- Lingford Street
- Portland Road
- Station Road
- Station Terrace
- Woodstock Street

**Area 3:**

- Albert Street (section between High Street and new road)
- High Street (between Watnall Road and Station Road)
- New Bus link between new road and High Road / Watnall Road Junction
- New Road between Annesley Road and Station Road
- Titchfield Street (between new road and High Street)
- Titchfield Terrace
- Woollaton Street
- Vine Terrace

**Area 4:**

- Annesley Road
- Baker Street
- High Street (between Baker Street and Watnall Road)
- South Street

9. Key elements of the proposed traffic order include:

- High Street (section between Baker Street and Watnall Road) made one-way in an eastbound direction and prohibition of access to all motor vehicles at all times. Access exemptions restrict loading and unloading to after 4pm and before 10am on all days, and for bullion and post office vehicles at all other times. Disabled Blue Badge and Special Access Permit holders are not exempt from the prohibition.

- Introduce 20mph speed limits on High Street (between Watnall Road and Station Road, Baker Street, (between High Street and junction with Annesley Road), South Street (High Street to outside 17 Yorke Street), Titchfield Terrace (tie in with the change of limit on High Street), Woollaton Street;
  - Baker Street – right turn ban to prohibit north bound traffic turning onto pedestrianised area of the High Street, install a zebra crossing and extending No Loading (peak time) on the east side to tie into the new road;
  - Introduction of a one-way system along Albert Street between the new road and The Connery;
  - Combining Residents' Parking Scheme (RPS) areas together that will allow residents with a valid parking permit to park in any of these RPS areas. Areas to be combined are Albert Street / Titchfield Street / The Connery, Thoresby Dale Area and Bolsover Street;
  - Extend the RPS area to include Co-operative Avenue, Palmer Avenue and remainder of The Connery (added after initial consultation, sufficient residential support for questionnaires);
  - Changing the type of RPS to a 'type 3' which removes the mixture of permit, unrestricted and limited waiting bays and requires a permit to park in the zone – aim to provide greater opportunity for residents and remove non-residential parking;
  - Change times of RPS for the Thoresby Dale area from 24 hours on all days to 8am – 6pm (Monday to Saturday) to bring a consistent approach across the residential area on the east side of the new road;
  - Introduction of resident only parking on Woollaton Street (opposite 38 – 42) and Albert Street (on section between bus link and opposite number 19) in operation at all times (these are not included in the wider RPS area)
  - New bus link – No entry to all vehicles, except buses;
  - Bolsover Street – permanently revoke the one-way system making the road two-way, amend start of RPS scheme to provide limited waiting parking bays near to doctors surgery and permanently make the changes to current layout to enable and manage all required vehicle movements;
  - Introduction of 'No Waiting At Any Times' (double yellow lines) around junction areas and along sections of road to maintain traffic flow.
10. Initial consultation was carried out between 22<sup>nd</sup> June and 22<sup>nd</sup> July 2016. Following feedback on the original proposals, the statutory consultation and public advertisement was undertaken between 17<sup>th</sup> August and 16<sup>th</sup> September 2016. The second exercise also included a proposal to introduce a residents parking scheme for Co-Operative Avenue, Palmer Avenue and The Connery following requests from residents living on these streets, as part of this questionnaires were sent out to residents affected to ascertain the level of support.
11. The document packages were held at Carillion Tarmac's Public Liaison Office on Annesley Road and County Hall and copies of the notice were erected at a number of locations in the local area. All the residents and business owners within the 4 areas detailed above were consulted directly by letter (over 600) outlining the changes during both rounds of consultation. Via East Midlands also held a drop in consultation event to discuss the proposed changes on the 28<sup>th</sup> July, this event took place at the Public Liaison Office on Annesley Road and was well attended.

12. The scheme layout for the advertised proposals are shown on the attached drawings numbered H04078/2098/01 to 04 with a wider location plan numbered H/04078/2098/06. Appendix 1 includes a summary of the changes for each of the four areas that were sent out as part of the consultation documentation.

## **Bus Link Enforcement**

13. The bus link will connect the new road to the High Street at the Watnall Road junction. The use of the majority of this link road will be restricted to buses only with appropriate signing in place. Access from the Watnall Road junction will be controlled by traffic signals as the road at this point is not wide enough for one bus in either direction to pass. Two new bus stops will be formed along the link road, one in either direction with shelter and real time information. The bus link will be fully accessible to pedestrians either using the bus stops, or accessing the town centre.
14. As part of the planning conditions, there is a requirement within twelve months of the road being fully opened to vehicular traffic that unauthorised use of the bus only link is reviewed and that should persistent or regular breaches of the movement restrictions be identified, additional traffic management measures should be introduced to discourage such unauthorised use.
15. Through consultation events it was suggested that the issue of enforcement was revisited. Nottinghamshire County Council has the necessary power to enforce the operation of bus lanes with the use of approved static cameras. Such enforcement would be an effective measure to reduce the number of contraventions at any location. The report to Transport and Highways Committee on 21<sup>st</sup> March 2013 approved the commencement of bus lane enforcement within Nottinghamshire subject to site specific approvals.
16. There is an opportunity to install static cameras as part of the construction works. The enforcement at this site from the opening of the bus link enables safe traffic movements to be controlled and enforced from day 1. It is considered that this will offer every opportunity to establish a regime of zero contraventions from the outset.

## **Objections Received**

17. During both rounds of consultation and advertisement period, thirty-five responses were received. Comments received during the public event are not recorded in this report as these were either incorporated into the advertised proposals or covered in objections / comments received in writing through the consultation process. One response was for further information, twenty-two were comments and twelve are considered as outstanding objections. Responses have been sent to comments received, key issues that are considered relevant to the wider scheme and objections include:
  - Removal of Restrictions on Duke Street - Three comments were received suggesting the removal of the existing restriction on Duke Street which prohibits all vehicles (except buses and cycles) from exiting Duke Street through the Station Road / High Street / Portland Road junction;
  - A company based on Bolsover Street requested information on the rationale behind the changes to Bolsover Street and considered the two-way layout unsafe due to parked cars

and narrowness of the carriageway plus raising an issue with visibility at the mouth of the Bolsover Street junction with Portland Road;

- Visitor parking passes should be issued on Bolsover Street. The individual also raised concerns about larger vehicles such as camper vans taking up space on the highway network where space is already at a premium;
- Eleven comments highlighted concerns that the changes to the parking arrangements within the town would simply transfer parking onto Co-Operative Avenue, the Connery and Palmer Avenue. A number of comments also went on to state that the situation was exacerbated with the closure of the free car park on Albert Street last year. Requests were subsequently made to the County Council to create a new residents parking scheme for the three streets named above. One individual did however go onto say that they believed that the general concept of a residents parking scheme is discriminatory and represents a huge injustice;
- Requests were made for a RPS on Carlingford Avenue which has reports of intrusive parking.

#### 18. Response to Comments

Duke Street fell outside the remit of this consultation exercise. Alterations to Duke Street may be considered once the town centre scheme has been completed in 2017 and new traffic patterns have been established on the wider road network.

The residents parking scheme is proposed to be changed to a 'type 3' scheme which only has parking for permit holders within the scheme's extents. All residents living within the scheme boundary are eligible to apply for a permit for all vehicles registered at their address and / or 1 visitors permit. The visitors permit can be used on any vehicle and would also be valid in the surrounding residents parking scheme areas such as the Thoresby Dale area. In addition to the permit bays on Bolsover Street there will also be parking bays at the junction with Portland Road that will allow parking for anyone up to 2 hours between 8am and 6pm.

19. Following comments from the initial consultation phase and also feedback from the consultation event the advertised traffic order included an extension to the RPS area to include Co-Operative Avenue, The Connery and Palmer Avenue in operation Monday to Saturday between 8am and 6pm. This would allow residents to continue parking on street but would prevent all day commuter and shopper parking. The inclusion of these streets were on the basis that sufficient support is obtained by undertaking a questionnaire in conjunction with the consultation. The County Council criteria requires a 35% response rate with 65% of respondents in support. Questionnaires were sent to every household within the area that would be eligible with 53% of the properties responding and 67% of respondents in favour of introducing a residents parking scheme for this area. On this basis the RPS can be extended and was included in the advertised proposals.
20. Carlingford Road currently has no RPS. It was not considered appropriate to include in the proposals as it is not directly affected by the TCIS works and whilst it is accepted that there are occurrences of intrusive parking these are due to a number of factors wider than a direct displacement of parked vehicles from streets such as Albert Street and Titchfield Street.

#### 21. Objection – Merging of RPS and Times of Operation

A local resident on Thoresby Dale objects to the proposal to alter the hours of operation for the resident parking schemes in this area from 24 hours on all days to 8am – 6pm Monday to Saturday. The objector considers this will only result in vehicles parking on the estate in the evening because of people's concerns over vandalism and capacity issues at NET and Tesco; this being a key reasoning for the current times of operation. The objector also felt that it is unfair to allow households from neighbouring streets to park on adjacent streets as a consequence of merging the schemes and also raised concerns about emergency access.

A local resident of Albert Street supported the proposal to merge the RPS areas together and the concept that parking should be based on the requirement of a permit. However, they did object to changing the existing times of operation for the schemes to the proposed hours of operation of Monday to Saturday, 8am – 6pm and suggested that all the schemes should be in operation 24 hours a day, seven days a week.

#### 22. Response – Merging of RPS and Times of Operation

Access onto Thoresby Dale will be blocked off to vehicular traffic where it meets Station Road and vehicular access will be via Perlethorpe Drive off the new road as part of the new highway layout. There is also ample parking at both the NET car park and Tesco superstore in the evening removing the need for motorists to park on the Thoresby Dale estate. It is considered that the detour involved will deter vehicles from parking at the end of Thoresby Dale after 6pm and will encourage people parking at the facilities being used rather than residential streets.

The RPS scheme will continue to remain effective between 8am -6pm (Monday to Saturday) as proposed and changing the times of Thoresby Dale to match adjacent streets enables a consistent approach that helps with enforcement. It is considered that this arrangement on the east side of the new road gives greater opportunity for flexibility of use overnight and also on Sundays when demand for both resident and visitor parking is usually at its greatest in this residential area.

The wider Hucknall TCIS includes an emergency access route onto the Thoresby Dale estate close to Station Road, this is managed by the introduction of vehicle deterrent paving.

#### 23. Objection – Extension to Residents Parking Scheme Area

A resident of Co-operative Avenue is objecting to the proposals and considers that they have had to accept the further extension to the RPS area and the only purpose is to generate income. The resident considers that the problem will not be resolved by the proposals and will deter shoppers from the town centre.

Ashfield District Councillor Morrison has also objected as a District ward member and as a local resident. Key issues raised include that the scheme will not guarantee a parking space, no provision has been made for work vehicles and households should be able to apply for multiple visitor permits at no additional costs. In addition he raised the issue that there is no evidence to show that a permit scheme reduces accidents, congestion or illegal parking.

#### 24. Response – Remove Residents Parking Scheme Restrictions

The decision to extend the RPS onto Palmer Avenue and Co-operative Avenue was as a direct result of requests from residents due to concerns over displaced public parking from nearby streets. The inclusion of the proposals was subject to wider support and

questionnaires sent to all affected residents achieved both the required response rate and level of support.

A RPS does not offer any guarantees as to space or location, but will provide an improved opportunity to park. A visitor permit can be used for works vehicles. Where kerb space is insufficient visitor permits are limited to one per household and multiple applications are assessed on a case by case basis. Once the new road is open and all the revised restrictions are in place further assessments can be carried out to assess whether there is space and demand for additional visitor permits. The proposed restrictions will be in place between 8am and 6pm so outside of these hours vehicles can park without a permit subject to availability.

Charges applied to residents parking permits is a requirement of the Authority and on 25<sup>th</sup> February 2010 the council's budget included a recommendation that a charge should be made for permits issued for use in residents' parking schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits cost £25 each and are usually valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over. Properties can also purchase a visitor permits at a cost of £25 each; these are not specific to the vehicle. Detailed information on permits was provided as part of the questionnaire process and can be re-sent to individuals on request.

25. Objection – Removal of Free Parking Bays.

A resident of The Connery objected about the loss of the free car parking spaces on the Connery, the resident has requested that at least two free car parking spaces be kept as part of the scheme to assist with visitor parking.

26. Response – Removal of Free Parking Bays.

The proposed permit scheme for this area is a type 3 so all parking provision on this road will require a permit with existing parking bay markings removed as they are no longer needed. A visitor's permit to park on this street will be available to residents at a cost of £25 per annum.

27. Objection – Removal of Parking Bays On Bolsover Street

A resident on Bolsover Street claimed that residents were not consulted on the various parking alterations that were introduced in December 2015 yet local businesses were and objects to the proposals. The objector has requested that the parking bays outside 29-37 Bolsover Street are reinstated and suggests that the business that was originally accommodated as part of the Traffic Order has now moved premises and consequently there are now no Heavy Goods Vehicles using Bolsover Street that resulted in a number of parking bays being removed to allow safe movement of these large vehicles entering and exiting their business premises.

A further objector considers that the parking outside their property on Bolsover Street should not have been removed and has caused considerable inconvenience. The objector requests that the single yellow lines introduced instead to allow parking outside their property after 6pm. They also had concerns about visibility when entering and exiting Bolsover Street since the street was made two-way under a Temporary Traffic Regulation Order back in December 2015 in readiness for the Hucknall Town Centre Improvement scheme works.

A further resident of Bolsover Street was also concerned about the removal of parking bays on the street in general and didn't consider the road was wide enough to be made two-way. Concerns were also raised about visitors being unable to park on the street.

28. Response – Removal of Parking Bays On Bolsover Street

The Temporary Traffic Regulation Order for Bolsover Street was introduced in December 2015 and was publicly advertised. Consultation requirements for temporary orders are different to permanent orders and it was always intended that further detailed consultation with residents and all road users would take place. The factory that was referred to within the response is still trading from Bolsover Street and continues to receive HGV deliveries on a daily basis so it is not possible at this time to reinstate parking bays outside numbers 29-37.

The parking bays were removed to facilitate delivery vehicles safely turning in and out of the factory entrance opposite the parking bays in question. It is not possible to consider introducing a single yellow line outside these properties because deliveries for the factory are not time specific.

The northern end of Bolsover Street has had to be permanently closed off in preparation for the construction works. Unfortunately Bolsover Street could not be incorporated into the new traffic signal arrangement at the junction of Station Road / New road on safety and capacity grounds. This meant Bolsover Street, as a cul-de-sac, has to be two-way. The junction with Portland Road already has 'No Waiting At Any Time' (double yellow line) restrictions in place to improve visibility and safety for motorists and pedestrians.

Residents will be eligible to apply for one visitor permit and 2 hour limited waiting parking bays are provided on Bolsover Street at the junction with Portland Road with further on-street provision close by.

29. Objection – Bolsover Street

A resident on Bolsover Street objected to the proposals and requested that the area outside their property is provided with a parking bay. The objector also suggests that the yellow lines outside no. 6-8 and 15-17 on Bolsover Street should be permanently removed and converted into parking bays because these areas are no longer used for vehicular access.

30. Response – Bolsover Street

The RPS is being amended to a 'type 3' so all parking within the zone will require a permit. Limited waiting bays are continuing to be provided on the end of Bolsover Street close to the junction with Portland Road to provide short term provision for visitors to the Doctors surgery and other services in the proximity.

The request for alterations to the parking bay outside 15-17 Bolsover Street has been accommodated however the yellow lines outside 6-8 remain as it provides a clear access point to the rear of a number of properties at this location.

## **Other Options Considered**

31. Other options were considered which related to the types of restrictions, times of operation and extents. Proposals have been modified to take into account comments received during consultation.

## **Comments from Local Members**

32. County Councillors Alice Grice, John Wilmott and John Wilkinson have been involved with the consultation events. No direct responses to the consultation documents were received.

## **Reason for Recommendation**

33. The recommendations represent the most appropriate action to balance competing requirements, meet the needs of local residents and to facilitate the safe operation of the highway. As with the rest of the road network the changes will be monitored and further amendments may be undertaken if shown to be required.

## **Statutory and Policy Implications**

34. 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.

## **Financial Implications**

35. The project is being funded from a number of sources and the overall project costs including land are £13.433m. The works required to implement the traffic order are included in the package order agreed and being delivered by Carillion Tarmac procured through the Midlands Highway Alliance (MHA) Medium Schemes Framework 2 of which Nottinghamshire County Council is a member.

## **Crime and Disorder Implications**

36. Nottinghamshire Police has raised no objection to the proposals, comments from the Police were that the 20mph speed limit referred to in paragraph 9 should be self-enforcing.

## **RECOMMENDATIONS**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Hucknall Town Centre) (Prohibition Of Waiting, Parking Places And Residents' Controlled Zones) Traffic Regulation Order 2016 (4172)

and The Nottinghamshire County Council (Hucknall Town Centre) (One Way Streets, Prohibition Of Driving, Movements And Entry) Traffic Regulation Order 2016 (4173) is made as advertised and objectors notified accordingly.

- 2) Approval be given to the enforcement of the new bus link with cameras.

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

**Name and Title of Report Author**

Mike Barnett – Team Manager Major Projects and Improvements (Via East Midlands Limited)

**Constitutional Comments (SJE 30/09/2016)**

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

**Financial Comments (GB 29/09/2016)**

38. The financial implications are set out in paragraph 35 of this 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 are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Transport and Highways Committee Papers:

- Hucknall Town Centre Improvement Scheme – Update and Confirmation of Construction Cost – 10<sup>th</sup> December 2015;
- Hucknall Town Centre Improvement Scheme - Update and Compulsory Purchase Orders (Highways Act 1980) – 21<sup>st</sup> May 2014;
- Hucknall Town Centre Improvement Scheme – Compulsory Purchase Orders - 9<sup>th</sup> January 2014;
- Hucknall Town Centre Improvement Scheme, Update Report – 18<sup>th</sup> October 2012.

**Electoral Division and Members Affected**

Hucknall ED	Councillor John Wilkinson
Hucknall ED	Councillor Alice Grice
Hucknall ED	Councillor John Wilmott

## **HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – TRAFFIC REGULATION ORDERS AREA 1**

Summary of the proposed changes to the current restrictions on each road in **Area 1** are detailed below, with the **changes made as a result of comments from the initial consultation highlighted in bold**:

### Albert Street (between the new road and The Connery)

- Introduce a one-way system along Albert Street between the new road and The Connery;
- Double yellow lines (no waiting at any time) restrictions along the eastern side of the road to provide a clear and unobstructed route for vehicles travelling along Albert Street;
- Double yellow lines at the junction of Albert Street / new road and Albert Street / The Connery to keep the junctions clear and provide unobstructed road space to enable the safe movement of vehicles and pedestrians;
- Relocate the start of existing Residents Parking Scheme to provide sufficient room for vehicles to turn into Albert Street off the new road;
- Combine the Albert Street / Titchfield Street / The Connery Residents' Parking Scheme (RPS) with the Thoresby Dale Area RPS and Bolsover Street RPS. This will allow residents with a valid parking permit to park in any of these RPS areas;
- Amend the type of Resident Parking Scheme so all parking provision on this road will require a permit, existing parking bay markings will be removed as they are not needed. Times of operation would remain unchanged as Monday to Saturday, 8am - 6pm. Permits would be available for both residents and their visitors, currently visitors can park in time limited bays but under new arrangements would need a permit. Each permit costs £25 per annum;
- Take out the existing single yellow line (no waiting Mon - Sat, 8am – 6pm) from outside Number 85 to increase area available permit parking along Albert Street.

### Budby Rise/ Kersall Gardens / Kneesall Grove / Perlethorpe Drive

- Double yellow lines (no waiting at any time) restrictions at the junction of the new road and Perlethorpe Drive;
- These roads are part of the existing Thoresby Dale Residents Parking Scheme and will be combined with the existing schemes on Bolsover Street and on Albert Street / Titchfield Street / The Connery. This will allow residents with a valid parking permit to park in any of these RPS areas;
- Relocate the start of the existing Residents Parking Scheme to reflect the new road layout;
- **Changes to times of operation of the existing Residents' Parking Scheme from at all times to Monday to Saturday between 8am and 6pm. This would bring it in line with other schemes in the area.**

### Co-operative Avenue

- **Introduce a Residents' Parking Scheme (RPS) to the whole of the road. To be in operation on Monday to Saturday between 8am – 6pm. All resident and visitor permits would cost £25 each per annum.**
- **Combine new RPS with proposed new RPS on Palmer Avenue and existing schemes on Albert Avenue, Titchfield Street, The Connery and the Thoresby Dale Area.**

- **Introduce double yellow lines (no waiting at any time) restrictions to the junction with The Connery to make it easier for vehicles to turn into and out of Co-operative Avenue.**

#### Palmer Avenue

- **Introduce a Residents' Parking Scheme (RPS) to the whole of the road. To be in operation on Monday to Saturday between 8am – 6pm. All resident and visitor permits would cost £25 each per annum;**
- **Combine new RPS with proposed new RPS on Co-operative Avenue and existing schemes on Albert Avenue, Titchfield Street, The Connery and the Thoresby Dale Area;**
- **Introduce double yellow lines (no waiting at any time) restrictions to the corner with The Connery.**

#### The Connery

- **Combine the Albert Street / Titchfield Street / The Connery Residents' Parking Scheme (RPS) with the Thoresby Dale Area RPS and Bolsover Street RPS. This will allow residents with a valid parking permit to park in any of these RPS areas;**
- **Amend the type of Resident Parking Scheme so all parking provision on this road will require a permit, existing parking bay markings will be removed as they are not needed. Times of operation would remain unchanged as Monday to Saturday, 8am - 6pm. Permits would be available for both residents and their visitors, currently visitors can park in time limited bays but under new arrangements would need a permit. Each permit costs £25 per annum;**
- **At the junction with Titchfield Street and Albert Street the current single yellow lines will be replaced with double yellow lines (no waiting at any time) to provide a clear and unobstructed junction area to maintain two-way traffic at this location;**
- **~~Take out the existing single yellow line (no waiting Mon – Sat, 8am – 6pm) to the side of 44 Albert Street to increase area available for permit parking on The Connery;~~**
- **Change all single yellow lines to double yellow lines (no waiting at any time);**
- **Introduce extra double yellow lines to the corner with Palmer Avenue.**

#### Thoresby Dale

- **This road is part of the existing Thoresby Dale Residents Parking Scheme and will be combined with the existing schemes on Bolsover Street and on Albert Street / Titchfield Street / The Connery. This will allow residents with a valid parking permit to park in any of these RPS areas;**
- **Thoresby Dale to be closed to motor vehicles at its junction with Station Road as a result of the construction of the new road and junction with Station Road, vehicular access to Thoresby Dale will be via Perlethorpe Drive. A new turning head with double yellow lines (no waiting at any time) to be built at the end of Thoresby Dale to facilitate vehicle turning movements;**
- **Changes to times of operation of the existing Residents' Parking Scheme from at all times to Monday to Saturday between 8am and 6pm. This would bring it in line with other schemes in the area.**

Titchfield Street (between the new road and The Connery)

- Double yellow lines (no waiting at any time) restrictions at the junctions with the new road and The Connery to keep them clear and provide unobstructed road to enable the safe movement of vehicles and pedestrians;
- Double yellow lines along the eastern side of the road (to replace the existing single yellow line – no waiting Mon – Sat, 8am – 6pm) to provide a clear and unobstructed route for vehicles travelling along Titchfield Street;
- Combine the Albert Street / Titchfield Street / The Connery Residents' Parking Scheme (RPS) with the Thoresby Dale Area RPS and Bolsover Street RPS. This will allow residents with a valid parking permit to park in any of these RPS areas;
- Relocate the start of the existing Residents Parking Scheme on Titchfield Street to reflect the new road layout.

38 – 42 Woollaton Street (section north-east of the new road)

- Create new Residents Only parking bays on north-west side of road (opposite number 38 to 42) in operation at all times, this area will not be included in the wider RPS areas;
- Introduce double yellow lines on the side of road outside the houses.



## HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – TRAFFIC REGULATION ORDERS AREA 2

Summary of the proposed changes to the current restrictions on each road in **Area 2** are detailed below, with the **changes made as a result of comments from the initial consultation highlighted in bold**:

### Ashgate Road

- The road is realigned on its junction with Station Road and a new traffic signal control junction is being built, the new road layout includes double yellow lines (no waiting at any time) to both sides of the road.

### Baths Lane

- The road is being realigned to a new junction on to Ashgate Road, this includes double yellow lines (no waiting at any time) to both sides of the road.

### Bolsover Street

- Permanently revoke the one way system between Portland Road and Station Road making Bolsover Street two-way;
- Bolsover Street to be closed permanently to all motor vehicles at its junction with Station Road as a result of the new junction layout at this location, access to Bolsover Street will be via Portland Road;
- Introduce double yellow lines (no waiting at any time) restrictions in the existing turning head at the end of Bolsover Street near to Station Road to facilitate vehicle turning movements;
- Move the start of the Residents' Parking Scheme to the boundary between the Doctors' Surgery and numbers 3/5 and amend the type of Resident Parking Scheme so all parking provision on this road will require a permit, existing parking bay markings will be removed as they are not needed. Times of operation would remain unchanged as Monday to Saturday, 8am - 6pm. Permits would be available for both residents and their visitors, currently visitors can park in time limited bays but under new arrangements would need a permit. Each permit costs £25 per annum;
- Change all the existing single yellow lines to double yellow lines (no waiting at any time);
- Combine the existing Bolsover Street / Lingford Street Residents Parking Scheme with the RPS schemes on the Thoresby Dale Area and on Albert Street / Titchfield Street / The Connery. This will allow residents with a valid parking permit to park in any of these RPS areas.
- Change the existing Residents Parking only bays outside 4 / 6 to 2 hours limited waiting bay in operation Monday to Saturday 8am – 6pm. The existing Doctors' Permit parking bay, 2 hour parking bays at side of the Doctors Surgery, outside number 2 and side of 13 Portland Road will be remain unchanged. This means all non-residential time limited parking will be available at the end of Bolsover Street close to the junction with Portland Road and close to amenities such as the Doctors surgery, pharmacy and shops;
- **Remove existing parking restriction from outside Numbers 15/17 and replace with permit parking bay.**

### Lingford Street

- Combine the existing Bolsover Street / Lingford Street Residents Parking Scheme with the existing schemes on the Thoresby Dale Area and on Albert Street / Titchfield Street / The Connery. This will allow residents with a valid parking permit to park in any of these RPS areas;
- The times of operation of the RPS is to remain as existing (Monday – Saturday between 8am – 6pm), all other restrictions will remain unchanged.

### Linby Road

- The road is realigned on its junction with Station Road and a new traffic signal control junction introduced, new road layout includes double yellow lines (no waiting at any time) on both sides of the road as it approaches the junction;
- **Extents of double yellow lines changed from initial consultation.**

### Portland Road

- Amend the duration of the limited waiting parking bay on Portland Road outside numbers 17 to 25 and 1 to 4 Dukes Court from 30 minutes for up to 2 hours with no return within 1 hour. Times of operation remains unchanged and will continue to operate Monday to Saturday, 8am – 6.30pm;
- Extend existing parking bay from Dukes Court access road to join existing bay outside number 37. The total length of the new bay is to be in operation on Monday to Saturday, 8am – 6.30pm with parking for up to 2 hours (currently 30 minutes) with no return within 1 hour;
- Introduce double yellow lines (no waiting at any time) across the vehicular crossings outside 27 and 29 Portland Road (replacing the H-bar marking) and the access to Dukes Court;
- Extend the existing parking bay outside number 53 to allow extra parking for up to 2 cars. Parking bay to be in operation on Monday – Saturday between 8am – 6.30pm with parking for up to 2 hours with no return within 1 hour.

### Station Road

- The new road layout will have double yellow lines on both sides (no waiting at any time). The existing parking bay outside numbers 1 to 9 is to be removed (replaced with double yellow lines);
- Residents of 1 to 9 are to be given the opportunity to obtain resident parking permits to allow parking in the combined Thoresby Dale Area, Bolsover Street and Albert Street/Titchfield Street schemes.

### Station Terrace

- Extend existing double yellow lines (no waiting at any time) into the road from its revised junction with Linby Road to reflect new layout;
- **Extents of double yellow lines changed from initial consultation.**

Woodstock Street

- Introduce parking bay to side of 10b Portland Road – bay to be in operation on Monday to Saturday, 8am – 6.30pm with parking for up to 30 minutes with no return within 1 hour. The bay would be available for anyone to use.

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## **HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – TRAFFIC REGULATION ORDERS** **AREA 3**

Summary of the proposed changes to the current restrictions on each road in **Area 3** are detailed below, with the **changes made as a result of comments from the initial consultation highlighted in bold**:

### Albert Street (section between High Street and new road)

- Close Albert Street to all motor vehicles at its junction with High Street and at its junction with the new road. Access will be via a new road off the bus link;
- Introduce a Residents Parking Scheme (RPS) with permit holder only bays on the new road off the bus link and opposite 19 Albert Street in operation at all times, this area will not be included in the wider RPS areas;
- Introduce double yellow lines (no waiting at any time) restrictions to both sides of the road.

### High Street (between Watnall Road and Station Road)

- Introduce a 20mph speed limit on High Street between Watnall Road and a point close to its junction with Station Road;
- **Introduce 2 bus stop clearways to prohibit stopping by all vehicles, except buses, at all times.**

### Bus link between the new road and High Road / Watnall Road junction

- Introduce no entry to all vehicles, except buses, at its junction with High Street / Watnall Road and at the junction with the new Albert Street link;
- Introduce double yellow lines with double kerb blips (no waiting and no loading at any time) to ensure that the road is kept clear for buses.

### New Road between Annesley Road and Station Road

- Road to have double yellow lines (no waiting at any time) down both sides of the road;
- Toucan crossing (signal controlled crossing for pedestrian and cyclists) is to be introduced near the new junction with Albert Street. The associated zig-zag lines are to prohibit stopping and waiting;
- **Introduce 2 bus stop clearways – no stopping except buses at any time.**

### Titchfield Street (between the new road and High Street)

- Road to be closed to all motor vehicles at the junction with High Street, access will be provided via a vehicular dropped kerb off the new road;
- Both sides of the road are to have double yellow lines (no waiting at any time) except for the following areas;
- Introduce parking for blue badge holders only, to be in operation at all times at the side of Fultons Foods and outside the Central Methodist Church car park.

### Titchfield Terrace

- Introduce a 20mph speed limit to tie in with the change of limit on High Street.

### Woollaton Street

- No access from Woollaton Street on to the new road;
- This road is part of the existing Vine Terrace / Woollaton Street Resident Parking Scheme. Woollaton Street will be amended so all parking provision on this road will require a permit, existing parking bay markings will be removed as they are not needed. Times of operation would remain unchanged as Monday to Saturday, 8am - 6pm. Permits would be available for both residents and their visitors, currently visitors can park in time limited bays but under new arrangements would need a permit. Each permit costs £25 per annum, this scheme will not be combined with other RPS areas;
- Introduce a 20mph speed limit to tie in with the change of limit on High Street;
- Construct turning head with double yellow lines (no waiting at any time) at the end of Woollaton Road to facilitate vehicle turning movements.

### Vine Terrace

- This road is part of the existing Vine Terrace / Woollaton Street Resident Parking Scheme and no changes are planned;
- Introduce a 20mph speed limit to tie in with the change of limit on High Street.

### Watnall Road

- **Extend 20mph Speed Limit.**

## HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – TRAFFIC REGULATION ORDERS AREA 4

Summary of the proposed changes to the current restrictions on each road in **Area 4** are detailed below, with the **changes made as a result of comments from the initial consultation highlighted in bold**:

### Annesley Road

- Introduce double yellow lines (no waiting at any time) restrictions to the new junction (mini-roundabout) with the new road.

### Baker Street

- Introduce a 20mph speed limit from near the junction with Annesley Road to its junction with High Street;
- Introduce a no right turn ban to prohibit north bound traffic from turning onto the new Pedestrianised area on High Street;
- Install a zebra crossing at the junction with High Street. The zig-zag lines will prohibit all waiting and stopping to both sides of the crossing;
- Extend the existing no loading on Monday to Friday, 8 – 9am & 4.30 – 6pm restriction on the east side of the road to the junction (mini-roundabout) with the new road;
- **Introduce bus stop clearway to existing bus stop – to be no stopping except buses at any time.**

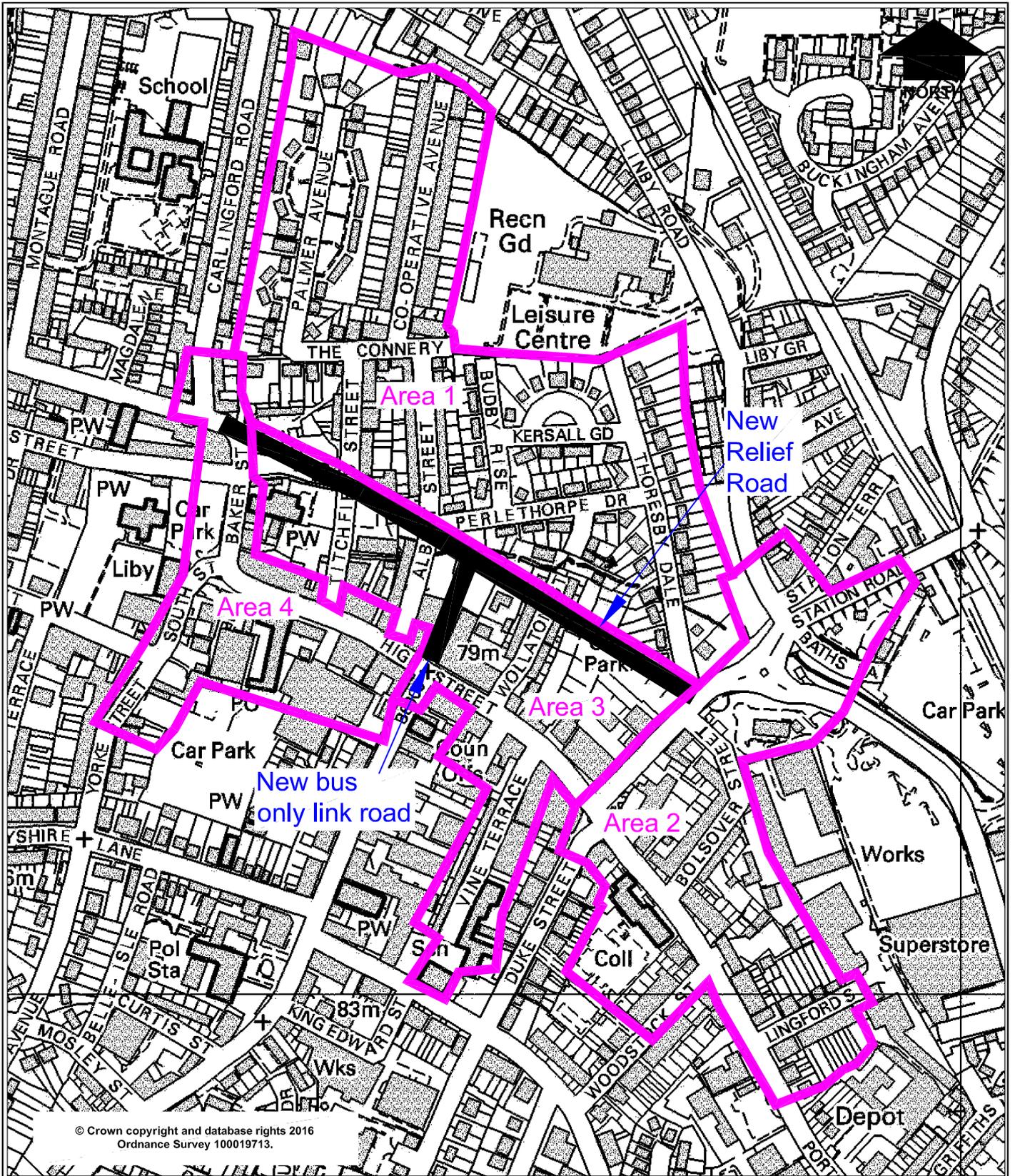
### High Street (between Baker Street and Watnall Road)

- The road is to be made one way (in an eastbound direction) between the Baker Street / South Street and Watnall Road junctions and pedestrianised;
- The pedestrianised area will prohibit access to all motor vehicles at all times. The only access will be for loading and unloading after 4pm and before 10am on all days, exemptions apply for bullion and post office vehicles at all other times;
- Disabled Blue Badge and Special Access Permit holders are not exempt, alternative disabled blue badge parking provision is available in nearby car parks operated by Ashfield District Council and designated bays for Disabled Blue Badge holders (4 vehicles) are being installed on Titchfield Street. This section of High Street road already has double yellow lines (no waiting at any time) and peak time loading restrictions in place;
- Waiting will be prohibited at all times;
- Current usage and parking on Chapel Street off High Street (section between the Bibiana Lounge and Boots Pharmacy) will not be available as a result of the new access restrictions along High Street;
- Introduce a 20mph speed limit;
- High Street will be closed to all motor vehicles at its junctions with Titchfield Street and Albert Street, access to these roads will be via the new road;
- Taxi provision will be maintained in the Market Place car park.

### South Street

- Introduce a 20mph speed limit from its junction with High Street to start outside 17 Yorke Street.





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 <p><b>Nottinghamshire County Council</b></p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project		Drawn	Date
	Hucknall Town Centre Improvements TRO Consultation		J.A.B.	May 16
	Property No.	Project No.	Ch'kd	Date
	Title		Auth	Traced
Location Plan for Consultation Areas Plan		Scale		N.T.S.
Drawing No.		H/04078/2098/06/A		Rev

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**KEY**

	Existing Arrangement		Proposed Yorkstone Paving (to match existing Market Place)
	Proposed Carriageway		Proposed Block Paving (to use existing retained blocks)
	Proposed Footway		Proposed Slab Paving
	Proposed Unsegregated Cycleway/Footway		Proposed Sandstone Block Paving
	Proposed Red High Friction Surfacing		Proposed Tegula Herringbone Paving
	Proposed Private Vehicular Access		Proposed Silver Grey Block Paving
	Proposed Kerbing		Proposed Black Bitmac Surfacing
	Existing Watercourse		Proposed Compacted Gravel Path
	Proposed Culvert		Proposed Trees
	Existing Wall		Proposed Hedge Planting
	Proposed Wall		Proposed Grassed Area
	Proposed Gabion Wall		Proposed Marginal Planting
	Proposed Close Boarded Fence		Proposed Ornamental Planting
	Proposed Post and Rail Fence		Proposed Bulb Planting
	Proposed Road Marking		Proposed Bus Shelter
	Proposed Buff Tactile Paving		Proposed Pedestrian Guard Railing
	Proposed Red Tactile Paving		Proposed Iron Post and Vertical Infill System

**NOTES**

1. Do not scale from this drawing
2. All dimensions are given in metres unless otherwise stated.
3. For detailed fence heights refer to drawing H/JH13379/548 & H/JH13379/549.
4. Drawing is illustrative only and not to be used for construction or pricing purposes.

B	Turning head added to Wollaton St.	JWB	JWB	TB	12/15
A	Boundary of Baker Brook at Albert Street, Baker Street alignment and Road Marking amended.	JWB	JWB	JJP	07/15
Rev	Description	Drawn	Chkd	Auth	Date
Status					
Project					

**Hucknall Town Centre Improvement Scheme**

Property No. Project No. **JH13379**

Title **General Arrangement Sheet 1**

Scale <b>1:500</b>	Drawn	JWB	Date	03/15
	Chkd	JWB	Date	06/15
	Auth	JJP	Traced	

Drawing No. **H/JH13379/500B** Rev



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West Bridgford, Nottingham, NG2 6BJ  
Tel: 0300 500 80 80





**KEY**

	Existing Arrangement		Proposed Yorkstone Paving (to match existing Market Place)
	Proposed Carriageway		Proposed Block Paving (to use existing retained blocks)
	Proposed Footway		Proposed Slab Paving
	Proposed Unsegregated Cycleway/Footway		Proposed Sandstone Block Paving
	Proposed Red High Friction Surfacing		Proposed Tegula Herringbone Paving
	Proposed Private Vehicular Access		Proposed Silver Grey Block Paving
	Proposed Kerbing		Proposed Black Bitmac Surfacing
	Existing Watercourse		Proposed Compacted Gravel Path
	Proposed Culvert		Proposed Trees
	Existing Wall		Proposed Hedge Planting
	Proposed Wall		Proposed Grassed Area
	Proposed Gabion Wall		Proposed Marginal Planting
	Proposed Close Boarded Fence		Proposed Ornamental Planting
	Proposed Post and Rail Fence		Proposed Bulb Planting
	Proposed Road Marking		Proposed Bus Shelter
	Proposed Buff Tactile Paving		Proposed Pedestrian Guard Railing
	Proposed Red Tactile Paving		Proposed Iron Post and Vertical Infill System

**NOTES**

1. Do not scale from this drawing
2. All dimensions are given in metres unless otherwise stated.
3. For detailed fence heights refer to drawing H/JH13379/548 & H/JH13379/549.
4. Drawing is illustrative only and not to be used for construction or pricing purposes.

B	Turning head added to Wollaton St and shared use cycle footway extended south on Station Rd.	JWB	JWB	TB	12/15	
	Realignment of Station Rd/Ashgate Rd junction and associated amendments	JWB	JWB	JJP	07/15	
Rev	Status	Description	Drawn	Chkd	Auth	Date

**Hucknall Town Centre Improvement Scheme**

Property No.	Project No.
	JH13379

Title
General Arrangement Sheet 2

Scale	Drawn	JWB	Date	03/15
	Chkd	JWB	Date	06/15
	Auth	JJP	Traced	

Drawing No.	Rev
H/JH13379/501B	

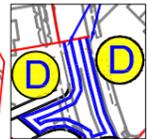
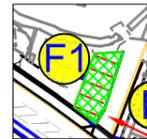
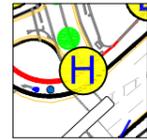


Trent Bridge House, Fox Road,  
West Bridgford, Nottingham, NG2 6BJ  
Tel: 0300 500 80 80





**KEY**  
(Changes to existing TRO)

-  **Double Yellow Lines**  
No waiting at any time
-  **New Residents Parking Scheme**  
New parking bays for residents only. In operation at all times.
-  **Residents Parking Scheme (RPS)**  
Revised start of existing Residents Parking Scheme.
-  **End of road to be closed to all motor vehicles**
-  **Revised Residents Parking Scheme**  
Existing Thoresby Dale scheme to be combined with existing Bolsover Street & Albert Street Area schemes. **To be made Mon - Sat, 8am - 6pm**
-  **New proposed Residents Parking Scheme**  
Co-operative Avenue and Palmer Avenue to be made permit holders only. **Mon - Sat, 8am - 6pm**
-  **Albert Street**  
Road to be made one way between the new road and The Connelly.
-  **Revised Albert Street Area RPS**  
Mon - Sat, 8am - 6pm  
Parking for Residents' Permit Holders only. Bay markings no longer required.

**AREA 1**

Remove single yellow line to allow parking for residents.

Extend double yellow lines across driveways to No.s 1 and 2

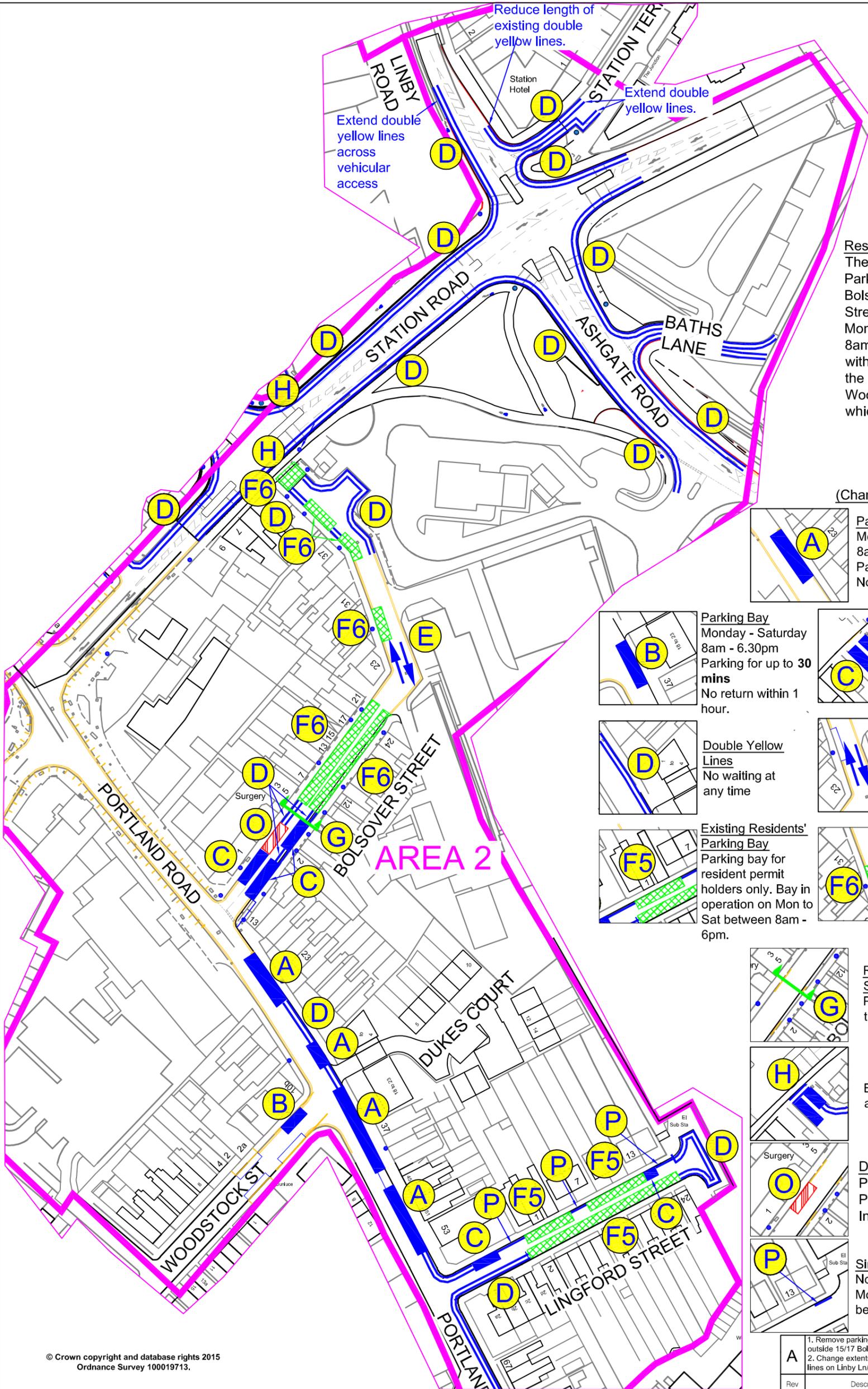
A	1. Change Thoresby Dale RPS to Mon - Sat, 8am - 6pm	J.A.B.	1/8/16
	2. Introduce Residents permit parking to Co-operative Ave & Palmer Ave. Mon - Sat, 8am - 6pm.		
Rev	3. Introduce extra double yellow lines to The Connelly area.	Drawn	Date
	4. On Thoresby Dale extend double yellow lines across driveways to No.s 1 & 2.	Chkd	Date

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Project: Hucknall Town Centre Improvement Scheme		Proposed Traffic Regulation Order	
Property No.	Project No.	Drawn: J.A.B.	Date: June 16
Title: Area 1		Chkd:	Date:
Drawing No. H/04078/2098/01/A		Auth:	Traced:
		Rev:	Scale: 1:1500

Aug 24, 2016 - 2:42pm I:\Highways\Highways\Highway Improvement scheme\Design\1:TRO Works\TRO Consult\Plans - Detailed.DWG





**Resident Parking Schemes**  
 The existing Residents Parking Scheme (RPS) on Bolsover Street/Lingford Street (which operates on Monday to Saturday between 8am - 6pm) is to be combined with the existing scheme on the Thoresby Dale RPS. Woodstock Street has a RPS which operates at all times.

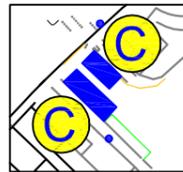
**KEY**  
 (Changes to existing TRO)



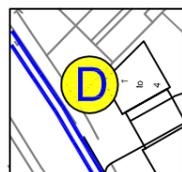
**Parking Bay**  
 Monday - Saturday  
 8am - 6.30pm  
 Parking for up to **2 hours**  
 No return within 1 hour.



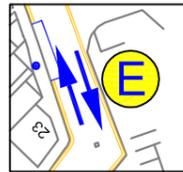
**Parking Bay**  
 Monday - Saturday  
 8am - 6.30pm  
 Parking for up to **30 mins**  
 No return within 1 hour.



**Parking Bay**  
 Monday - Saturday  
 8am - 6pm  
 Parking for up to **2 hours**  
 No return within 1 hour.



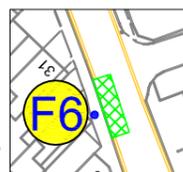
**Double Yellow Lines**  
 No waiting at any time



Existing one way road to be made 2 way



**Existing Residents' Parking Bay**  
 Parking bay for resident permit holders only. Bay in operation on Mon to Sat between 8am - 6pm.



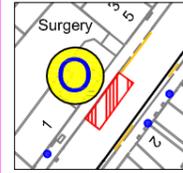
**Revised Residents' Parking Bay**  
 Mon - Sat, 8am - 6pm  
 Parking for Residents' Permit Holders only. Bay markings no longer required.



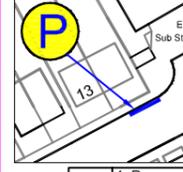
**Revised Residents' Parking Scheme (RPS)**  
 Proposed new start/finish of the revised RPS.



End of road to be closed to all motor vehicles.



**Doctors' Parking Bay**  
 Parking for Doctors' Permit Holders only. In operation at all times.



**Single Yellow Lines**  
 No waiting on Monday to Saturday between 8am - 6pm.

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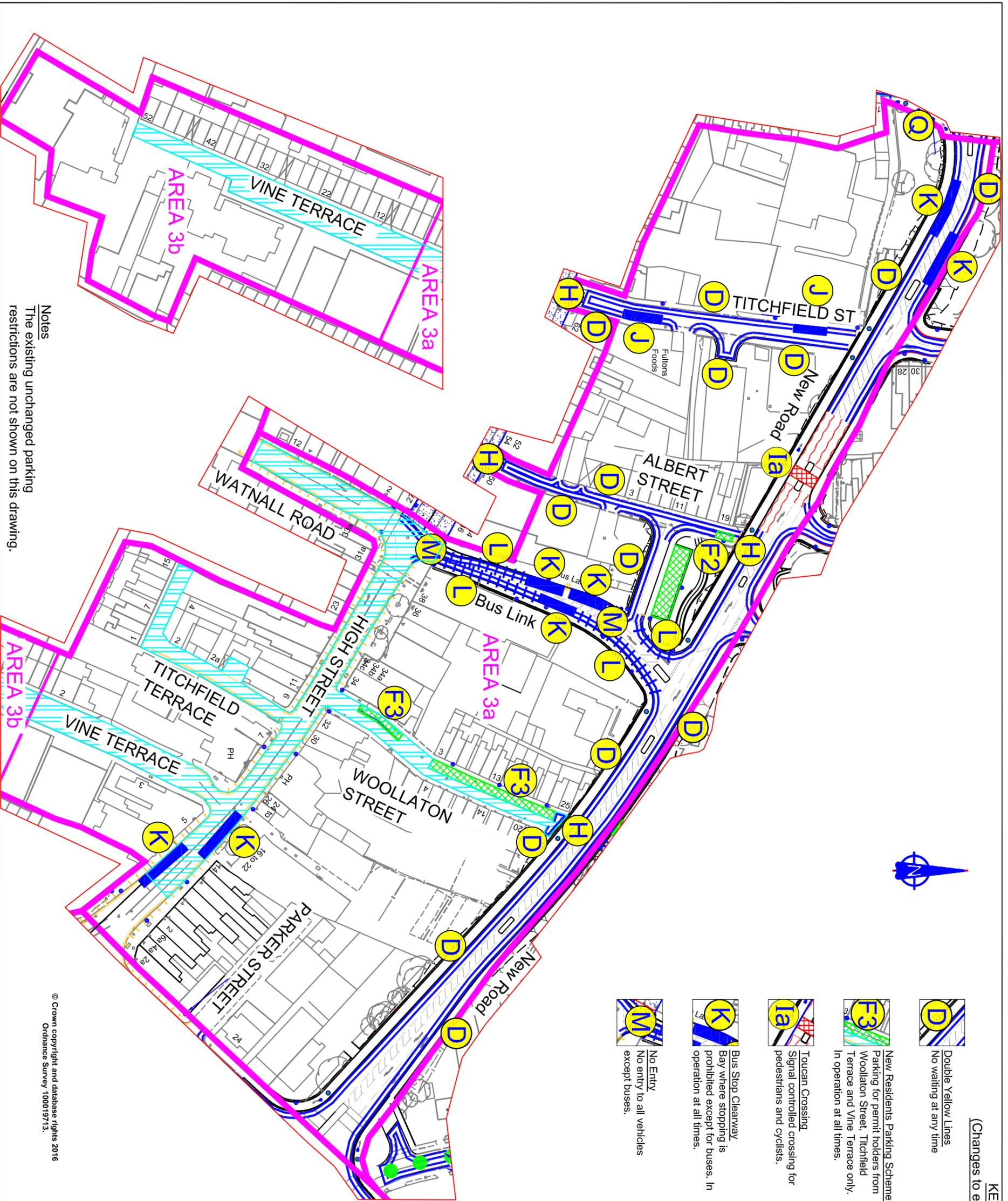
Rev	Description	Drawn	Chkd	Auth	Date
A	1. Remove parking restriction from outside 15/17 Bolsover Street. 2. Change extents of double yellow lines on Linby Ln/Station Terrace.	J.A.B.			1/8/16

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Project: Hucknall Town Centre Improvement Scheme		Proposed Traffic Regulation Order	
Property No.	Project No.	Drawn	Date
		J.A.B.	June 16
Title: Area 2	Page 53 of 144	Chkd	Date
Drawing No. H/04078/2098/02/A	Plan Layout	Auth	Traced
		Rev	Scale
			1:1250

Aug 24, 2016 - 2:40pm I:\Highways\Old N Drive\Highways\Highway Projects\13000\UHT13379 Hucknall Town Centre Improvement scheme\Design\TRO Works\TRO Consult\Plans - Detailed.DWG





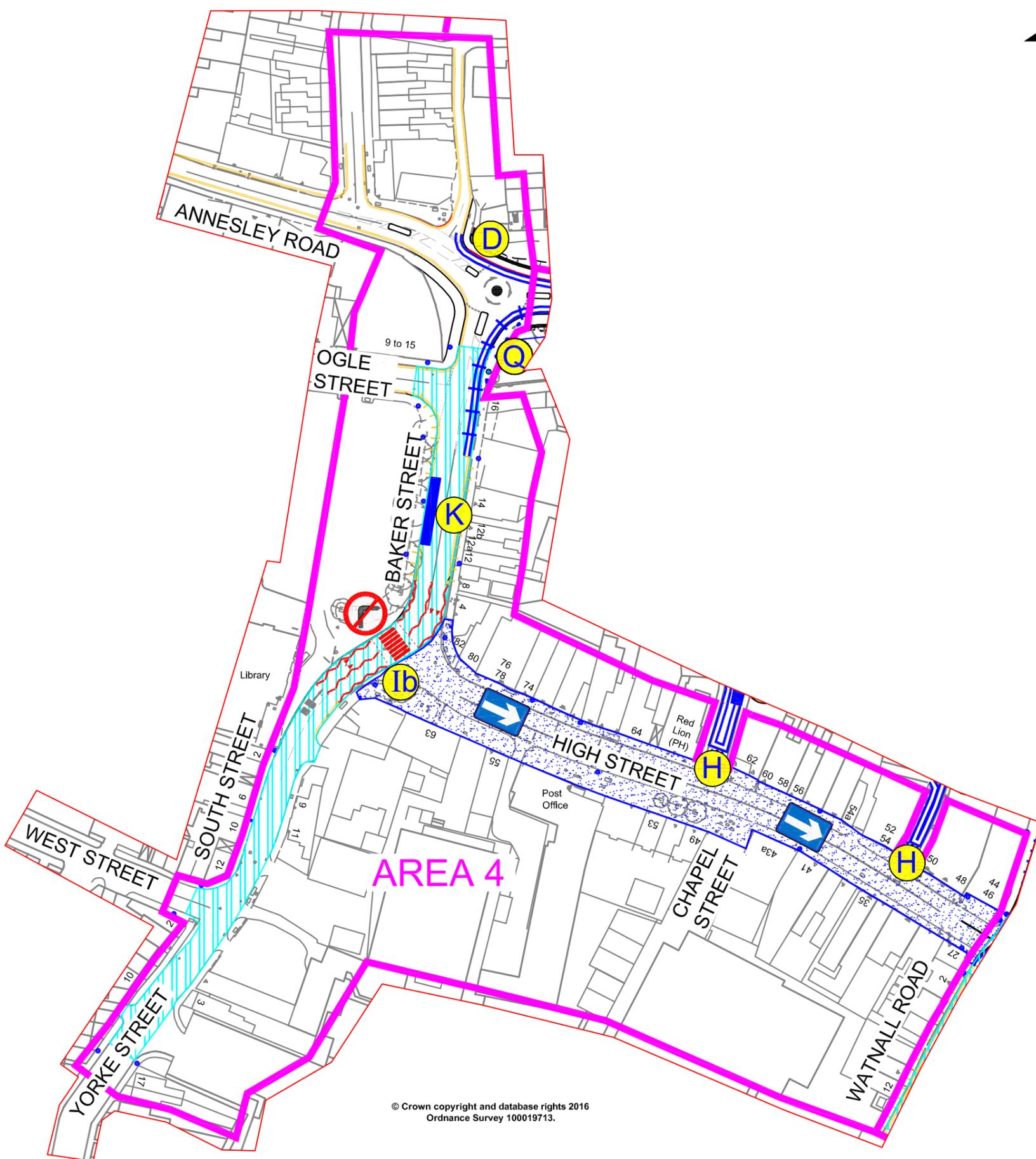
**KEY**  
(Changes to existing TRO)

-  **D** Double Yellow Lines  
No waiting at any time
-  **E2** New Residents Parking Scheme  
Parking for permit holders from Albert Street only. In operation at all times.
-  **H** End of road to be closed to all motor vehicles
-  **J** Disabled Persons Parking Bay  
Parking bay for blue badge holders only. In operation at all times.
-  **Ia** Toucan Crossing  
Signal controlled crossing for pedestrians and cyclists.
-  **K** Bus Stop Clearway  
Bay where stopping is prohibited except for buses. In operation at all times.
-  **L** Double Yellow Lines & Kerb Blips  
No waiting and no loading at any time.
-  **M** No Entry  
No entry to all vehicles except buses.
-  **20mph** 20mph Speed Limit  
Existing 30mph speed limit to be replaced with a 20mph speed limit.

**Notes**  
The existing unchanged parking restrictions are not shown on this drawing.

<b>Project</b> Hucknall Town Centre Improvement Scheme Proposed Traffic Regulation Orders <b>Area 3</b>	
Property No.:	Project No.:
<b>Title</b> <b>Layout Plan</b>	
Scale <b>1:1250</b>	Drawn J.A.B. Date June 16
Drawing No. <b>H/04078/2098/03/A</b>	Auth Traced Rev
 	
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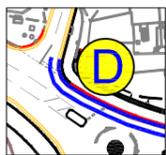




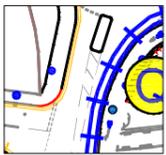
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**KEY**  
(Changes to existing TRO)

**Notes**  
The existing unchanged parking restrictions are not shown on this drawing.



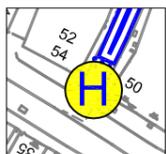
**Double Yellow Lines**  
No waiting at any time



**Double Yellow Lines & Single Kerb Blips**  
No waiting at any time and No Loading Mon - Fri, 8 - 9am & 4.30 - 6pm



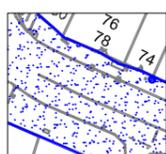
**No Right Turn**  
from South Street/Baker Street into High Street



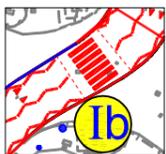
**End of road to be closed**  
to all motor vehicles



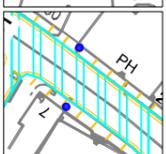
**One Way Road**  
On High Street between junction with South Street/Baker Street and junction with Watnall Road.



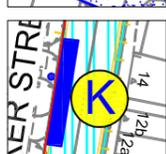
**Pedestrianised Area**  
No access for all motor vehicles at all times, including blue badge holders and Special Access Permit holders. The only access will be for loading/unloading between 4pm and 10am. There will be no waiting at any time. The pedestrianised area will have a 20mph speed limit.



**Pedestrian Crossing**  
Zebra crossing on speed hump



**20mph Speed Limit**  
Existing 30mph speed limit to be replaced with 20mph speed limit.



**Bus Stop Clearway**  
No stopping except buses, at all times.

Rev	Description	Drawn	Chkd	Auth	Date
A	Bus stop clearway on Baker Street - No stopping except buses at any time.	J.A.B.			1/8/16

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Project		Hucknall Town Centre Improvement Scheme		Proposed Traffic Regulation Order	
Property No.	Project No.	Drawn	Date		
		J.A.B.	June 16		
Title	Area 4	Chkd	Date		
		Auth	Traced		
Drawing No.	H/04078/2098/04/A	Rev	Scale		1:1250





20<sup>th</sup> October 2016

**Agenda Item: 7**

## **REPORT OF CORPORATE DIRECTOR - PLACE**

### **NABBS LANE, HUCKNALL - TRAFFIC CALMING**

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

1. To consider the return rate received during the initial consultation to Traffic Calming Proposals on Nabbs Lane in Hucknall which was below 35% and whether the scheme should proceed to formal consultation.

#### **Information and Advice**

2. Nabbs Lane is a distributor road in Hucknall with a speed limit of 30mph that links the B6009 Watnall Road with Common Lane and ultimately the A611 Hucknall Bypass. Common Lane is already traffic calmed using raised plateaus similar to those being proposed for Nabbs Lane.
3. A number of children have been injured in road traffic collisions on Nabbs Lane adjacent to the Recreation Ground. In the 3 year period (01/01/13 to 31/12/15) there have been 3 reported injury collisions on Nabbs Lane between Watnall Road and Strathmore Close. Two of these were serious and both involved young pedestrians aged 9 and 11. The third involved a 10 year old cyclist who was slightly injured. The collision circumstances have been examined and it is concluded that vertical deflection traffic calming measures are the most appropriate solution to reduce the number of road accident casualties at this location.
4. In accordance with the Nottinghamshire Traffic Calming Design Guide all traffic calming schemes will be subject to consultation at the conceptual and finalised design stage. The criteria for questionnaires sent out for traffic calming is that a minimum of 35% must be returned, and of those returned, a minimum of 65% must be in favour of the proposal for the scheme to proceed. If a scheme is promoted on accident reduction grounds and fails to achieve a 35% return rate or a 65% majority in favour, then the report to Transport and Highways Committee (THC) must specifically state this and include a request for a decision by the Committee for the scheme to proceed further.
5. An initial consultation for the installation of proposed traffic calming along part of Nabbs Lane was undertaken during May 2016. Eighty-eight letters were to residential properties on Seymour Road, Strathmore Close, Elizabeth Close, Godber Road and Brett Close plus local shops on Watnall Road close to the Nabbs Lane junction. The letter including a questionnaire requesting views on the proposals. Of the 88 questionnaires sent out, 26 (29.6%) replies were received including 18 (69.2%) in favour of the introduction of traffic calming. The response rate is less than the minimum 35% required, 31 responses would have to be received to achieve the level of 35%. The scheme is being promoted on safety

grounds so the recommendation to Committee is for the proposals to progress to formal consultation.

6. The preferred method of traffic calming is the installation of three individual 75mm high plateaus along Nabbs Lane, these are classed as a vertical traffic calming deflection feature and consist of a large flat area of tarmac with ramps at each side. There are similar examples on Common Lane and Ruffs Drive. Bus operators favour this type of plateau as they can negotiate them more easily than speed cushions. The proposals are shown on the accompanying drawing P.H.EU.41617.02/02.
7. The next stage is formal consultation which will include notices placed on site and in the local press, letters to statutory consultees and also keeping affected residents and businesses up to date. A future report may be required to Committee depending on the nature and quantity of any objections received. The works are provisionally programmed to be undertaken with resurfacing works along Nabbs Lane in February 2017.

### **Other Options Considered**

8. Other types of both vertical and horizontal traffic calming features and the introduction of pedestrian facilities have been considered. The option chosen is the most suitable for use on a bus route. To do nothing is not considered to be an alternative option as a problem with child casualties has been identified.

### **Comments from Local Members**

9. Local County Councillors will be included in the next stage of consultation on the final design proposals.

### **Reason for Recommendation**

10. The aim of the proposals is to reduce child casualties occurring along the route. As the return rate to the consultation (29.6%) was close to the required threshold (35%) it is considered appropriate to proceed to final design and consultation on the scheme.

### **Statutory and Policy Implications**

11. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health 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.

### **Crime and Disorder Implications**

12. Nottinghamshire Police will be included in the next stage of consultation on the final design proposals.

## **Financial Implications**

13. The scheme is funded from the Local Transport Plan (Integrated Transport Measures) budget for 2016/17 at a cost of £40,000.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) Formal consultation be undertaken regarding installing proposed traffic calming measures on Nabbs Lane, Hucknall, as set out in this report.

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

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

Mike Barnett, Team Manager Major Projects and Improvements - Via East Midlands Limited

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

Richard Osborne, Principal Project Engineer – Via East Midlands Limited T - 01623 444855

## **Constitutional Comments (SJE 10/10/16)**

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

## **Financial Comments (GB 29/09/16)**

15. The financial implications are set out in paragraph 13 of the report.

## **Background Papers and Published Documents**

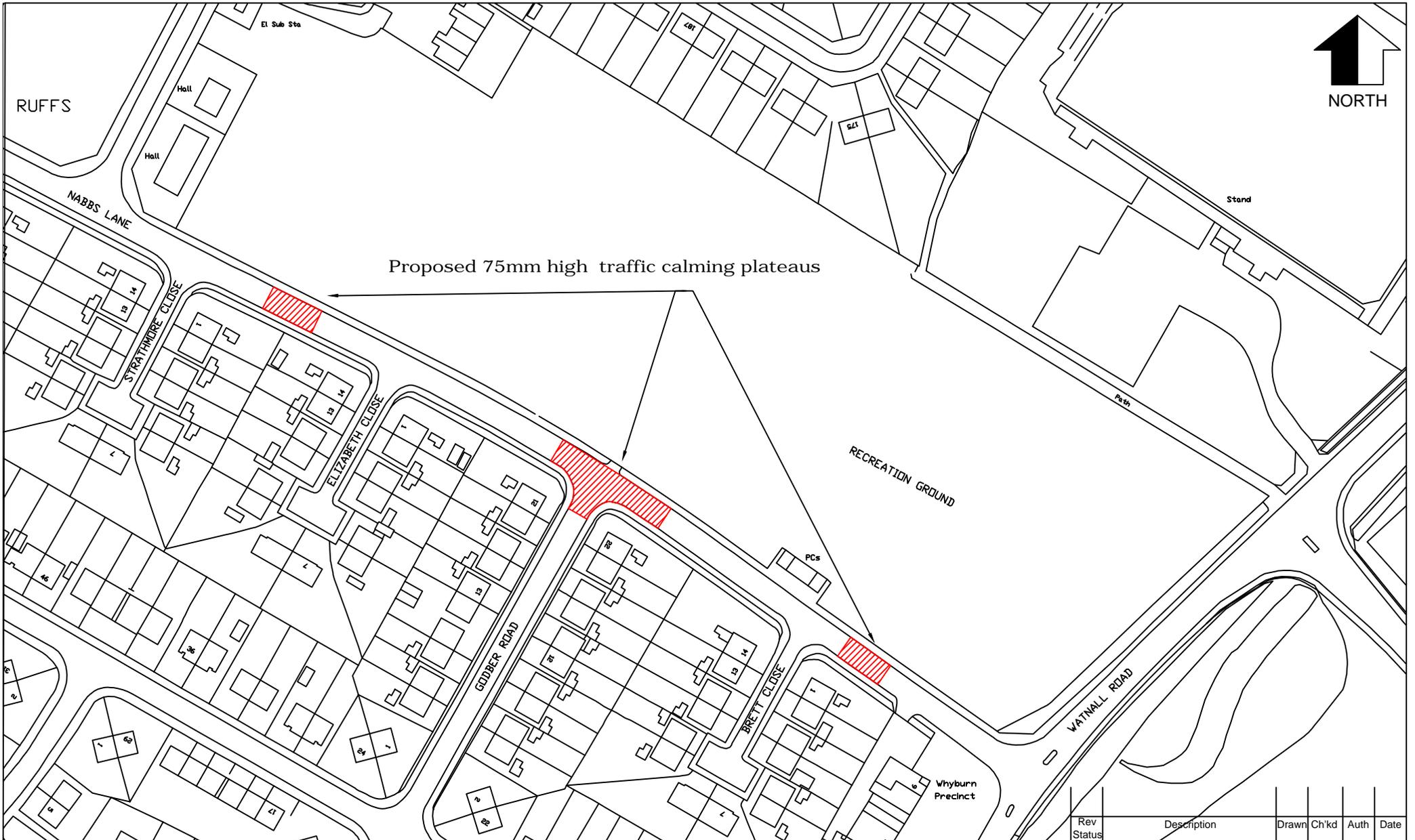
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None

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

Hucknall	Councillor Alice Grice
Hucknall	Councillor John Wilkinson
Hucknall	Councillor John Wilmott





Proposed 75mm high traffic calming plateaus



Rev Status	Description	Drawn	Ch'kd	Auth	Date
		LN			20/09/16
		AD			20/09/16
		R OSBORNE			Traced
					Scale
					NTS

 <p>Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire, NG22 8ST Tel: 01623 823 823</p>	Project		Nabbs Lane Hucknall Traffic Calming			Drawn	LN	Date	20/09/16
	Property No.	Project No.	P.H.EU.41617.02			Ch'kd	AD	Date	20/09/16
	Title		Proposed Traffic Calming			Auth	R OSBORNE	Traced	
	Drawing No.		P.H.EU.41617.02/02			Rev		Scale	NTS
	VIA East Midlands, Registered in England No. 09903246								





20<sup>th</sup> October 2016

Agenda Item: 8

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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRECK HILL ROAD, THACKERAYS LANE ROUNDABOUT AND WOODTHORPE DRIVE, WOODTHORPE) (PROHIBITION OF WAITING AND LOADING) AND WOODTHORPE DRIVE, WOODTHORPE (PARKING PLACES) TRAFFIC REGULATION ORDER 2016 (7182)**

## **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. The County Council has received complaints from the local bus operator, residents and road users regarding problems with obstructive parking at a number of locations in the Breck Hill Road area. These complaints focus on three separate locations; Thackeray's Lane roundabout, Breck Hill Road and the northern arm of Woodthorpe Drive. A number of parking restrictions and parking bay amendments are proposed to address the issues. These proposals have been grouped together under one Traffic Regulation Order, this ensures that residents and other road users in the area are offered a comprehensive view of all the proposed changes through a single consultation process.
3. Breck Hill Road is a local distributor road in Woodthorpe in the Borough of Gedling which runs between Thackerays Lane roundabout to the junction of Plains Road / Woodborough Road. The road is a busy bus route and the number 25 Lilac line, operated by Nottingham City Transport runs with a 10 - 20 minute day time frequency starting from 5.45am and finishing at 11.15pm. It also carries significant volumes of traffic, with an Annual Average Daily Traffic (AADT) of 8,100, this equates to an average of nearly 600 vehicles an hour during the day (between 7am and 7pm). Thackerays Lane roundabout comprises both residential and commercial premises, while Breck Hill Road is generally residential in character until the junction with Plains Road / Woodborough Road. The Plains Road / Woodborough Road area is a popular district centre comprising a variety of commercial, retail and leisure premises.

4. At Thackerays Lane roundabout the presence of parked cars in close proximity to the roundabout forces buses and other large vehicles to cross the centre line in order to manoeuvre around them. This impedes drivers approaching the island from the opposite direction as it requires them to stop short of the junction in order to allow buses to pass. This reduces the capacity of the roundabout and increases the risk of collisions for these vehicles and in particular for vulnerable users such as motorcyclists and cyclists. The parked vehicles also obstruct pedestrian crossing points, reducing visibility and amenity for these users.
5. On Breck Hill Road the brow of the hill creates limited forward visibility for drivers. When large vehicles, such as buses approach in either direction, they have to move over the centre line to manoeuvre past parked cars. This position puts them in conflict with vehicles approaching in the opposite direction and due to the limited forward visibility is considered detrimental to highway safety. Residents of Greengates Avenue have also expressed concern over parked vehicles on Breck Hill Road reducing visibility for vehicles turning out of Greengates Avenue, increasing the potential risk of collisions.
6. The local bus operator has reported problems with obstructive parking by Blue Badge holders at the junction of Woodthorpe Drive and the B684 Plains Road. Blue Badge holders are parking on double yellow lines adjacent the Memorial / triangular splitter island. While Blue Badge holders are entitled to park on double yellow lines for up to three hours, they are only entitled to do so where this does not cause an obstruction. Parking in this location obstructs the free-flow of vehicles and particularly the movement of bus services 46 and 47 which make a clockwise turning movement at this junction, to enable them to make their return journey back along Plains Road. Vehicles emerging from a private car park on this northern arm of Woodthorpe Drive have the opportunity to turn right to proceed in a westerly direction; however the presence of parked vehicles along this stretch effectively reduces the carriageway to one lane and impedes their ability to make this manoeuvre.
7. A number of parking restrictions and parking bays are proposed to address the issues in the Breck Hill Road area. The proposed restrictions are as follows:

#### Breck Hill Road

- Introduce a no waiting restriction on Monday to Saturday between 8am and 6pm on the south-western side of the road, from the end of the existing double yellow lines (outside numbers 144 / 146) to a point 10 metres south-east of Greengates Avenue;
- Introduce double yellow lines (no waiting at any time) restrictions from a point 10 metres south-east of Greengates Avenue to a point 7.5 metres north-west of the same junction.

#### Thackerays Lane Roundabout

- Introduce double yellow lines (no waiting at any time) restrictions to the outside perimeter of the roundabout;
- Introduce double yellow lines to all the roads on the approach to the roundabout – Arno Vale Road, Breck Hill Road, Thackerays Lane, Wensley Road and Worcester Road;
- Arno Vale Road – make the existing bus stop clearways enforceable (by the addition of a regulatory sign) for all days and for all hours.

#### Woodthorpe Drive (Northern Arm)

- Introduce a no loading / unloading at any time restriction to the south side of the road between Woodthorpe Drive and Plains Road;

- Introduce a no loading / unloading at any time restriction to the north side of the road between Woodthorpe Drive and the end of the existing parking bay;
  - Change the existing parking bay, which is Monday to Saturday, 8am – 6pm, parking for 30 minutes and taxis only between 6pm and 8am by splitting the bay to create a space for a disabled person's vehicle (at all times) and the rest of the bay for loading only between 8am and 6pm and for taxis only between 6pm and 8am;
  - Install direction sign outside number 141 Woodthorpe Drive.
8. The statutory consultation and advertisement was carried out between 12<sup>th</sup> July 2016 and 12<sup>th</sup> August 2016. The document packages were available on-line, and were held at Mapperley and Woodthorpe Libraries and County Hall with copies of the notice erected at a number of locations in the area. The proposed schemes are shown on the attached drawings, numbers H/04078/2275/01 – 03. An Equality Impact Assessment was also undertaken and is available as a background paper to this report.

## Objections Received

9. Eleven responses were received to the consultation. Of the responses received, four expressed unmitigated support for the proposals, two were supportive but wanted the parking restrictions on Breck Hill Road to be more extensive and the remaining five are considered to be outstanding objections to some part of the proposals. A range of comments were received from all respondents, these include:
- That the proposed double yellow lines near Greengates Avenue should be longer;
  - That double yellow lines should be introduced along the whole length of Breck Hill Road.

These comments alongside other responses to the consultation were assessed, however it was not considered appropriate to re-advertise the proposals to extend the restrictions; this would incur a significant additional cost which would not be matched in terms of additional Highway safety. Objections were received regarding the loss of on-street parking in this area and this was also taken into consideration when deciding not to extend the proposed restrictions. The parking restrictions advertised for Breck Hill are considered to offer the best balance between addressing the identified highway safety issues and maintaining some on-street parking provision.

10. Objection – Loss of on-street parking (Breck Hill Road)

Two objections were made on the basis that the proposals removed on-street parking on Breck Hill Road. They stated that their properties, unlike others on that part of the street, had no off-street parking facility and that the loss of unrestricted parking on the opposite side of the road would affect their amenity and the price of their house. They expressed concern at having to park at least 50m away from their property and the inconvenience that would be experienced when moving heavy items such as shopping or walking with small children between their vehicle and property. They suggested that designated parking bays should be created near their properties, half inset into the footway.

### Response – Loss of on-street parking (Breck Hill Road)

The demand for on-street parking is understood, however the provision of this facility must be secondary to maintaining the safe and efficient movement of traffic (including pedestrians) on the highway. There is always a balance to be struck between competing demands for a finite resource; it is recognised that the loss of on-street parking on this section of Breck Hill Road will inconvenience some residents.

The objectors have requested that parking bays be created within the highway as is the case on some other roads in the area. However, due to the width of Breck Hill Road, parking bays of this nature would not address the problem of obstruction. Vehicles currently park half on the footway and half on the carriageway on this part of Breck Hill Road which appears to be done in a bid to reduce the obstructive effect of parking here. Nonetheless, this still results in obstruction and visibility issues for larger vehicles, such as buses as they approach the brow of hill. The cost of providing the requested facility is significant and would still detrimentally affect safe traffic flow requiring traffic to manoeuvre around the parked vehicles, forcing them into the centre of the carriageway. Parking bays have been used on other roads in the area, however these roads have significantly lower traffic flows and are not high-frequency bus routes or are significantly wider than Breck Hill Road, allowing two-way traffic to be accommodated alongside parking.

Unrestricted on-street parking is available further along Breck Hill Road and limited waiting parking is available in a car park and on-street parking bays on Plains Road. It should be noted that loading is permitted on the proposed restriction, so deliveries to residents' homes are unaffected. This includes private vehicles briefly stopping to load and unload, so residents will still be able to briefly park outside their premises while they are picking up or setting down passengers or moving goods.

### 11. Objection – reduction in taxi rank capacity

Three objections, including one from Gedling Borough Council's Taxi Licensing Officer, were made on the basis that the proposals reduced the capacity of the taxi rank on Woodthorpe Drive. All three respondents felt that the blue badge holder parking bay should be located away from the northern arm of Woodthorpe Drive. One respondent also considered that the loading ban (which will also prohibit blue badge parking) should not apply 'at all times' and that this adversely affects business viability. One respondent stated that the proposed changes would make it more difficult for disabled users to access taxis at this location.

### Response – reduction in taxi rank capacity

It is considered reasonable to provide blue badge parking at this location, to mitigate the parking opportunity lost to these users as a result of the loading ban. Disabled users have a need for parking to be in close proximity to their destination, in this case the public houses on Woodthorpe Drive so it is not considered appropriate to locate the bay further away. In its proposed location the bay will safely meet demand for blue badge parking for both the daytime and night-time economies without obstructing traffic. A limited number of disabled parking spaces are also available in the private car parks belonging to businesses on this stretch of Woodthorpe Drive.

The bus service operates on all days so it is necessary to maintain the loading ban 'at all times' to maintain unobstructed traffic movements on the highway. The taxi rank facility is retained and continues to provide accessible transport options for both disabled and able-bodied users. The loss of the facility to load on the existing double yellow lines is mitigated

by the introduction of a specific loading bay, tailored to the needs of businesses on this road. This will ensure business viability is not affected by the loading ban.

It is not possible to extend the parking bay to accommodate the disabled parking bay whilst retaining the same length of taxi rank as there are private vehicle accesses which must not be obstructed. It is not considered appropriate to create a second taxi rank in the bay outside the Post Office on Plains Road as this would not be located close enough to the public houses to attract customers and would be less used as a result. The presence of two ranks in close proximity may also create conflict between drivers if one is habitually under-used. It is also considered that it may encourage drivers to make U-turns on Plains Road to move to the more centrally located rank on Woodthorpe Drive, which would be a highway safety concern.

It is considered that the proposed scheme strikes the most appropriate balance between the differing needs of highway users and makes the best use of the road-space available. It is not possible to provide unlimited parking to meet all demand directly outside the pubs and restaurants on Woodthorpe Drive. A public car park is available on the south-eastern side of Plains Road, with 3 designated blue-badge holder car parking spaces. A signalised pedestrian crossing is in place to assist the safe movement of pedestrians from this side of the road to the northern arm of Woodthorpe Drive.

The removal of localised network congestion as a result of inappropriate blue badge parking will facilitate the punctual and reliable running of bus services.

## **Other Options Considered**

12. Other options considered relate to the length and times of the waiting restrictions proposed, which could have been either lesser or greater and the relative positioning of the disabled bay in relation to the taxi rank. The proposed restrictions are considered to be a reasonable balance between the need to ensure the safe, effective and accessible operation of the highway network and public transport and on-street parking provision.

## **Comments from Local Members**

13. County Councillor Roy Allan did not comment on the proposals, whilst County Councillor Muriel Weisz supported the proposals but asked that the viability of the request for parking bays on Breck Hill Road be considered during the consultation.

## **Reason for Recommendation**

14. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, for facilitating appropriate lawful parking where possible and 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.

## **Financial Implications**

17. The scheme is being jointly funded through the 2016/17 Traffic Management Revenue budget for Gedling and the revenue Bus Service Operators Grant, held by Transport Facilities team and the cost is estimated at £5,000 to implement the traffic order and construction works.

## **Public Sector Equality Duty implications**

18. 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.

19. 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.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Breck Hill Road, Thackerays Lane Roundabout and Woodthorpe Drive, Woodthorpe) (Prohibition Of Waiting And Loading) and Woodthorpe Drive, Woodthorpe (Parking Places) Traffic Regulation Order 2016 (7182)

is 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), Via East Midlands Ltd

## **Constitutional Comments (SJE – 29/09/2016)**

20. 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 have been delegated.

## **Financial Comments (SES 27/09/2016)**

21. The financial implications are set out in paragraph 17 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 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.

Equality Impact Assessment:

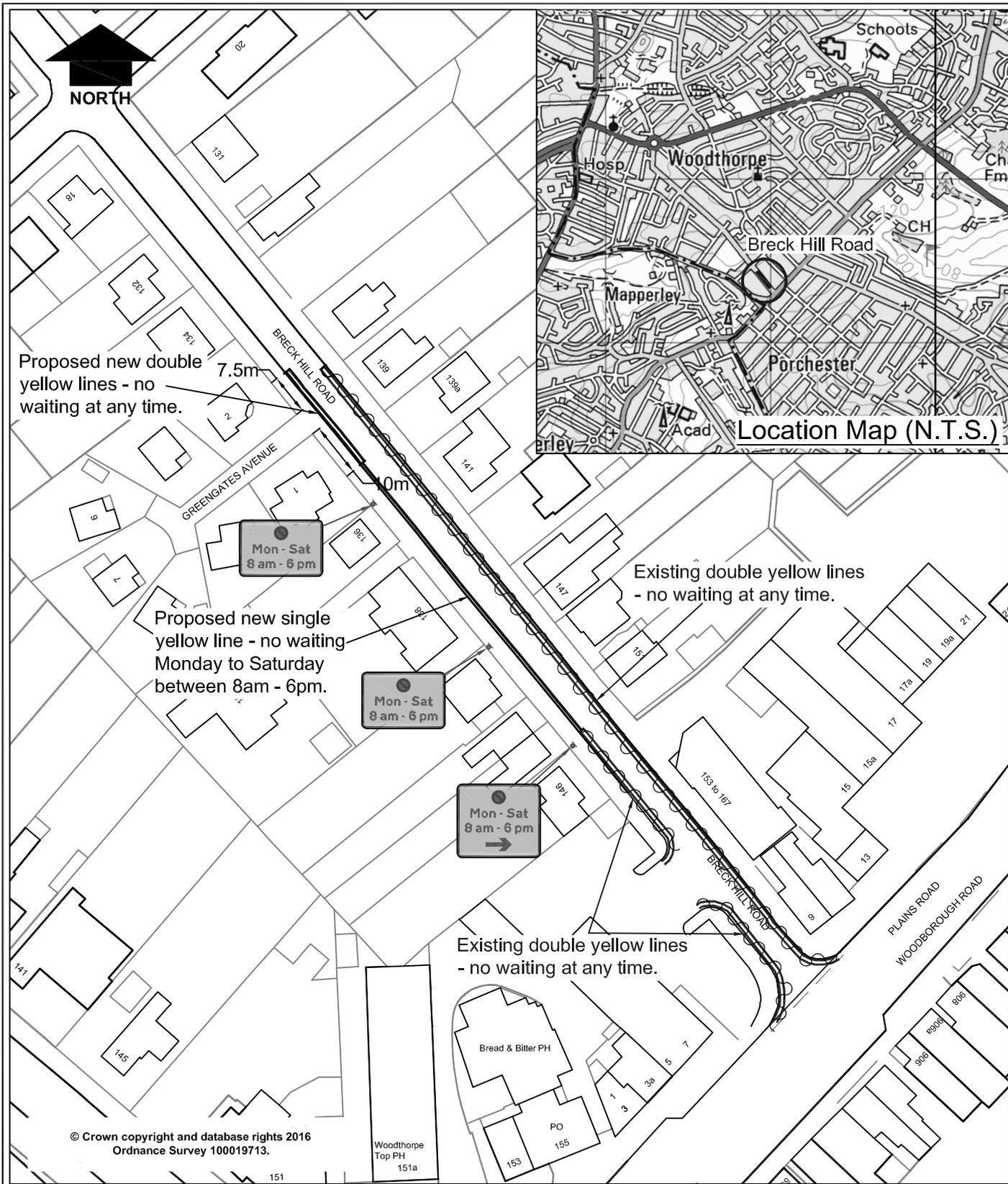
Breck Hill Road, Thackeray's Lane Roundabout and Woodthorpe Drive, Woodthorpe (Prohibition of Waiting and Loading) and Woodthorpe Drive, Woodthorpe (Parking Places) Traffic Regulation Order 2016 (7182)

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

Arnold South ED  
Arnold South ED

County Councillor Muriel Weisz  
County Councillor Roy Allan

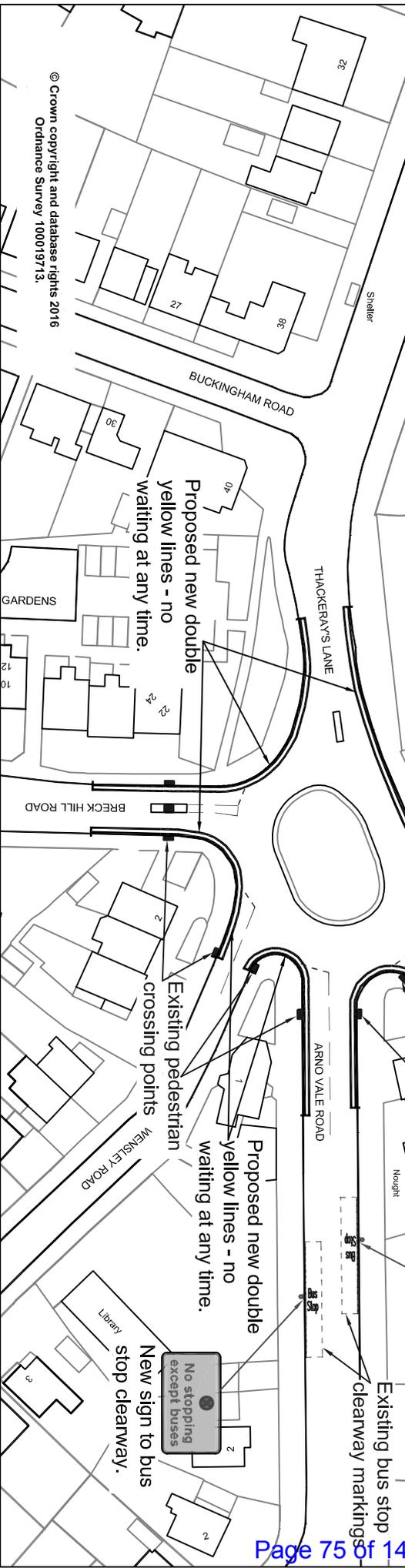
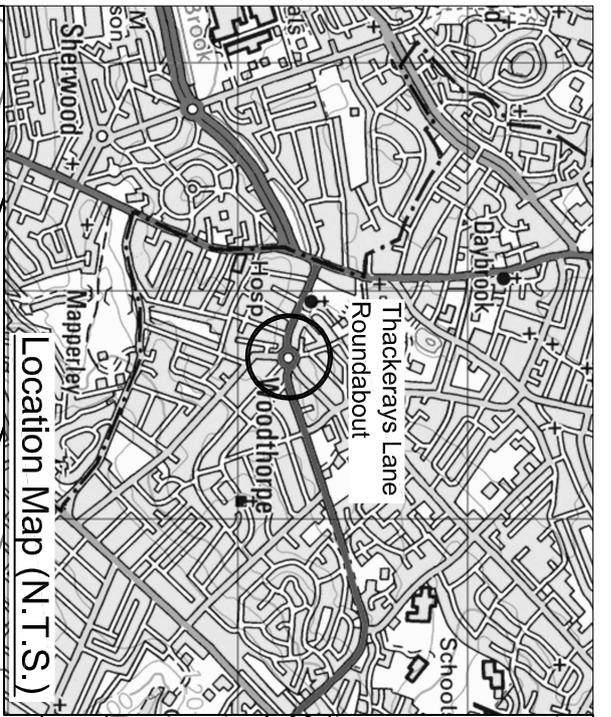




<p>www.viaern.co.uk • Tel: 01623 873873 Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe Nottinghamshire NG22 8ST Via East Midlands Limited. Registered in England no. 09903244</p>	Project		Drawn	Date
	<b>Breck Hill Road, Woodthorpe Proposed Parking Restrictions</b>		J.A.B.	July 16
			Ch'kd	Date
	Property No.	Project No.	REV4073014	Auth
Title		Plan	Scale	
		Page 73 of 144	1:1000	
Drawing No.		H/04078/2275/01	Rev	

Sep 20, 2016 - 2:12pm I:\Highways\Improvements\2016-17 Shortcuts\Jeff Burton\Breck Hill Rd Schemes\CAD\Breck Hill Rd Area Schemes.dwg





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Project: **Thackerays Ln Roundabout, Woodthorpe**  
Property No.: [Blank]  
Project No.: **Proposed Double Yellow Lines**

**Plan**

REV4073014

H/04078/2275/02

Rev	Description	Drawn	Date	Checked	Auth	Date
		J.A.B.	July 16			

Rev	Date	Scale
		1:1000





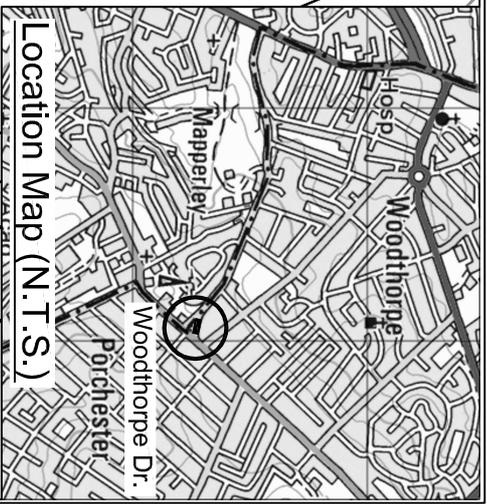
Proposed new sign.

Proposed new single yellow line - no waiting between 6pm - 8am (except taxis).

Proposed new sign on existing post.



Proposed new sign on new post.



Proposed new parking bays to replace existing.

Add "KEEP CLEAR" to carriageway to keep road clear for turning traffic.

Existing double yellow lines - no waiting at any time.

Proposed new sign on new posts.



Proposed new double kerb blips - no loading at any time.



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Woodthorpe Drive, Woodthorpe

Project No. REV4072750

Proposed Changes to Loading & to Parking Bay Plan

H/04078/2275/03

Rev	Description	Drawn	Chkd	Auth	Date
		J.A.B.			July 16

Rev	Scale
	1:500





**20<sup>th</sup> October 2016**

**Agenda Item: 9**

## **REPORT OF COPORATE DIRECTOR, PLACE**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (B680 WILFORD ROAD AND CLIFTON ROAD, RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2016 (8248)**

#### **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. Wilford Road is a local distributor road leading into the village of Ruddington which is situated south of Nottingham in the Borough of Rushcliffe. The road comprises mostly residential properties at the northern end of the village becoming increasingly mixed use and then commercial as it enters the village centre. Prior to the advertisement of these proposed restrictions the junction of Wilford Road and Clifton Road, another distributor road, was an uncontrolled T-junction.
3. On 20th January 2014 planning approval was granted by Rushcliffe Borough Council for a residential development of up to 102 dwellings on Pasture Lane in Ruddington, on land located between the Great Central Railway Line and British Gypsum (application reference 12/01199/FUL). The transport assessment, submitted with the application, undertook detailed analysis of the impacts of the development. The assessment identified that there would be an increase in vehicles on the junction of Wilford Road and Clifton Road and that a roundabout was an appropriate mitigation measure to manage the increase in traffic. A provisional layout of the roundabout was shown in the Transport Assessment that was included in the application. Planning approval for the development was granted with conditions, and the introduction of the new roundabout, including associated signing, lining, 'No Waiting At Any Time' (double yellow line) restrictions were specifically referred to under Condition 13 of the decision notice.
4. To ensure the safe and efficient operation of the proposed new roundabout it is necessary to keep both the roundabout and its immediate approaches and exits free of parked vehicles. This is to ensure that visibility for both drivers and pedestrians is maintained at the junction and no vehicles are forced to cross the centre line in order to manoeuvre around parked vehicles.

5. The proposed restrictions comprise “No Waiting At Any Time” (Double Yellow Lines) on the new mini-roundabout and on the approaches from Wilford Road and Clifton Road. The proposals also include a new bus stop clearway on the south-west side of Clifton Road, which will prohibit any vehicle from stopping or waiting in the bus stop and therefore keep this facility clear for the bus service.
6. The statutory consultation and advertisement was carried out between 22<sup>nd</sup> July 2016 and 19<sup>th</sup> August 2016. The document packages were available on-line, and were held at Ruddington Library and County Hall with copies of the notice erected at a number of locations in the area. The scheme layout is shown on the attached drawing number H/04078/2280/01.

## **Objections Received**

7. Eleven responses were received; including one from local County Councillor Reg Adair. Of the responses received, two were comments and the remaining nine are considered to be outstanding objections to the scheme. A range of comments were received from all respondents; these include:

- Residents and their visitors would have nowhere to park;
- That the roundabout is not required;
- That a separate left-turn lane off Clifton Road onto Wilford would be a more appropriate solution than a roundabout;
- Request for further parking restrictions or more enforcement of existing restrictions on Dutton’s Hill near Sainsbury’s;
- Comment that no vehicles currently park in the bus stops on Clifton Road;
- That the roundabout will make the junction more hazardous for cyclists and pedestrians;
- Concerns that traffic speeds would increase making it harder/more dangerous for pedestrians to cross the road.

8. Objection – County Councillor Reg Adair

County Councillor Reg Adair expressed concern regarding the loss of on-street parking outside the Victoria Tavern public house and nos. 36, 34, and 32 Wilford Road. Councillor Adair suggests that an alternative proposal to ease the traffic congestion on the junction would be to create a left lane off Clifton Road onto Wilford Road preventing the traffic build up at peak times on Clifton Road and that the roundabout would not therefore be required.

Response – County Councillor Reg Adair

The transport assessment, submitted with the application, undertook a series of detailed capacity assessments on the surrounding road network. These identified a detrimental impact on the performance of the Wilford Road / Clifton Road junction. The conversion of this junction to a mini-roundabout was proposed as it would improve the performance of the junction. The existing T-junction, when modelled to a scenario in 2017 (which assumes standard traffic growth and no development / new traffic generators), would operate further over capacity, in all directions at both peak periods, resulting in significant traffic queues.

The proposed mini-roundabout was conditioned as part of the planning approval granted by Rushcliffe Borough Council. The demand for on-street parking in the area is recognised but

it is not possible to reduce the extents of the proposed waiting restrictions as these are deemed the minimum required for the safe and efficient operation of the junction.

9. Objection – Loss of on-street parking for residents

Six objections related to the loss of on-street parking for residents and for the Victoria Tavern public house.

Response – Loss of on-street parking for residents

The demand for on-street parking is understood, however the provision of this facility must be secondary to maintaining the safe and efficient movement of traffic and pedestrians on the Highway. There is always a balance to be struck between competing demands for a finite resource; it is recognised that the loss of on-street parking on this section of Wilford Road will inconvenience some residents. The residential properties potentially affected on the eastern side of Wilford Road do have off-street parking in the form of garages at the rear of their properties, accessed via Woodley Street. However it is acknowledged that these can only be used as small single garages, the garage complex does not have sufficient forecourt to park a typical car in front of a garage door. Unrestricted on-street parking is available further along Wilford Road and Clifton Road and on parts of Woodley Street, which can offer alternatives for parking for both residents and visitors to the pub.

It should be noted that, where it is safe to do so, loading is permitted on double yellow lines, so deliveries to residents' homes can still be undertaken within a reasonable distance of their homes, such as from Woodley Street. This includes private vehicles stopping to load and unload, so residents will still be able to briefly park near their premises while they are loading or unloading (such as bringing in their shopping from the car) or picking up goods or passengers.

10. Objection – Roundabout is not required and/or will be hazardous

Five objections stated that the roundabout was not necessary and / or that it would be detrimental to vulnerable road users, such as pedestrians and cyclists, as traffic speeds would increase and driver awareness of cyclists at mini-roundabouts was generally poor.

Response – Roundabout is not required and/or will be hazardous

The consultation relates to the proposed introduction of “No Waiting At Any Time” (Double Yellow Lines) and a bus stop clearway restriction, rather than the introduction of the roundabout. The new roundabout is a requirement of a planning approval for a housing development, which has already been consulted upon by Rushcliffe Borough Council and has now received full planning approval.

The roundabout is required to mitigate the additional traffic flows which will result from the creation of an additional 102 dwellings off Pasture Road in Ruddington. A transport assessment, submitted with the application, has shown that the roundabout currently operates over capacity in the morning peak. With normal traffic growth by 2017 the roundabout will be operating over capacity at both morning and afternoon peak periods, resulting in increased congestion and queues at the junction. The additional vehicle journeys generated as a result of the approved housing development will further exacerbate this to unsustainable levels. As such, mitigation in the form of an improved junction layout was conditioned by Rushcliffe Borough Council as part of the planning approval.

The safety and amenity of vulnerable users has been considered in the development of the mini-roundabout design; which incorporates two pedestrian refuges with tactile paving. The refuge on Wilford Lane, to the north of the Clifton Road junction provides an entirely new facility which, when combined with the improved visibility and sight-lines achieved by the removal of on-street parking, will provide a significantly improved crossing opportunity. The existing pedestrian crossing refuge on Clifton Road will be re-instated in a revised location appropriate to the new road layout; again the proposed waiting restrictions will provide improved sight lines for both drivers and pedestrians. The centre island will be a physical domed feature, rather than purely painted and this along with the re-alignment of kerblines on the approach to the roundabout will deflect traffic resulting in reduced vehicle speeds through the junction. In addition, the improved visibility from removing on-street parking in the immediate vicinity of the junction will assist driver awareness of cyclists and pedestrians and support the safe operation of the junction.

11. Objection – parking restrictions are not required / are required elsewhere

Two objectors stated that the waiting restrictions are not required or that they were required elsewhere within the village, such as near Sainsbury's on Dutton's Hill.

Response – parking restrictions are not required / are required elsewhere

The proposals are required to facilitate the effective operation of the new mini-roundabout at Clifton Road / Wilford Road junction. These restrictions are directly funded by the developer to discharge a planning condition connected to the housing development on Pasture Road. Although the comments regarding the need to address congestion elsewhere in the village or enforce existing restrictions have been noted it is outside the scope of this work to extend the proposed restrictions to other parts of Ruddington.

12. Objection – why is a bus stop clearway required

One objector commented that no-one parks in the bus stop on Clifton Road so why was a clearway required.

Response – Pedestrian crossing points

The introduction of new waiting restrictions can result in parking migration, to ensure that access to the bus stops is safeguarded for the buses clearways will be introduced. This restriction prevents stopping by any vehicle other than a bus within the bus stop markings. These markings will remain the same length as are currently in place.

## **Other Options Considered**

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. The proposed restrictions are considered to be the minimum required to ensure the safe operation of the junction and secure access to bus stops for public transport.

## **Comments from Local Members**

14. County Councillor Reg Adair objected to the proposals.

## **Reason for Recommendation**

15. The recommendation represents the most appropriate action to reduce / prevent danger to highway users, and for facilitating the safe and efficient passage of traffic having had regard to all feedback received.

## **Statutory and Policy Implications**

16. 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.

## **Financial Implications**

17. The Traffic Regulation Order process will cost £5,000 and is funded by the developer, who will also deliver the highway works at their own expense.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

It is **recommended** that:

The Nottinghamshire County Council (B680 Wilford Road And Clifton Road, Ruddington) (Prohibition Of Waiting) Traffic Regulation Order 2016 (8248)

is 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 (Via East Midlands Limited)

## **Constitutional Comments (SJE – 22/09/2016)**

19. 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 have been delegated.

## **Financial Comments (GB 23/09/2016)**

20. The financial implications are set out in paragraph 17 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 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**

Ruddington ED

Councillor Reg Adair







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

### **ASH DIEBACK**

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

1. To provide an update for Committee on the current position with regard to the management of Ash dieback (Chalara) in the County's tree stock and the services being delivered by Via East Midlands Ltd on behalf of the County Council.

#### **Information and Advice**

##### Background to service

2. The last report on the implications of Ash dieback and other tree related diseases was received by Transport and Highways Committee on 21 March 2013. This report resolved to outline the management strategy and potential impacts of the disease on the County's tree stock.
3. This was followed by a report detailing the current position of Ash dieback to Corporate Leadership Team on 5 April 2016.
4. The first identification of a tree affected by Ash dieback in Nottinghamshire occurred in October 2014. As a result of this an allocation of £500k was provided from reserves for the 2015/16 financial year in order to conduct surveys across the entire County tree stock. This was continued into the 2016/17 financial year.

##### Current position

5. The disease is present in Ash tree stock Countywide and this reflects the general position across the UK.
6. The current strategy on managing the disease is based on a reactive approach where diseased trees are identified following site visits in the course of customer enquiries, works planning or following the normal inspection regime. This approach complies with current guidelines issued by the Forestry Commission. Confirmed cases of the disease are also reported through the Forestry Commission to allow UK wide monitoring.

7. Presence of the disease will not automatically result in an order to fell the tree. All diseased trees will be assessed and treated depending on the level of risk. This may involve reduction, pruning or felling as necessary.
8. The normal inspection regime currently concentrates on trees affecting the highway. However, initial surveys have also been carried out on all NCC school sites and a programme is currently being produced to undertake surveys on NCC owned land.
9. All schools have received a report detailing the health and condition of the tree stock with advice on remedial measures required. The highways forestry team are not undertaking these works.
10. Due to the nature and size of the land asset identified as being in the ownership of NCC, inspections of such areas will initially concentrate on the areas bordering highways, schools and other publicly accessible land.

#### Previous works

11. There have been numerous sites where Ash has been removed as part of widespread felling in 2015/2016.
12. However, sites on the A617 at Averham and the A6117 New Mill Lane at Mansfield resulted in significant local reaction and resultant media attention much of which did not reflect well on the authority or represent a correct position.
13. It is important to note that whilst cases of diseased Ash trees were identified in both of these sites, the presence of the disease was not the overriding reason for felling. A number of other risk factors were identified, including dead trees and dead tree limbs, which created hazards to the adjacent highway.
14. It is recognised that more could have been done in these areas to promote the reasons behind such widespread felling so that there was greater awareness of the reasons for the action.

#### Future works

15. As previously referred to, there are no plans to undertake widespread felling of Ash trees during 2016/17 in order to manage this disease outbreak, however, it is intended to undertake further largescale works at:
  - A617 Newark to Mansfield
  - B6034 Carburton
  - A6117 Old Mill Lane
  - A57 Worksop
  - A611 Hucknall

Due to the nature of these works, including removal of large areas of shrub and self-set trees and the fact that to reduce costs and timescale of the works it is economic to use large tree removal machinery, the initial visual impact can be severe.

### Management strategy

16. In line with current Forestry Commission guidance, the management of the disease will be to undertake the minimum work necessary to retain a safe tree stock.
17. Where works are likely to result in widespread loss of tree or vegetation, early liaison will take place with affected stakeholders, including local residents, local County Council Member, district council tree officers and Via's Communications Officer. Such liaison will detail the works being undertaken and the reasons for removal. Efforts will also be made to engage local media through press releases.
18. It is recognised that the disease places an additional burden on the highways team to maintain a safe highway tree stock constrained within existing works budgets with an additional allocation to undertake inspections of the entire County asset.
19. Currently, there is no allocation of funding to undertake works outside of the adopted highway and where issues are identified, this is the responsibility of the asset owner, i.e. the school or corporate property team, to instruct and manage remedial works.

### **Other Options Considered**

20. The provision of a service to maintain the highway in a safe condition and to maintain the highway is a statutory duty under the Highways Act 1980, as such the County Council as highway authority must provide this service.
21. Previous management arrangements in response to Ash dieback have included more widespread tree felling on order to remove the risk associated with diseased trees, however the visual impact of such work has resulted in significant negative reaction. As a result of this, and of revised national guidance, the approach in relation to the County Council's Ash tree stock has changed to one of management of the trees and monitoring of their condition and any associated risk. However, safety continues to be the priority for the Council and trees will still be felled, where absolutely necessary, to protect people and property from risk.

### **Statutory and Policy Implications**

22. 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 appropriate consultation has been undertaken and advice sought on these issues as required.

### **RECOMMENDATIONS/S**

It is **recommended** that Committee:

- 1) Note the continuing work in response to Ash dieback disease.

**Tim Gregory**  
**Corporate Director, Place**

**Name and title of report author**

Dave Tebbett, Head of Operations, Via East Midlands Ltd

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

Garry Chadburn, Team Manager, 01636 615 390

**Constitutional Comments (SLB 7/10/2016)**

This report is for noting only.

**Financial Comments – (SES 16/09/16)**

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

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

All

**20 October 2016****Agenda Item: 11****REPORT OF CORPORATE DIRECTOR (PLACE)****ACCESS FUND 2017-2020 FUNDING BIDS****Purpose of the Report**

1. The purpose of this report is to note the submission of the 'Nottingham Derby' and the 'Get Moving Nottinghamshire' Access Fund Bids and to seek Committee approval for the joint working on the delivery of the Bids in the county should they be successful.

**Information and Advice****Background**

2. In 2011 the Local Sustainable Transport Fund (LSTF) was launched by the DfT. Local authorities were able to bid for LSTF funding for programmes that:
  - Supported the local economy and facilitated economic development (e.g. by reducing congestion and improving access to employment)
  - Reduced carbon emissions (e.g. by increasing the numbers of journeys made by sustainable modes).
3. Whilst the County Council was unsuccessful in securing LSTF funding programmes in the north of the county, it was successful in securing funding for the Nottingham conurbation through joint bids with Nottingham City Council. This funding has helped deliver a number of successful programmes of work in the county, including:
  - 20mph speed limits outside schools in Broxtowe, Gedling and Rushcliffe boroughs aimed at increasing the numbers of children walking and cycling to school
  - discounted bus travel and travel advice for jobseekers in Broxtowe and Gedling to enable jobseekers to access jobs by broadening their travel horizons
  - support and advice for businesses undertaking travel planning activities to encourage people to walk, cycle or catch the bus on short journeys to work
  - provision of cycle parking hubs in Arnold, Beeston and West Bridgford near public transport stops, to better integrate cycling with buses to encourage more longer distance sustainable transport journeys
  - guided walks and cycle rides, as well as cycle training for adults and children in Broxtowe and Gedling to encourage more people to cycle
  - mass participation cycle rides as part of the 'Cycle Live' event.

4. The Chancellor's budget statement in November 2015 included an announcement that the LSTF (which expired in March 2016) would be replaced with a new Access Fund which would be available from April 2017 to March 2020. To bridge the gap between the end of the LSTF funding and the start of Access Fund, DfT invited highway authorities to bid for a share of the £20m Sustainable Travel Transition Year (STTY) Revenue Competition which would be available in 2016/17 only. The four D2N2 highway authorities submitted a joint bid for the STTY funding but unfortunately the bid was unsuccessful.
5. The new Access Fund is made up of two elements, a capital element which will be allocated to Local Enterprise Partnerships through the Local Growth Fund and a revenue element which highway authorities must bid for. In July 2016 DfT invited highway authorities to bid for a share of the £60m revenue funding available for the period April 2017 to March 2020 (£20m per year for each of the three financial years) with a deadline of 9th September 2016 for bids. Access Fund bids are for revenue funding with the primary objectives to:
  - support the local economy by improving access to new and existing employment, education and training; and
  - actively promote increased levels of physical activity through walking and cycling.
6. Guidance and feedback from the DfT has also indicated that bids should have a strong focus on:
  - addressing local congestion, thereby reducing carbon emissions and improving local air quality issues
  - helping to deliver the national Cycling and Walking Investment Strategy
  - maximising the investment in Local Growth Fund infrastructure bids.
7. Single local authorities can bid for between £350k and £1.5m; and joint bids from a number of local authorities can apply for up to £7.5m (a highway authority can make just one bid as the lead authority but can be part of up to five joint bids).
8. Nottinghamshire County Council has submitted two Access Fund bids, a joint bid with Nottingham and Derby City councils, which is being led by Nottingham City Council; and its own bid focussing on two towns in the north of the county.
9. Bids for the funding will require a minimum match funding of 10%. If the Bid is successful it is proposed that the match funding would be made up of contributions from the bus operators through the provision of reduced price travel tickets and an allocation for the delivery of associated cycling infrastructure improvements and smarter choices measures delivered through the integrated transport programme.

### **Joint bid with Nottingham City and Derby City councils**

10. The £2.7m joint bid with Nottingham and Derby City councils primarily focuses on the delivery of travel behaviour programmes that encourage more cycling and walking. The programmes will be delivered to households, businesses and communities to improve and increase sustainable travel to employment and training, to support air quality improvements and the proposed Clean Air Zones in the two cities. Personalised travel planning in Daybrook and West Bridgford are included as an element of this bid due to the air quality management areas in these two locations abutting Nottingham City.

11. Personalised travel planning has been included as it has already proved to be successful in delivering increases in walking and cycling where it has been delivered elsewhere. For example, there was a 9% increase in walking trips to work; a 3% increase in cycling trips to work; and a 7% increase in cycling leisure trips amongst those who took part in personalised travel planning delivered to address air quality issues in Daybrook. If successful the bid will enable personalised travel planning to be delivered on a much larger scale in these two areas.

### **Get Moving Nottinghamshire Bid**

12. An individual bid, 'Get Moving Nottinghamshire', for £845,000 has also been submitted focussing on access to employment and training in Mansfield and Newark town centres. These locations have been selected due to their ability to fulfil the bid criteria as each town has:

- high levels of planned housing and employment growth
- locations with significant journey time delay at peak times
- pockets of high unemployment
- locations in the towns that are close to exceedances of air quality
- the ability to link the Access Fund programmes to help get maximum value from Local Growth Fund investment, including the:
  - University Vision Centre (Mansfield)
  - Newark Southern Link Road
  - D2N2 Sustainable Travel Programme which is planned to help enable large scale development to occur – this potentially includes funding towards the delivery of strategic cycle networks in Mansfield and Newark.

13. The measures in the Bid are targeted on four specific corridors (two within each town) which will help deliver each of the items listed above in paragraph 12. These corridors are:

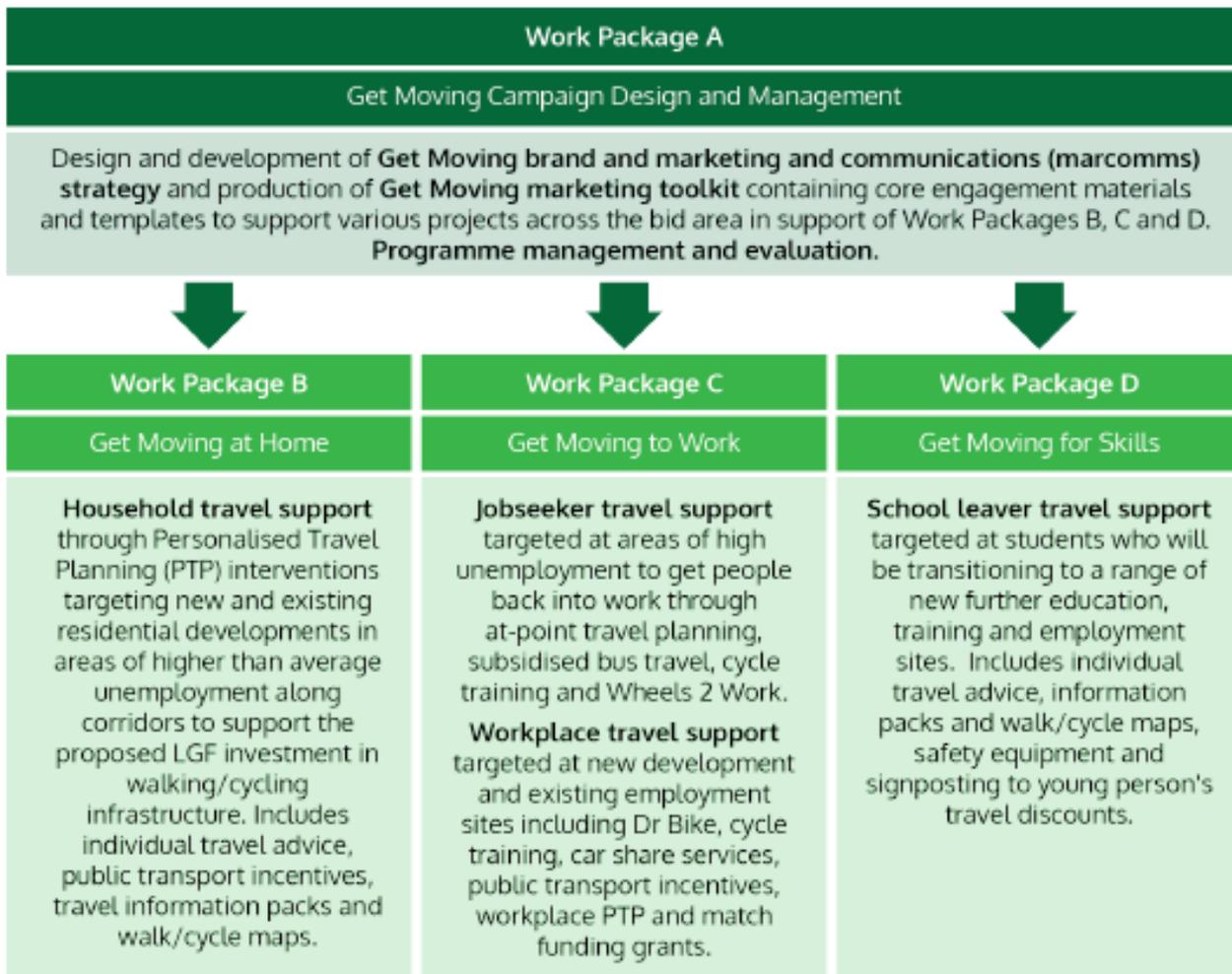
- Corridor 1 (Mansfield) – running from the west of Mansfield towards the town centre along the A6075 and A6191
- Corridor 2 (Mansfield) – running from the LGF-funded Vision University Centre towards the town centre along the A617, Oak Tree Lane (via the A6191), B6030 and B6033
- Corridor 3 (Newark) – running from the north-east of Newark along Lincoln Road, through the historic town centre to Newark College
- Corridor 4 (Newark) – running from the planned Fernwood estate to the south-east of Newark, through Balderton, and along Hawton Lane and Bowbridge Road to Newark Hospital and the Magnus Church of England Academy.

### **Bid programmes of work**

14. The 'Get Moving Nottinghamshire' Bid includes a package of proven behavioural change measures which, due to funding constraints, have been successfully implemented at limited locations across Nottinghamshire. The Bid, if successful, will see these measures delivered as one simultaneous co-ordinated package in order to maximise outputs and mirror the outcomes of the Sustainable Travel Towns programme. The Bid focuses on four main programmes of work (which are shown in the diagram below):

- Work package A: includes the development of targeted communications and marketing support to deliver the Get Moving brand and the production of a communications toolkit, as well as web and social media resources

- Work package B: ‘Get Moving at home’ which includes the delivery of personalised travel planning and incentives to travel more sustainably
- Work package C: ‘Get moving to work’ which includes travel planning advice to jobseekers at JobCentres and employees through workplace travel planning clinics, as well as bike loans, training and incentives
- Work package D: Get moving for skills which includes travel advice for 16 year old school leavers who will be transitioning to a range of new further education, training, or employment sites



15. The Bids, if successful, will help deliver a number of Strategic Plan aims and objectives relating to economic growth, health, the environment and transport in the bid areas. To this end the ‘Get Moving Nottinghamshire’ Bid includes letters of support from those who will benefit from the measures contained within the Bid including the district councils, employment representatives (e.g. D2N2 LEP, Chamber of Commerce and Mansfield BID), education establishments, the Nottinghamshire Health & Wellbeing Board and delivery partners.

16. An announcement on the success of bids is expected in December 2016.

## **Other Options Considered**

17. The primary other option considered was to not submit a bid, this option has, however, been rejected by officers for the reasons set out in this report and particularly paragraph 18 below. The locations of the bids were selected based on their ability to fulfil the bid criteria (as detailed above in paragraphs 10 and 12) and therefore are more likely to be successful in accessing the funding.

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

18. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport; of which these two bids will support. Failing to apply for the Access Fund at this time would also rule out the chance of accessing any of this funding before April 2020. The 'Get Moving Nottinghamshire' Bid is fully supported by business, health, and education organisations as demonstrated by letters of support. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents. The County Council has a proven record of delivering successful transport programmes in partnership with other interested parties and working jointly on the delivery of the Access Fund bids will continue this successful partnership working for the benefit of Nottinghamshire residents.

## **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**

It is recommended that Committee:

- a) note the submission of the 'Nottingham Derby Access Fund Bid'
- b) note the submission of the 'Get Moving Nottinghamshire' Access Fund Bid
- c) approve the delivery of the Bids in the manner set out in this report should they be successful.

**Tim Gregory - Corporate Director Place Department**

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

Sean Parks – Local Transport Plan manager

### **Constitutional Comments (SJE 05/10/2016)**

20. 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 development of integrated transport systems has been delegated.

### **Financial Comments (GB 07/10/2016)**

21. The financial implications are set out within the report.

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

- Nottinghamshire County Council Strategic Plan 2014-2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Nottingham Derby Access Fund Bid 2017/18-2019/20
- 'Get Moving Nottinghamshire' Access Fund Bid 2017/18-2019/20

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

- All



20<sup>TH</sup> October 2016

Agenda Item: 12

## **REPORT OF CORPORATE DIRECTOR - PLACE**

### **NOTTINGHAM EXPRESS TRANSIT ROUTE EXTENSION – UPDATE ON FIRST YEAR OF OPERATION**

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

1. To update Members on the first year of operation of the Nottingham Express Transit (NET) phase 2 extension from Nottingham to Park and Ride sites at Toton and Clifton and to provide a summary of costs relating to the level of financial assistance funded during construction.

#### **Background**

2. NET lines 2 and 3 to Clifton and Chilwell became operational on 25th August 2015 following a construction period which commenced early in 2012. The two additional routes more than doubled the size of the Nottingham tram network adding 17.5 km of new track, 28 new stops and 2 new park and ride sites which are the termination points for the outbound lines.
3. Trams on line 2 from the Clifton South Park and Ride site (parking capacity 1,000 vehicles) operate at a 7 to 10-minute frequency between 7am and 9pm which offers a journey time of 21 minutes into Nottingham Station. From 6am to 7am and 9pm to midnight the frequency is every 15 minutes.
4. Trams on line 3 from the Toton Lane Park and Ride site (parking capacity 1,400 vehicles) operate at a 7 to 10 minute frequency between 7am and 9pm offering a journey time to QMC of 20 minutes and 28 minutes into Nottingham Rail Station. From 6am to 7am and 9pm to midnight the frequency is every 15 minutes.
5. A 23-year contract was let by Nottingham City Council to Tralink Nottingham in December 2011 for the design, build, operation and maintenance of the NET network. Tralink Nottingham was formed as a Special Purpose Vehicle (SPV), under which Taylor Woodrow Alstom (TWA) were formed as the Design and Construction Joint Venture. The Operations and Maintenance contract is with Nottingham Trams Limited (NTL), who are made up of Keolis and Wellglade (the parent company of Trent Barton).
6. Both routes are shown on the accompanying drawings 'NET Phase Two: Clifton via Wilford Route' and 'NET Phase Two: Chilwell via QMC and Beeston Route'.

## One Year of Operation

7. Total patronage for the year 1st April 2015 to 31st March 2016 as reported to the Department for Transport was 12.15 million throughout the tram network. This period included 7 full months of operation of the two additional lines 2 and 3. The patronage figure for the year 1st April 2014 to 31st March 2015 was 8.1 million. It is anticipated that there will be a steady growth in patronage over the next 3 – 5 years as the public transport market matures and in response to increased local economic activity. Since Phase Two opened the most popular stops on line 3 between Toton and Nottingham have been the park and ride site, Beeston town centre and the Queens Medical Centre. For information with the publication of timetables covering through running between the initial system and phase two, the terminology has been changed, with line 1 referring to the through service from Hucknall to Chilwell and line 2 to the service from Phoenix Park to Clifton.
8. Since the first tram line opened, public transport use in the Greater Nottingham area has grown from 67 million in 2004 to 78 million in 2016, an increase of 16%. Recent passenger surveys undertaken by Tramlink indicate that over 30% of tram users formerly made their journey by car are now using the tram for all their journeys or are using the park and ride sites.
9. Tram service reliability and punctuality has generally been high. Reliability has consistently been above 97% since services started on lines 2 and 3, and since January, punctuality has improved to levels typically above 97%.
10. The NET service has received a customer satisfaction rating of 98% in a report published by the nationally respected Transport Focus organisation in May 2016 which was the highest figure of all other UK tram networks. This level of satisfaction was described by Paul Maynard the Parliamentary Under Secretary of State for Transport as “incredible”.

## Construction Period

11. In advance of the construction period it was accepted by both of the original promoting authorities Nottinghamshire County Council (NCC) and Nottingham City Council (NCiC) that the works were likely to have a significant impact especially in the Chilwell High Road / Chilwell Road retail area. It was concluded that given the unique set of circumstances in this area, specifically a narrow road, high traffic flows, busy on road service requirements for businesses, the construction of two-way tram lines with stops in the area there was significant risk that business activities may be affected.
12. In view of these factors it was agreed that a Financial Assistance Package (FAP) would be available to small business owners to support them during the construction period and a subsequent recovery period. This scheme was additional to the statutory procedures regarding compensation for loss of land and initially was in a defined area focussed upon the High Road / Chilwell Road shopping area. The FAP came into effect on 14th January 2013 following the start of significant diversion work on Chilwell Road and was administered on behalf of both local authorities by Bruton Knowles Property Consultants.
13. In addition to the FAP an Exceptional Disturbance Allowance (EDA) was established which was intended to offer businesses funding for the cost of activities such as additional window cleaning that were necessitated due to the works. The EDA was capped at £60 per week per business.

14. During the construction period it became apparent that the impact of the road works was severe on local business across the area affected by the scheme and the anticipated timescale for re-opening of the route was longer than forecast. In view of this a decision was reached by both NCC and NCiC that the area eligible for the FAP would be extended to cover all areas which were directly impacted upon. NCC determined this at the full council meeting of Thursday 15th May 2014 with a motion stating *“This Council: - Supports the principle that the original financial assistance package should be extended to all businesses that have suffered demonstrable losses directly attributed to NET phase two.”* A further report was considered by Transport and Highways Committee on 21<sup>st</sup> May 2014 approving the opportunity for businesses to claim for loss of income as a direct result of the tram construction works from outside the FAP area under the eligibility terms set out in the report.
15. The FAP included a recovery period after the completion of the works, which allowed payments to continue to be made for one third of the period of the duration that businesses were eligible to claim. In Beeston the recovery period came into effect from 1st June 2015 and most businesses were able to claim until the end of March 2016 though not all businesses did so. A total of 93 businesses accessed the FAP and the EDA during the works along the Beeston / Chilwell route at a cost to NCC of £1,234,960. Of the 93, 20 businesses claimed EDA only. NCiC operated a similar FAP in Clifton to support local businesses.
16. In addition to the FAP both NCC and NCiC resolved to finance a further initiative. A Hardship Fund was established to offer assistance to traders that were experiencing particular financial difficulties during the construction period. A total of 22 businesses benefitted from the Hardship Fund and the total paid to date is £199,552, with both NCC and NCiC contributing £100,000 each which was administered by Broxtowe Borough Council at no cost. The funding offered support to business owners that were experiencing difficulty in meeting operational costs such as rent, leases or stock purchase. It did not require substantial historical trading information to be supplied to support an application for assistance.

## Highway Issues Arising

17. In the lead up to the tram becoming operational there was concern expressed by local residents that problems may be created in the vicinity of tram stops by commuters parking nearby on street and creating unofficial park and ride facilities taking advantage of long stay free parking on street. Parking surveys were carried out on 45 roads in Beeston, 16 roads in Chilwell and three roads in West Bridgford prior to the construction of the tram in 2012; with further surveys undertaken on two additional roads in West Bridgford during 2014. Parking surveys were then carried out after the opening of the NET extensions during May 2016 to assess how parking patterns had changed.
18. The surveys have shown that since the opening of the NET extensions:
  - There has been no significant increase in non-residents parking on any of the roads surveyed in West Bridgford;
  - There has been no significant increase in non-residents parking on all but one of the roads surveyed in Chilwell; and the section of road (Eskdale Drive) that has seen increases has no residential properties adjacent to it;
  - There has been no significant increase in non-residents parking on 34 of the roads surveyed in Beeston;

- On five of the roads in Beeston, whilst there have been increases in non-residents parking, there is sufficient capacity to accommodate the increase in parking;
  - It has not been possible to determine the changes in parking patterns on two roads in Beeston due to construction work;
  - Parking restrictions at four locations in Beeston were approved as additions to the 2016/17 Integrated Transport Measures programme at the Transport and Highways Committee meeting on 21<sup>st</sup> September 2016. This was due to the increases in non-resident parking, the fact that these properties do not have off-street parking and the road having little spare capacity resulting in residents having difficulty parking, the locations added to the programme are:
    - Tattershall Drive, Beeston
    - Hallam Road, Beeston
    - Imperial Road, Beeston
    - Lower Regent Street, Beeston
19. To date NCC has received very little in the way of complaints from local residents to suggest this has become a problem. NCC has given a commitment that it will continue to monitor and take appropriate action should such a problem be created and persist.
20. The tram scheme included significant investment in cycling infrastructure to help cyclists travel safely around the tramway and to create new cycling opportunities, all of which have been developed in close consultation with local cycle groups such as PEDALS and road safety experts, and have been developed in accordance with recognised design guidance. Notwithstanding this, there have been concerns about specific incidents of cyclists having difficulty riding along Chilwell Road/High Road due to the presence of tracks and narrow width, and following a road safety audit a number of alterations to warning signs and road markings have been made. This is to highlight the need for cyclists to take extra care when crossing tracks and also to alert motorists to the need to be more considerate to cyclists. For those who are uncomfortable with cycling along this route, an alternative route is available and signed.
21. During Summer 2016 a flooding incident occurred at Fletcher Road /Lower Road area and also on the High Road at the tram stop close to Ellis Grove. A motion in respect of this flood event was presented to Full Council on 4th July 2016 which resulted in a commitment from NCC to ensure that all interested parties worked together to identify the cause of the flooding and seek to initiate any remedial measures necessary. Subsequent to this a meeting has taken place including both NCC and NCiC, Taylor Woodrow, Severn Trent Water and Tramlink to review the event, and Taylor Woodrow has agreed to complete their CCTV surveys of drainage installed as part of the tram works, and following this, to assess if any defects could have been a contributory factor.
22. At present NCC and NCiC as Local Highway Authorities are working with Taylor Woodrow Alstom to make arrangements to formally hand back the network and enter a one-year maintenance period. There are 96 roads in the county maintained area that will form part of the formal handback of the network. Joint drainage inspections are currently being undertaken, all inspections relating to quality and compliance of the civils work including lighting, traffic signals, footways, road construction, signs and lines etc. have been completed and final schedules of defects / non-compliance are being produced. NCC are negotiating with TWA to agree a schedule of work which needs completing before the network can formally enter the one-year maintenance period during which time it will be responsibility of TWA to address any further defects arising.

## **Additional Issues**

23. Broxtowe Borough Council gathers information on various key performance indicators including a monthly occupancy check of each of the Beeston Town Centre ground floor retail and leisure premises. In Beeston during April 2016 the vacancy rate was at 5%, this fell to 4% in July 2016 and remained at 4% during August 2016. The national average most recently reported in April 2016 is at 10% which casts the figure for Beeston in very good terms. Additionally, as compared to other District Centres in Broxtowe the rates show Beeston as performing very well. During construction vacancy rates were at 14% in April 2014 as compared to 7% in April 2015 and as stated above recovered to 5% in April 2016.
24. Since the tram became operational Broxtowe Borough Council now promotes a Wednesday market in The Square at Beeston, this in addition to a Monday market and monthly market.
25. One issue that has been the source of concern for tram users that alight and board at QMC relates to the lack of a dedicated entrance into the Hospital from the tram platform. Nottingham University Hospitals now have revised plans to provide such a direct access and has advised this will be in situ by late Summer 2017.

## **Reasons for Recommendations**

26. This report is for information only.

## **Statutory and Policy Implications**

27. 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.

## **Financial Implications**

28. This report is for information only and there are no direct financial implication arising from the report. Details related to the Financial Assistance Package, Exceptional Disturbance Allowance and Hardship Fund are included in paragraphs 11 to 16.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) Committee note the update on the first year of operations of the Nottingham Express Transit (NET) phase 2 extension from Nottingham to Park and Ride sites at Toton and Clifton and the summary of costs relating to financial assistance funded during construction.

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

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

Mike Barnett, Team Manager Major Projects and Improvements - Via East Midlands Limited

## **Constitutional Comments (CH – 05/10/2016)**

29. The report is for noting purposes only.

## **Financial Comments (GB – 06/10/2016)**

30. There are no direct financial implications arising from 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 are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Specific reports include:

- Report to Transport and Highways Committee, 31<sup>st</sup> October 2013 – Agenda Item 8 Nottinghamshire Express Transit: Nottingham – Toton Extension, Financial Assistance Package for Local Traders and Business
- Report to Transport and Highways Committee, 20<sup>th</sup> March 2014 – Agenda Item 7 Nottinghamshire Express Transit: Nottingham – Toton Extension, Update to Special Hardship Fund
- Report to Transport and Highways Committee, 20<sup>th</sup> March 2014 – Agenda Item 5 Nottinghamshire Express Transit: Nottingham – Toton, Financial Assistance Package
- Report to Transport and Highways Committee, 17<sup>th</sup> July 2014 – Agenda Item 7 Nottinghamshire Express Transit: Nottingham – Toton Extension, Update to Special Hardship Fund
- Report to Transport and Highways Committee, 21<sup>st</sup> September 2016 – Agenda Item 4 Integrated Transport and Highway Maintenance Capital Programmes 2016/17

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

Beeston North  
Beeston South and Attenborough  
Chilwell and Toton  
Chilwell and Toton  
West Bridgford West

Councillor Steve Carr  
Councillor Kate Foale  
Councillor John Doddy  
Councillor Richard Jackson  
Councillor Gordon Wheeler

# NET Phase Two: Chilwell via QMC and Beeston Route

 NET Route Alignment  
 Tramstops

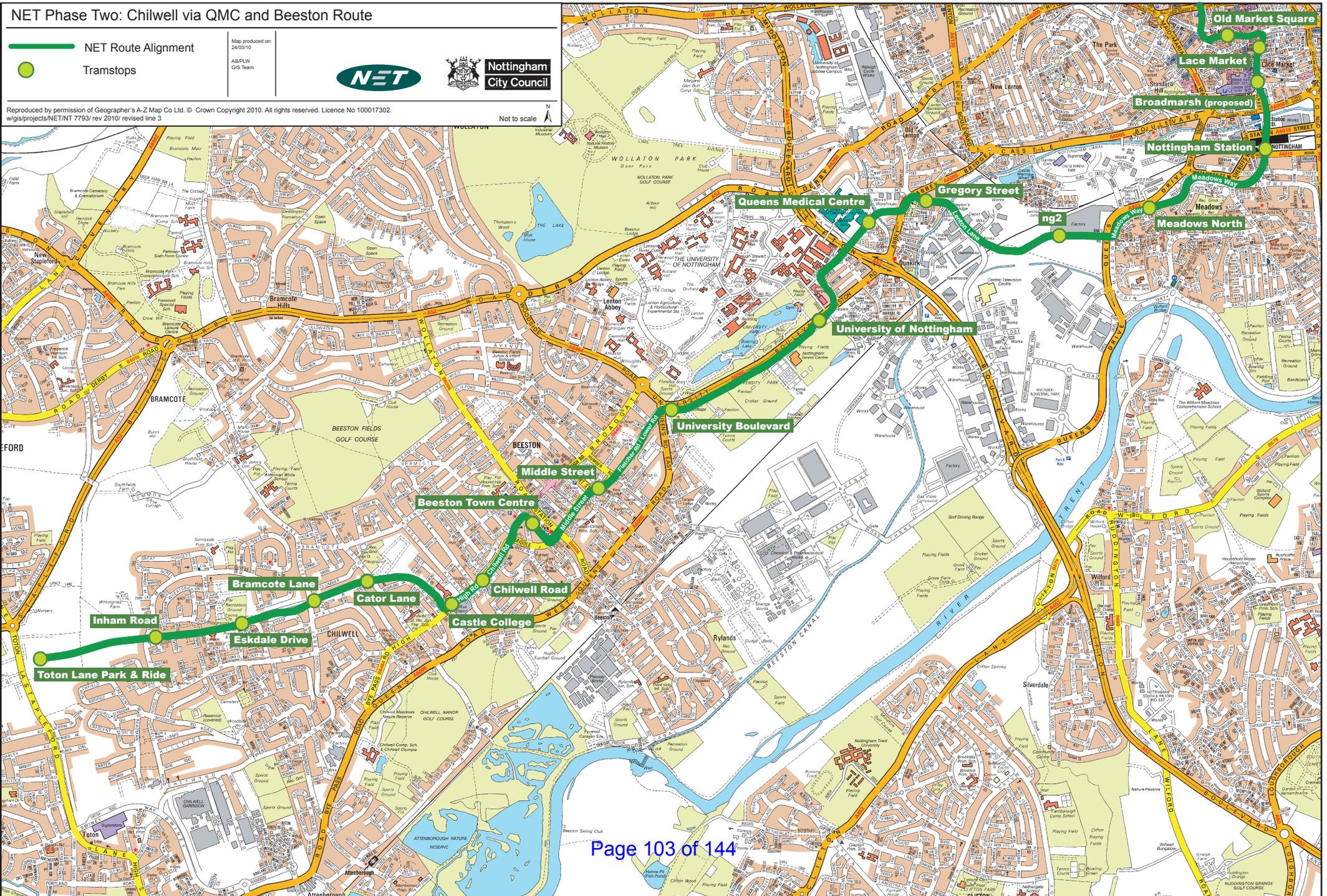
Map produced on:  
24/03/10  
ABPLW  
GIS Team



**Nottingham  
City Council**

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wgis/projects/NET/NT 7793/ rev 2010/ revised line 3

Not to scale





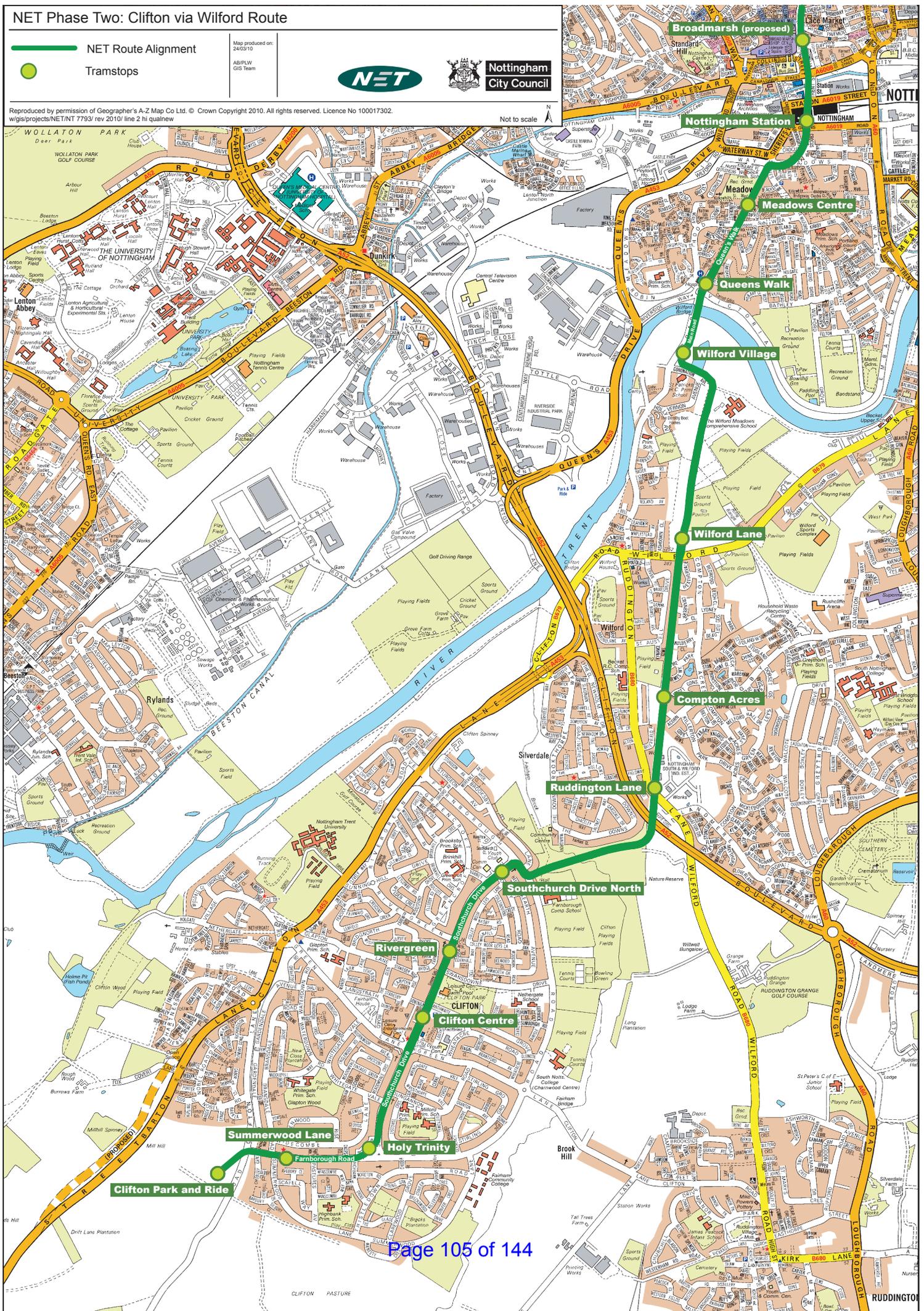
# NET Phase Two: Clifton via Wilford Route

-  NET Route Alignment
-  Tramstops

Map produced on:  
24/03/10  
ABPLW  
GIS Team



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

### **HIGHWAYS WINTER SERVICE**

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

1. To provide an update for committee relating to procedures associated with provision of the Winter Maintenance Service and advice of preparation for Winter 2016/2017.

#### **Information and Advice**

##### Background to service

2. The Highways Act 1980 places a duty of care upon Highway Authorities “to ensure, as far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice”. It also states that it is a duty to remove obstructions arising from an accumulation of snow on the highway. The Council meets these statutory duties through the provision of both a planned and reactive winter service, which meets the national standards that are set out in the Code of Practice for Highway Maintenance Management; Well Maintained Highways.
3. The 2016/17 season will be the first winter where the service will be delivered by Via (East Midlands) Ltd. The service will be delivered in accordance with current County Council policy and procedures and will be delivered by staff previously employed by the County Council in this service area. Therefore, Members and public can expect the same decision making and service delivery as in previous seasons. There have been no changes made to operational depots.
4. Via (East Midlands) Ltd will be making and circulating the daily gritting decision by e-mail to all interested stakeholders as for previous seasons and NCC communications team will be using this information to inform all stakeholders via the County Council website and social media.
5. Currently, three key documents provide the basis of the service delivered to the public by the County Council in response to winter weather, these are:
  - **Winter Weather Plan**, published by the Council’s Emergency Planning team.
  - **Highway Network Management Plan**, which sets out the policies associated with the provision of the winter service.

- **Winter Service Operational Plan**, sets out operational arrangements, procedures, routes, equipment associated with delivering the highway winter maintenance services
6. In accordance with the above documents and the Code of Practice for Highway Maintenance Management, each year the Council publishes on its web site information about the winter service including the routes where precautionary gritting is undertaken, and general advice to the travelling public and to motorists. There have been very few changes to these routes over recent years, except to include for example, where a bus route may have changed or most recently in relation to NET extension. The overall size of the County Council's gritting network is considered average given the geography of the County and currently 35% (approx. 1,560km) of the network is treated as a precautionary measure. This compares with the audit commission's recommendation of 24%-38% for treated network length.
  7. All County Councillors are provided with details of the County Council's winter service arrangements in October/November of each year. This document includes useful information, advice, contact telephone numbers for constituents and specific contact information for Members only. This document is being updated for the coming season in conjunction with the County Council communications team and will be published shortly.
  8. Service improvements implemented for the coming season are as follows:
    - Introducing the use of three new 4-wheel drive gritting vehicles to increase resilience in coping with severe weather. These vehicles will be utilised on routes in Gedling, Broxtowe and Ashfield, where the hilly terrain has indicated that such capability would be useful to ensure route completion
    - Addition of a route into Syerston village including the A46 overbridge onto a severe weather route. Severe weather routes should allow at least one access into communities, however there is only one road into/out of Syerston village. Previously, it had not been possible to include this section as there were no satisfactory turning points for gritters. However, following the completion of the new A46, some widening of the roads adjacent to the bridge now allow use of Greenway, Syerston, as a turning point.
    - Installation of additional weather station on the A608 at Annesley. This will fill a geographic gap in the layout of the County's weather stations and is ideally situated on a high spot to the west of the County. This weather station includes a roadside camera allowing the winter Controller to actively monitor road surface conditions in the area.
    - All gritting vehicles are now equipped with CCTV. This will allow for robust investigation or defence of any driver or vehicle related complaints e.g. poor driving. It will also provide a visible record of completion of routes.

#### Decision Making Process

9. Precautionary gritting runs will be undertaken where the forecast road surface temperatures are predicted to fall below zero degrees centigrade.

10. The daily forecast is issued around midday by the Met Office. This will be interrogated by the day Duty Controller and the gritting decision made which will take into account predicted temperatures, rainfall, and timings. In the event of a marginal or extraordinary forecast, another member of staff having received the appropriate training will verify the decision.
11. In addition to the forecast, Ice Prediction software will be utilised which will show in graphical form the predicted road surface temperatures and road surface condition. This will be monitored throughout the forecast period.
12. The Duty Controller is responsible for issuing the gritting instruction via e-mail and to organise the gritting shift as necessary. From 20:00hrs each night, the Night Shift Controller will take over and is responsible for verifying the Met Office forecast. The Night Shift Controller will act on the instruction issued by the day Controller, but has the discretion to amend the instruction in order to respond to changing weather conditions.
13. The Met Office will contact the Duty Night Shift Controller with any amendment to the forecast. In severe weather, salting treatment will be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition.
14. Snow fall of less than 25mm will normally be treated with precautionary salting rather than ploughing. Where moderate snowfall occurs (25mm-100mm), consideration will be given to ploughing. Lower amounts will usually be treated by slush blades fitted to gritting vehicles. This can be supplemented by additional lorry mounted ploughs where conditions dictate. During heavy snowfall (>100mm), gritting routes will be augmented by additional ploughs. Only once main routes are passable will resources be transferred to other parts of the network.

#### Preparation for Winter 2016/17

15. Arrangements are being made for Parish and District Councils to be supplied with a quantity of rock salt in advance of the winter season to allow for some local resilience to amenity infrastructure and self-help among local communities.
16. Contact is also being made with farmers who have previously volunteered to undertake ploughing of local roads using their own resources to ascertain their continued involvement in the scheme. Currently 63 farmers Countywide take part in this.
17. Over the summer months of 2016 the County Council's salt stocks were replenished to 19,961 tonnes against a countywide capacity of 20,000 tonnes
18. The stock held is more than is used during an average winter and more than 10,000 tonnes over the nationally recommended minimum stock level which is taken from the Code of Practice for Highway Maintenance Management. This prescribes that Highway Authorities should hold sufficient salt stocks at the beginning of the winter season to deliver 12 days or 48 gritting 'runs', which for Nottinghamshire equates to 10,000 tonnes. As a consequence, the Council is in an excellent position to respond, operate and maintain around-the-clock treatment in severe weather conditions. Salt supplies will be replenished over the winter period as required.

19. Via's frontline gritter drivers operate on a night-shift basis from the beginning of November through to the end of March each year in order to provide a guaranteed flexible response to differing weather conditions. The drivers are supported and coordinated by a night controller who monitors the weather forecasts provided by the Met Office and through a bespoke arrangement that includes data from the Council's own weather stations, located at:
- A606 Tollerton
  - A611 Coxmoor
  - A60 Costock
  - A631 Beckingham
  - B6045 Blyth
  - A614 Perlethorpe
  - A614 Burntstump
  - A608 Annesley
20. In addition, the Council has shared access to four weather stations owned by other authorities, located at:
- A1 Claypole
  - A57 Newton
  - A453 Clifton
  - A52 Saxondale
21. Gritting vehicles operated by Via have a GPS tracking system installed that enables the whereabouts of each vehicle to be monitored centrally during the gritting operations and this provides and records the time, location, gritting activity, vehicle speed etc. Additionally, all vehicles are now equipped with on-board CCTV system.
22. All drivers are trained and assessed annually to achieve the City and Guilds qualification in Winter Maintenance Operations. All winter action decision makers attend the Met Office weather forecasting and decision makers course before undertaking the role. In addition, all decision makers have completed the IHE Professional Certificate in Winter Service which is now the benchmark qualification amongst practitioners. All decision makers have between 3 and 25 years' experience in the role.
23. Operations take place from four depots Countywide in Gamston, Markham Moor, Bilsthorpe and Newark. There are a total of 31 gritting lorries in the fleet ensuring adequate availability throughout the season to cover the 23 routes. In addition, there are two gritting tractor units and two towable gritting units which can be mobilised during severe weather.
24. Communications strategy is agreed between highways officers and communications teams at the start of each season including operational arrangements, key facts and figures and out of hours contact numbers. During the winter communications are managed through social media to advise on conditions and activities.
25. It should be noted that the Code of Practice is due for replacement with a new document in 2016 which may require modification of policy and procedure and which may require Member approval to implement.
26. The Winter Service Operational Plan is presently being revised and the new plan will comprise two documents. One document will detail County Council policy whilst the second will set out the operational procedures.

27. To further support our preparedness, a winter service readiness workshop was conducted on 11 October 2016, which was organised by NCC emergency planning team. This was a table-top exercise intended to test response and resource availability to a number of severe winter weather scenarios.

### **Other Options Considered**

28. Ensuring, as far as reasonably practical, that safe passage along a highway is not endangered by snow and ice is a statutory duty under section 41(1A) of the Highways Act 1980. Removing any obstructions arising from an accumulation of snow on the highway is also a statutory duty under section 150 of the Highways Act 1980. As such the County Council as highway authority is responsible for the fulfilment of these duties.

29. The manner in which the service is provided, the routes, operational, management and recording arrangements have been developed over a number of years to provide the best balance of service against costs against risk. Whilst the highway officers continue to review operations and routes no significant alternative options for the delivery of the service are considered suitable at this time.

### **Statutory and Policy Implications**

30. 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 appropriate consultation has been undertaken and advice sought on these issues as required.

### **RECOMMENDATION/S**

It is **recommended** that Committee:

1) Note the preparation made for the forthcoming winter season.

**Tim Gregory**  
**Corporate Director, Place**

**Name and title of report author**  
Dave Tebbett, Head of Operations, Via East Midlands Ltd

**For any enquiries about this report please contact**  
Garry Chadburn, Team Manager, 01636 615 390

### **Constitutional Comments – (SJE 14/09/2016)**

As the report is for noting only, no Constitutional Comments are required.

## **Financial Comments – (SES 16/09/16)**

There are no specific financial implications arising directly from this 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.

- Winter Weather Plan
- Highway Network Management Plan
- Winter Service Plan

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

All

20<sup>th</sup> October 2016

**Agenda Item: 14**

## **REPORT OF THE 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 1, 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. Whilst Via was not established as a legal entity until 1 July 2016 an operational structure was in place from 1 April 2016.
3. There are a range of performance measures which support performance management for the company and the 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.
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 & 2B)
  - 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, Highway Complaints  
(Appendices 1A & 1B)**

- a. *Street Lighting* – The time taken to repair a street light continues to reflect good performance. At Q1 the figure for the average Street Lighting repair rate was 6.74 days compared against a target of 7 days.
- b. *Potholes and Repairs* – For Q1 there were 5243 defects repaired compared to 4507 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 (63) to the number of service enquiries (13,648). A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of the service's control. When compared to the same period last year the complaints are significantly lower as the figure previously was 134. It should be noted that service enquiries have increased from 12,711 to 13,648.

### **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 2015/16 indicate an in year 38% reduction has been achieved i.e. a reduction from 517 to 320 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 2015/16 indicate a 40% reduction has been achieved, i.e. a reduction from 54 to 32 against the baseline figure.

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

- e. *Highway 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 Q1 the figures for both indicators are 87% and 91.0% 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 Q1 Period

## Appendix 1A

Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q1	Q2	Q3	Q4	Q1	Target	Status	Trend	
	15/16	15/16	15/16	15/16	16/17				
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	4.76 Days	5.16 Days	7.44 Days	6.77 Days	6.74 Days	7 days			The figure of 6.74 days is just below the Authority's target figure of 7 days and represents a good performance for the 1 <sup>st</sup> quarter period.
Number of defects identified/reported	4,507	3,083	3,626	5,852	5,243	NA			The number of defects raised for the quarter 1 period is 5,243.
Average number of days to repair a category 1 (urgent) defect	2 Days	1 Day	2 Days	1 Day	1 Day	1Day			The repair time for Category 1 defects is on target. A high proportion of these defects are 'filled when found' as part of our first time fix approach by the Highway Inspectors and Assistants at time of inspection
Average number of days to repair a category 2 (high) defect	13 Days	12 Days	17 Days	13 Days	11 Days	28 Days			The repair time for 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 by the Highway Inspectors and Assistants at the time of inspection.
Average number of days to repair a category 2 (low) defect	16 Days	16 Days	37 Days	18 Days	11 Days	90 Days			This is the lowest Category of defect and is still well within the target.
Highways Recorded Complaints	105	61	49	49	63	NA			

### 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		



## Highways Complaints Data Q1

## Appendix 1B

Highways Complaint Outcomes	Q1 2015/16	Q2 2015/16	Q3 2015/16	Q4 2015/16	Q1 2016/17	Trend compared to same period (Q1) last year
Upheld or Partially Upheld	34	18	18	17	25	↓
Not Upheld or Still Active	100	43	31	32	38	↓
Total for Period	134	61	49	49	63	↓

Number of Enquiries received by Highways Services	Enquiries Received & Percentage Related to Highways					
	Q1 2015/16	Q2 2015/16	Q3 2015/16	Q4 2015/16	Q1 2016/17	Comparison of same period Q1 last year
Total No.of Highways related enquiries	12,711	14,293	15,870	16,113	13,648	↑
Proportion of enquiries that are highways complaints related	1.05%	0.4%	0.3%	0.3%	0.5%	↓

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



## Road Safety Performance Indicators

## 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 style="text-align: center;">Progress on Nottinghamshire County 2020 target for a 40% reduction in KSI casualties</p>  <table border="1" style="display: none;"> <caption>Data for KSI Casualties Chart</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>480</td> </tr> <tr> <td>2012</td> <td>443</td> <td>460</td> </tr> <tr> <td>2013</td> <td>345</td> <td>440</td> </tr> <tr> <td>2014</td> <td>343</td> <td>420</td> </tr> <tr> <td>2015</td> <td>320</td> <td>400</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	480	2012	443	460	2013	345	440	2014	343	420	2015	320	400	2020 TARGET	310	310	<p>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	480																											
2012	443	460																											
2013	345	440																											
2014	343	420																											
2015	320	400																											
2020 TARGET	310	310																											
Reduce the number of children killed or seriously injured in road traffic accidents	32	43		<p style="text-align: center;">Progress on Nottinghamshire County 2020 target for a 40% reduction in child KSI casualties</p>  <table border="1" style="display: none;"> <caption>Data for Child KSI Casualties Chart</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>48</td> </tr> <tr> <td>2012</td> <td>43</td> <td>46</td> </tr> <tr> <td>2013</td> <td>28</td> <td>44</td> </tr> <tr> <td>2014</td> <td>20</td> <td>42</td> </tr> <tr> <td>2015</td> <td>32</td> <td>40</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	48	2012	43	46	2013	28	44	2014	20	42	2015	32	40	2020 TARGET	32	32	<p>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	48																											
2012	43	46																											
2013	28	44																											
2014	20	42																											
2015	32	40																											
2020 TARGET	32	32																											



## Road Safety Performance Indicators Q1 Period

## Appendix 2B

Road Safety Indicators		Performance Measures							Comments	
		Q1 Actual	Q2 Actual	Q3 Actual	Q4 Actual	Q1 Actual	Target	Status		Trend
		15/16	15/16	15/16	15/16	16/17				
People killed or seriously injured in road traffic collisions	% Change	56.0%	46.5%	44.4%	38%	32.5%	40%			The first quarter of 2016 shows a reduction of 32.5% (from 123 to 83) against the equivalent baseline first quarter average for 2005-2009. This keeps us on course to meet our national casualty reduction target of 40% by 2020.
	Baseline Value	123	249	392	517	123				
	Quarterly Value	54	133	218	320	83				
Number of children killed or seriously injured in road traffic accidents	% Change	84.0%	54.0%	57.5%	40%	59%	40%			The first quarter of 2016 shows a reduction of 59% (from 12.2 to 5) against the equivalent baseline first quarter for 2005 -2009. This keeps us on course to meet our national target of 40% by 2020
	Baseline Value	12	26	42	54	12.2				
	Quarterly Value	2	12	18	32	5				

### 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 Q1

## 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>	688	720	580	485	90
<b>(B)</b> Number of claims settled <b>(C+D)</b>	680	691	533	263	6
<b>(C)</b> Number of above claims Defended / Repudiated	520	510	427	187	0
<b>(D)</b> Number of claims finalised	160	181	106	76	6
<b>(E)</b> Active claims	8	29	47	222	84
<b>(F)</b> Percentage Repudiation Rate <b>(C/B x 100)</b>	<b>76%</b>	<b>74%</b>	<b>80%</b>	<b>71%</b>	<b>N/A</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.



## Highways Development Control Indicators Q1 Period

## Appendix 4

Highway Development Control	Performance Measures								Comments
	Q1	Q2	Q3	Q4	Q1	Target	Status	Trend	
	15/16	15/16	15/16	15/16	16/17				
Development Control Applications	95.2%	94.4%	95.0%	86.75%	87.0%	95.0%			There have been a total of 810 formal applications received with 87% of these responded to within the 21 day deadline with the target being 95%.
Development Control Pre-applications	97.1%	92.0%	98.0%	93.7%	91.0%	90.0%			There have been 147 informal applications received with 91% responded to within the 21 day deadline, this is within 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		





20<sup>th</sup> October 2016

Agenda Item: 15

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

### **RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL**

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

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 15<sup>th</sup> September 2016.
- A. Petition requesting Winter Service provision for the Whitegates Way estate and Sudbury Drive, Huthwaite (Ref 2016/0189)**
2. A 157 signature petition was presented to the 15<sup>th</sup> September meeting of the Full Council by Councillor Tom Hollis on behalf of residents of Whitegates Way estate and Sudbury Drive, Huthwaite. The petition requests that the named roads be considered for inclusion on the gritted route network.
3. The Whitegates Way estate and Sudbury Drive form part of a wholly residential area accessed from the B6026 Blackwell Road.
4. All roads being considered for inclusion on gritting routes undergo an assessment which considers traffic flow (including use by public transport), road speed, topography, access to community facilities (schools, medical centres, etc.) and accident history.
5. The roads in question are not on a bus route and have low traffic flows (<1500 vehicles per day). There is no injury accident history and the roads do not serve any community infrastructure.
6. Based on this assessment, it is therefore considered that these road lengths do not meet requirements for inclusion on either the main or secondary gritted route network.
7. On the second point raised by the petition regarding the road humps provided throughout the estate, the height of these were checked at the time of installation and found to be within the specified tolerance. An inspection of the road humps will be arranged to check if there are any specific issues that have arisen and appropriate action will then be considered to address any adverse findings.
8. It is recommended that the lead petitioner be informed accordingly.

**B. Petition requesting a review of Traffic Management on Brookhill Street, Stapleford (Ref 2016/0190)**

9. A 385 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Jacky Williams. The petition requests a review of traffic management on Brookhill Street, Stapleford.
10. The main measure used to assess the effectiveness of traffic management is the number of accidents in which someone is injured. In the last three and a half years there have been four injury accidents recorded by the Police on the length of Brookhill Street, one with fatal injuries and three with slight injuries. Two of the four accidents involved a pedestrian and the other two involved a collision with a parked vehicle. The most recent collision, which occurred on the 16<sup>th</sup> July 2016 was recorded as non-injury by the Police.
11. A comprehensive speed survey was carried out in 2010 which showed an 85<sup>th</sup> percentile speed of 28mph westbound and eastbound, with an average speed of 21mph westbound and 22mph eastbound.
12. There is a weight restriction on Brookhill Street and there is also a lorry watch scheme on the NCC web site, where members of the public can report the misuse of the weight restricted route by heavy goods vehicles.
13. The environmental impact and noise created by traffic calming measures, as well as limited support, has led to traffic calming measures only being introduced where there has been an identified injury accident problem involving vulnerable road users.
14. Where there are large numbers of vulnerable young people outside schools at start and finish times and where it is feasible to do so, we have introduced 20mph speed limits outside schools. The advisory speed limits, which make clear the association with a school, are introduced only at school entrances so they be more effective in achieving appropriate speeds.
15. A new speed survey was recently requested and the equipment was installed on the 22<sup>nd</sup> September 2016. The results of this survey will be available in November.
16. A number of "30mph for a reason" warning signs have been erected on Brookhill Street and New Eaton Road.
17. There are a number of junctions that currently do not have any parking restrictions on them. These have been added to the list to be considered in a future years' programme for the introduction of restrictions on the junctions only.
18. A Community Speed Watch scheme would be supported.
19. It is recommended that the lead petitioner be informed accordingly.

**C. Petition requesting consideration of parking issues around Greythorne Drive (Ref. 2016/0191)**

20. A 502 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Gordon Wheeler requesting implementation of a series of measures to address a perceived safety problem with vehicles parking their cars close to the junction of Walcote Drive, Greythorne Drive and Boxley Drive, West Bridgford.
21. Local residents consider that a recently opened care home on Greythorne Drive provides inadequate car parking provision on site for both staff and visitors which results in overspill parking onto the adjacent Highway. It is felt that inconsiderate parking on the highway is causing problems with regard to congestion, as well as potential highway safety issues.
22. They have also requested that the road surface between Boxley Drive and Greythorne Drive is fully resurfaced due to its poor condition, which they consider to have been damaged as a result of development of care home and adjacent housing development.
23. Parking for the Care Home was considered by the Highway Authority in its role as a statutory consultee to the Local Planning Authority (Rushcliffe Borough Council) as part of the planning application for the then proposed development. Planning permission for the site was granted by the Local Planning Authority and included a number of highways related planning conditions which sought to place an onus on the developer to encourage sustainable travel and thereby reduce the need for parking on site.
24. A Travel Plan for the site has been approved by the Local Planning Authority. The first tranche of monitoring data has recently been received and is currently being evaluated. This will determine whether or not the developer is meeting their targets with regard to reducing car use. Should it be shown they are not, then the Highway Authority will actively pursue further measures to mitigate the impacts of the development via the Local Planning Authority. Notwithstanding this, an application for the funding of junction protection measures such as double lines, will be considered in the next financial year should a problem still be apparent on site.
25. With regard to the road surface, its condition is being monitored on a regular basis and a number of re-active maintenance measures have been implemented in recent months to ensure the surface is an adequate and safe condition. A further and more substantial maintenance scheme is planned for later this financial year.
26. It is recommended that the lead petitioner be informed accordingly.

**D. Petition requesting the resurfacing of Woodland Close, Newark (Ref 2016/0192)**

27. A 27 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Tony Roberts MBE on behalf of the residents of Woodland Close, Newark. The petition requests that the road be resurfaced.
28. Woodland Close is a cul-de-sac off Valley Prospect, Newark. This road does not feature in the 5-year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.

29. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.
30. However, the footways on Woodland Close do feature on the major maintenance programme and there are plans to resurface them in 2017/18, subject to Committee Approval and funding.
31. It is recommended that the lead petitioner be informed accordingly.

**E. Petition requesting the resurfacing of Main Street, Woodborough (Ref 2016/0193)**

32. A 229 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Boyd Elliott on behalf of the residents of Main Street, Woodborough. The petition requests that the road be resurfaced.
33. Main Street runs from the junction of Bank Hill and Foxwood Lane to the junction of Shelt Hill and Lowdham Lane, providing the main road through Woodborough Village, giving access to the village amenities.
34. This road does feature on the major maintenance programme and there are plans to undertake structural inlay patching in 2017/18, subject to Committee Approval and funding. Following this work, the road will be monitored and at the appropriate time in the future, it will be surface dressed. This work will be subject to separate Committee Approval.
35. In the meantime, an inspection of the road has been organised to respond to any specific defects that may have arisen since the last inspection and the road will continue to be monitored through the planned highway inspection programme until the works take place.
36. It is recommended that the lead petitioner be informed accordingly.

**F. Petition to improve road safety in Stanford on Soar (Ref 2016/0195)**

37. A petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Andrew Brown on behalf of 106 residents of Stanford on Soar. The petition requests that lower speed limits are introduced in two locations and that gateway signs are installed at the two main entrances to the village.
38. An assessment will be carried out at the requested locations (including a visual survey, speed surveys and an investigation of the speed related injury accidents) to determine whether there is justification for extending the 30mph speed limits in line with Department for Transport guidelines.
39. Additionally, the council will consider the request for gateway signing. If appropriate, and funding is available, any alterations will be considered for inclusion in a future programme of works. The Parish Council may wish to note that the County Council's Supporting Local Communities initiative offers financial support for the installation of gateway signing, and may wish to consider submitting a bid.

40. It is recommended that the lead petitioner be informed accordingly.

**G. Petition requesting the resurfacing of Green Close, Hucknall (Ref 2016/0196)**

41. A 21 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor John Wilmott on behalf of the residents of Green Close, Hucknall. The petition requests that the road be resurfaced.

42. Green Close is a cul-de-sac off Bestwood Road, Hucknall. This road does not feature in the 5-year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.

43. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.

44. It is recommended that the lead petitioner be informed accordingly.

**H. Petition requesting a residents' parking scheme on Canal Road, Worksop (Ref: 2016/0197)**

45. A 10 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Kevin Greaves on behalf of residents requesting a residents' parking scheme on Canal Road, Worksop.

46. Residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Canal Road is a combination of a residential / employment street located near the town centre. There is an existing residents' parking scheme at the Church Walk end and consideration will be given to whether this could be extended.

47. Canal Road will be surveyed and if necessary considered for an appropriate scheme in a future years' integrated transport programme if funding permits.

48. It is recommended that the lead petitioner be informed accordingly.

**I. Petition requesting a review of the traffic calming measures in place throughout the Carsic Estate (Ref 2016/0198)**

49. A 392 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor David Kirkham on behalf of the residents of the Carsic Estate, Sutton in Ashfield.

50. The petition requests a review of the existing traffic calming measures in place throughout the Carsic Estate, in particular damage to the road surface around the features. There is also concern about the availability of vehicle parking in the light of possible Government

plans for pavement parking legislation. The effect of these issues on local property values is also highlighted.

51. The existing Traffic Calming scheme in the Carsic Estate was implemented in 1996 to address the level of road accidents in the area. Since that time, a 51% reduction in the annual average number of road accidents has been achieved and maintained.
52. Carsic Road, which forms part of the main distributor for the estate, does feature on the major maintenance programme and there are plans to resurface it in part during 2017/18, subject to Committee Approval and funding. The planned scheme will focus on the worst section of this road, with the remainder being considered for successive years as part of a rolling programme. Until that work is complete, the road will be monitored, with localised repairs to untreated sections carried out as necessary, through the highway planned inspection programme.
53. The Government's intentions regarding pavement parking are unclear at present, and Highway Authorities across the Country are therefore awaiting the outcome of these national deliberations. Dependent on the nature of the final outcome, the Council will consider how to respond on a Countywide basis.
54. It is recommended that the lead petitioner be informed accordingly.

**J. Petition requesting the relocation of a bus stop on BR0190 Daisy Farm Road on Newthorpe Common (Ref 2016/0199)**

55. A 54 signature petition was presented to the 15<sup>th</sup> September meeting of the County Council by Councillor Keith Longdon on behalf of the residents of Newthorpe Common and the surrounding area.
56. Upon receipt of the petition, it has been decided to relocate the bus stop to outside 88-90 Newthorpe Common. The proposal will include relocating the bus stop pole and raised kerb along with installing an enforceable bus stop clearway.
57. Consultation over installing an enforceable bus stop clearway is being undertaken by the Improvements Team at Via who were originally commissioned to consult over the clearway at the existing bus stop outside 94-96 Newthorpe Common.
58. Nottinghamshire County Council's Bus Stop Policy states that a bus stop will not be moved unless there are concerns about highway safety. However, an exception has been made in this case for the following reasons:
  - Meets the County Council aspiration to enable all buses to pull in parallel to the kerb, to help the elderly, disabled and buggy users board the bus safely and easily. It also stops the bus holding up the general flow of traffic which often happens if the bus parks at an angle or has to stop alongside parked cars which are blocking the stop;
  - There is sufficient budget in the ITM Bus Improvements programme to cover the additional cost of relocating the bus stop;
  - A suitable alternative location for the bus stop was identified that did not significantly impact on passengers;

- The new location passed the highway safety check undertaken by the District Highway Manager.

59. The new location including a bus stop clearway was supported by all residents involved including those residents affected by the new bus stop location.

60. It is recommended that the lead petitioner be informed accordingly.

## **Statutory and Policy Implications**

61. 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 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.

## **RECOMMENDATION/S**

It is recommended 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.

**Tim Gregory**  
Corporate Director, Place

## **Background Papers and Published Documents**

- None

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

- Sutton in Ashfield West, Bramcote & Stapleford, West Bridgford West, Newark West, Calverton, Soar Valley, Hucknall, Worksop West, Sutton Ashfield Central, Eastwood.





**5 October 2016**

**Agenda Item: 16**

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

### **Purpose of the Report**

1. To consider the Committee's work programme for 2016/17.

### **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>17 November 2016</b>				
Total Transport Fund	Update report	Info	Chris Ward	Jas Hundal
Gedling Access Road; Update on Land Acquisition and Compulsory Order Process	Update report	Info	Mike Barnett	Neil Hodgson
West Bridgford Cycle Routes	Progress report	Info	Sean Parks	Gary Wood
Integrated Transport and Highway Maintenance Capital Programme 2016-17	Progress report	Info	Sean Parks	Gary Wood
CCTV Enforcement Car	Progress report	Info	Gareth Johnson	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 December 2016</b>				
City Easy-Link	Progress report	Info	Chris Ward	Jas Hundal
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

<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
Transport & Highways Committee	Summary report	Info	Various	Various
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>				
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>16 March 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
<b>20 April 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

<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>15 June 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
<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

