



Transport and Highways Committee

Thursday, 31 October 2013 at 10:30

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

AGENDA

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| 1 | Minutes of the last meeting held on 3 October 2013 | 3 - 4 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Building Better Bus Services: | 5 - 8 |
| 5 | Senior Traffic Commissioner Consultation on Guidance for Bus Punctuality and Reliability. | 9 - 14 |
| 6 | Nottinghamshire Concessionary Travel Scheme 2014-15 | 15 - 18 |
| 7 | Fleet Management Review Update | 19 - 22 |
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| 10 | Barnby Gate and Lovers Lane Newark Prohibition of Waiting TRO | 35 - 42 |
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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 David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.
- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

minutes

Meeting **TRANSPORT AND HIGHWAYS COMMITTEE**

Date **3 October 2013 (commencing at 10.30 am)**

Membership

Persons absent are marked with 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Ian Campbell
Steve Carr

Stephen Garner
Colleen Harwood
Richard Jackson
Michael Payne

A Ex-officio (non-voting)
 Alan Rhodes

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory Corporate Director Environment and Resources
Andrew Warrington, Service Director Highways
Carl Bilbey Conservative Research Assistant
Michelle Welsh Labour Research Assistant
Andy Wallace – Flood Risk Manager

MINUTES

The minutes of the last meeting held on 17 September 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

None

INTERGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMME 2013/14

RESOLVED 2013/066

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

CONTRACTS FOR THE DELIVERY OF EXTERNAL HIGHWAY WORKS

RESOLVED 2013/067

1. That the County Council enter into a contract with Nottingham City Council and Derby City Council for the delivery of highway services as set out in the report and
2. That the Corporate Director Environment and Resources be given delegated authority, in consultation with the Chairman of Transport and Highways to enter into agreements for the delivery of external works by the Highway Operations Group up to a maximum individual contract value of £500,000 in any one year.

FLOOD RISK MANAGEMENT UPDATE OCTOBER 2013

RESOLVED 2013/068

1. That the Councils approach to flooding investigations be approved and
2. That the update on Flood Risk Management be noted.

PERFORMANCE REPORT – HIGHWAYS

RESOLVED 2013/069

That the Highway quarterly performance be noted.

WORK PROGRAMME

ESOLVED 2013/070

That the work programme be noted and that an update on NET Phase 2 Financial Assistance Package is presented to a future meeting.

The meeting closed at 11.08 am.



31 October 2013

Agenda Item: 4

REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY & ENVIRONMENT

BUILDING BETTER BUS SERVICES: DEPARTMENT FOR TRANSPORT (DFT) GUIDANCE ON IMPLEMENTING INTEGRATED TICKETING SCHEMES AND THE LOCAL SUSTAINABLE TRANSPORT FUND (2015-16).

Purpose of the Report

1. To note the guidance launched by the DfT to encourage the implementation of integrated ticketing to reduce barriers to travel and improve access to key services.
2. To seek approval to develop an Integrated Ticketing Strategy in consultation with bus, train and tram operators.
3. To advise members of plans for a further Local Sustainable Transport Fund (LSTF) bid.
4. To update members on the outcome of Nottingham City Council's Better Bus Area bid, supported by the County Council.

Information and Advice

5. On 4 July 2013 the Transport and Highways Committee approved the report 'Department for Transport 'Door to Door' Strategy' which will guide the on-going development of public transport within Nottinghamshire. The report informed of the emerging plans for passenger transport related to information, infrastructure and connectivity. In particular the report covers ticketing and the intention to develop a multi-operator ticketing scheme for appropriate areas within the county, allowing for affordable journeys and smart ticketing solutions to make journeys more convenient.
6. The DfT released the guidance document 'Building Better Bus Services: Multi-Operator Ticketing' in March 2013 which covers introducing and implementing an integrated ticketing scheme.
7. The guidance emphasises that the availability of an affordable integrated ticket enables the seamless transfer between bus, rail and tram services, including journeys that cross into neighbouring authority areas. This is an important tool for removing barriers to accessing education, work, training, leisure and essential shopping.
8. Research of similar ticketing schemes in other areas shows that operators are likely to benefit from increased patronage as well as retaining customers. Recent examples of

integrated ticketing schemes in the East Midlands are the Kangaroo ticket in the Greater Nottingham area and the recently launched Spectrum ticket in Derby, which enable users to travel on all modes of transport within a specified area using a single ticket. Integrated ticketing is of particular benefit to young people, those on low incomes and those seeking access to employment as it allows for more cost effective journeys.

9. Many of Nottinghamshire's operators including Stagecoach, Trent Barton and Marshalls are part of the Kangaroo ticketing scheme. Furthermore, Trent Barton and Stagecoach have integrated ticketing on the Pronto service (Mansfield to Nottingham).
10. Initial discussions with operators would indicate general support for the development of integrated ticketing, subject to appropriate legal agreements between parties, ticket price, and delivery arrangements.
11. The emerging local bus network revisions, due for implementation in August 2014, may result in passengers needing to interchange between two or more buses that may be run by two different operators thus generating the need for an affordable ticket. It is important that the tendering process reflects the need for integrated ticketing.

Local Sustainable Transport Fund (LSTF)

12. The Government has just announced a further round of the LSTF of which £100m is capital funding managed via the Local Growth Fund and £78.5m revenue funding managed by the DfT.
13. The DfT will launch a competition for the revenue funding in December this year.
14. A condition for successful LSTF revenue funding bids is that Local Authorities must secure agreement of the Local Enterprise Partnership (LEP) who will, as part of the LEP'S Growth Deal negotiations, secure any capital funding sought to support the revenue bid. It is likely that local match funding will be required.
15. The Government is encouraging bids from Local Authorities which support the 'Door to Door' strategy of which integrated ticketing is an integral part. A report to Transport and Highways Committee in July 2013 advised members of the key elements of this strategy.

Better Bus Areas (BBA)

16. On 17th September 2013 the Transport and Highways Committee was made aware of the BBA bid submitted by the City Council to support bus improvements across the conurbation. The DfT has informed the City Council they have been successful with their £11.8m bid submission. The County Council will now work with the City Council to implement the BBA improvements.

Proposals

17. To open formal discussions with all bus, train and tram operators in Nottinghamshire on the introduction of further integrated ticketing, which could be implemented in three discrete stages:

- Phase 1 – Embed requirements for integrated ticketing within the tendering process and Service Agreements.
 - Phase 2 – Introduce integrated ticketing across the commercial as well as supported bus routes.
 - Phase 3 – Further explore the technology to provide ‘smart’ ticketing solutions such as smartcards and/or the use of contactless technology. Explore the potential for LSTF funding once the DfT releases the bidding guidance due in December this year.
18. A further progress report on the Integrated Ticketing strategy, following consultation with stakeholders, to be submitted in Spring 2014..
19. This strategy document to be included as an appendix in the emerging Integrated Passenger Transport strategy.
20. To start feasibility work to prepare a LSTF bid which supports the ‘Door to Door’ strategy i.e. a bus demonstration corridor with smart ticketing, improved electronic and paper based journey planning information, high quality infrastructure, improved interchange facilities between travel modes, bus priority measures and new buses.
21. To secure the support of the Local Enterprise Partnership for the LSTF bid.

Other Options Considered

22. To do nothing and continue with the current arrangements where operators offer their own commercially driven ticketing products. These offer the potential for attractive discounts for journeys with the specific operator. They do not encourage the use of public transport for individuals whose journey might involve a transfer between different operators or more than one mode of transport, resulting in possible financial hardship and social isolation.
23. To not submit a LSTF bid will be a missed opportunity for the County Council to improve the public transport offer which stimulates regeneration, improves access to work and training and helps tackle congestion and Co2 emissions.

Statutory and Policy Implications

24. 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.

Sustainability and environment:

25. The provision of a multi-operator ticket will encourage more people to use public transport thus reducing car use and congestion.

Financial Implications

26. The feasibility costs can be funded from the existing Local Transport Plan and TTS Group budgets.

RECOMMENDATION

- 1) To note the DfT guidance for integrated ticketing.
- 2) To consult with bus, train and tram operators on the development of an Integrated Ticketing strategy for the County and bring a further report to Committee by spring 2014.
- 3) To commence feasibility work on a LSTF bid for a bus demonstration corridor.
- 4) To note the outcome of the Better Bus Area bid.

Mark Hudson

Group Manager, Transport & Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services

Pete Mathieson, Team Manager, Transport and Travel Services

Constitutional Comments (SHB.21.10.13)

27. Committee have power to decide the Recommendation.

Financial Comments (TMR 22.10.13)

28. The financial implications are set out in paragraph 26 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.

DFT door to Door Strategy 2013

DFT Building Better Bus Services, Multi Operator Ticketing 2013

DFT 'Future of the Local Sustainable Transport Fund' letter – 4th October 2013

Electoral Divisions and Members Affected

All



31 October 2013

Agenda Item: 5

REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY & ENVIRONMENT

SENIOR TRAFFIC COMMISSIONER CONSULTATION ON BUS PUNCTUALITY AND RELIABILITY

Purpose of the Report

1. To advise Committee of the Senior Traffic Commissioner consultation on bus punctuality and reliability.
2. To seek approval to submit a response to the consultation.

Information and Advice

3. The Senior Traffic Commissioner has recently issued draft guidance on bus punctuality and reliability for consultation, with a response deadline of 13th November 2013.
4. The provision of high quality, affordable, reliable and punctual passenger transport services with supporting information at all stages of the journey are essential for the travelling public, which transport operators, local authorities and other partners recognise and seek to deliver.
5. Nottinghamshire County Council supports the provision of a high quality and reliable bus network through partnership arrangements with operators including a Statutory Quality Bus Partnership (SQBP) for Mansfield. The Council also manages the provision of printed and internet timetable information and high quality bus stops including bus shelters with timetables and 'real time' displays.
6. The Traffic Commissioners are the body responsible for monitoring local bus service operators and can take punitive actions against bus operators and local authorities who fail to deliver services.
7. In August the Senior Traffic Commissioner for Great Britain, published a consultation on draft statutory guidance and statutory directions covering local bus services. The document sets out what traffic commissioners should expect from operators who run registered bus routes and revises the standards expected for reliable and punctual services.

8. The Senior Traffic Commissioner also makes clear reference to the responsibilities on local authorities, local bus partnerships and the expectations on the Vehicle and Operator Services Agency (VOSA).
9. Additionally, the consultation proposes revisions to financial penalty levels where operators fail, without a reasonable excuse, to operate a local bus service, or do not run a registered service according to the timetable.

The Current Role of the Traffic Commissioner

10. The Traffic Commissioner's role includes the following:
 - Ensuring that operators meet the window of tolerance which is currently 'no more than 1 minute early or 5 minutes late for 95% of the services operated'
 - Ensuring that all registered journeys operate according to the published timetable
 - Ensuring that operators comply with applicable Statutory Quality Bus Partnership (SQBP) quality standards
 - Fining bus operators for non-compliance and in extreme cases revoking their operating licences. Operators appeal against fines and will in many case cite highways network management issues, often related to road works, as the main reason for non-compliance. In these cases the Local Authority will also be required to attend any enquiry called by the Traffic Commissioner.

Consultation Proposals

11. The main proposals in the consultation document are as follows:

For registered local bus services, it proposes a significant toughening up of standards with

- No tolerance for early running by removing the one minute early running allowance
- Requirement on operators to keep full and proper records of the running of their services to show compliance/or otherwise. As a general principle bus operators will be expected to keep records to show that there is proper monitoring of all their services and not merely an audit of them.
- Expectation that operators will have systems in place to act in addressing punctuality. It reasserts the importance of having an established, audited and effective system not only to continuously monitor performance, but also to take swift action to resolve problems.
- A desired punctuality target of 95% is recommended by the Traffic Commissioner

For Local Transport Authorities (LTA) there are specific requirements:

- Directing that LTAs regard buses as an 'essential public service' that should be given priority over all other forms of road traffic
- That LTAs will enter into exacting agreements with bus operators on the management of road works and its implications for bus operation, giving bus services priority during road works

- Establish a full and regular dialogue with operators to ensure that they receive advance notification of planned road works wherever possible
- Provide bus operators with detailed, frequent, clear and advanced information and formal notice about emergency and programmed works on the highway
- Provide full and detailed evidence of partnership working with the relevant operators on reliability and punctuality, including the development and implementation of joint action plans to deliver high standards
- To share partnership reports with the Traffic Commissioner on the levels of punctuality and reliability on which performance was benchmarked and any progress reports. They will ensure that they understand what actions the partnerships are proposing to meet their targets and can assess whether the actions have been taken and the progress being made
- To have regular and effective liaison meetings to discuss concerns and review the plan to ensure that it remains appropriate

The above requirements of the LTA need careful consideration, particularly in relation to the Traffic Management Acts and other road traffic priorities.

12. A number of aspects of the proposals would seem more difficult to achieve:

- Operators to retain records of service compliance for all services, and not just occasional audits and to set up systems to collect information on delays to each journey, although the roll-out of automatic vehicle location by major operators should make this easier
- Recording all points of delay on a journey
- The inclusion of arrival times at stops as well as departure times has debateable merit. The rail industry does not promote arrival times at stations
- The requirement to produce a programme of continuous improvement will increase operator costs which may jeopardise future service sustainability
- Buses should be given priority when incidents occur by being classified by local government as an essential public service with priority over other forms of transport. This will need further discussion with the County Council's Traffic Manager to determine what is practical and achievable in the light of other demands on the road network

The Council will consider these matters further if the guidance is approved.

Current Arrangements for Tackling Bus Punctuality and Reliability in Nottinghamshire

13. Overall the document is looking to strengthen partnership working to address bus punctuality. In Nottinghamshire there are already strong partnerships in place and we already meet the majority of the requirements:

- A Statutory Quality Bus Partnership (SQBP) is in place for Mansfield and the continued roll out of similar arrangements in other parts of the County will support the Traffic Commissioners proposals.
- A Punctuality Improvement Plan (PIP) for Greater Nottingham acts as a framework for improvements in this area. The current PIP does not reflect current city centre

management arrangements and emerging technologies that support improvements in punctuality i.e. Real Time tracking, so the PIP would need to be refreshed in light of these proposals.

- Regular North Nottinghamshire and Greater Nottingham Quality Bus Partnership meetings to exchange information and improve services
 - Quarterly ‘one on one’ meetings with operators to discuss punctuality and take appropriate actions as required
 - Regular contract monitoring and review meetings with operators to ensure supported bus services meet the Traffic Commissioner requirements
 - Roadwork’s notification to operators within the requirements of the Traffic Management Act and adopting best practice
 - Investment funding for bus priority measures.
14. Investment in real time information including electronic departure displays at bus stops, and smartphone applications together with quality waiting facilities does significantly improve the customer perception of the waiting experience and bus punctuality. Information about any late running services can also be easily communicated. Online access to roadwork maps also assists operators in effectively planning their services.

Proposed Consultation Response

15. Nottinghamshire County Council supports the Traffic Commissioner proposals in principle but should ask the Traffic Commissioner to consider the following:
- Strengthen the requirements of the bus operators to share all Automatic Vehicle Location data with local authorities in order to inform future action plans for each route
 - Support the proposals for the bus to be given priority through roadworks where possible to minimise disruption for passengers, but ensure this is where it is ‘reasonable’ taking into account Traffic Management costs for the Council and disruption to other road users
 - To consider further those areas that are considered more difficult to achieve as set out in paragraph 10 of this report.
16. Whilst there is good intent the guidance overall seems somewhat unfocussed and unclear on the ability of the Traffic Commissioner to continually monitor, act and enforce local bus services.
17. It is suggested that there might be a case for turning the guidance around slightly and it commit the Traffic Commission to:
- Engage with each LTA to a given standard and provide details of this regular engagement process
 - Monitor local bus operations and LTA work at a statistically valid level
 - Demonstrate a full understanding of local partnership arrangements, and protocols (or equivalents) for roadworks

- Demonstrate clarity on the specific continuous actions it will take on both sides for any operator/LTA who does not adhere to the guidance
- Demonstrate how this work will interact with passenger focus work and with the local travelling public
- Allow locally determined standards and a devolved locally agreed registration and enforcement process
- Why a local incentive based scheme would not be more practical than the current crude 'penalty' process

Reason for Recommendation

18. The recommendations in this report will strengthen the current arrangements with bus operators therefore improving the quality of public transport provision in Nottinghamshire in line with the strategic plan objective of increasing satisfaction with the local bus service.

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.

Financial Implications

19. None

RECOMMENDATIONS

- 1) Note the draft guidance from the Senior Traffic Commissioner on improving bus punctuality and the work currently being undertaken by the local bus operators and the Council to improve punctuality and reliability of bus services.
- 2) The Service Director of Transport, Property and Environment in consultation with the Chair of the Committee approve the detailed response to the consultation supporting the Traffic Commissioner proposals

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Pete Mathieson, Team Manager, Transport and Travel Services

Constitutional Comments (NAB 10.10.13)

21. Transport and Highways Committee has authority to consider and to approve the recommendations set out in this report and to delegate recommendation 2 to the Chair of the Committee by virtue of its terms of reference.

Financial Comments (TMR 15/10/2013)

22. There are no immediate financial implications as a result 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.

STC Guidance – August 2013

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/229995/local-business-services-statutory-document.pdf

Electoral Division(s) and Member(s) Affected

Countywide

31 October 2013

Agenda Item: 6

REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2014 / 2015

Purpose of the Report

1. To seek approval for the Nottinghamshire Concessionary Travel Scheme for 2014 / 2015, including the discretionary additional entitlements, publication of the scheme notice on 1 December 2013, the final scheme notice on 3 March 2014 and the proposed funding (subject to Full Council budget approval in February 2014).
2. To seek approval to continue with the County Council's additional discretionary elements of the scheme which are estimated to cost £670,000 in 2014 / 2015
3. To seek Committee approval to grant delegated power for the Service Director for Transport, Property and Environment to agree the final reimbursement arrangements and associated financial commitments from 1 April 2014 in conjunction with the Chairman and Vice Chairman of the Transport and Highways Committee, the Chairman of the Finance and Property Committee and the Service Director for Finance and Procurement.

Information and Advice

4. The County Council has been a Travel Concession Authority (TCA) since April 2011 and has the duty to provide free travel on local bus services for the holder of a valid English National Concessionary Travel Pass. Free travel is available between 0930 and 2300 weekdays and all day at weekends and on bank holidays.
5. Concessionary travel passes are available to those who qualify on the grounds of age or disability. The age of entitlement is gradually being increased in line with the rise in state pension age for women.
6. The eligibility criteria for a concessionary travel pass on grounds of disability are defined in legislation and summarised below as a person who:-
 - Is blind or partially sighted
 - Is profoundly or severely deaf
 - Is without speech

- Has a disability, or suffered an injury, which has a substantial and long-term adverse effect on their ability to walk
 - Does not have the use of both arms whether by the loss of limbs or otherwise.
 - Has a learning disability
 - Would have an application to drive a motor vehicle refused due to a disability
7. TCA's are allowed to offer, and fund, additional travel entitlements using discretionary powers from Section 93 of the Transport Act 1985. The County Council offers two additional travel entitlements for Nottinghamshire residents which are discounted travel on the tram and a companion's travel facility attached to passes issued for certain disabilities. It is proposed that these discretionary elements which cost approximately £670,000 per year will continue.
8. Holders of Nottinghamshire concessionary travel passes are entitled to free travel on the tram at the same times as on local bus services detailed in paragraph 4. The only exception to this is a reduction to half fare travel between 4pm and 6pm weekdays to avoid any capacity issues on the tram services.
9. Passes with the additional companions' entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows one additional person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire.
10. The County Council is responsible for reimbursing transport operators for all statutory free concessionary travel whereby the holder of a valid English concessionary travel pass boarded within the administrative boundary of Nottinghamshire irrespective of which English Travel Concession Authority (TCA) issued the pass. The Council has a duty to issue a notice of the proposed scheme by 1 December 2013 and a final scheme notice by 3 March 2014 to enable the scheme to commence on 1 April 2014. The final notice must detail scheme entitlements and reimbursement arrangements.
11. The transport operators have a duty to accept travel passes on the local bus services they operate. Travel is permitted under the terms of carriage of each operator.
12. Reimbursement is calculated to ensure that the transport operator is "no better or no worse off" as a result of carrying the concessionary passengers. The Department for Transport (DfT) has issued guidance to assist with these calculations. Although it is not mandatory to use this guidance it has been used as the basis of negotiations with transport operators to minimise the risk of any appeals against the level of reimbursement. A small number of services, mainly rural shopper, market day or infrequent services, do not fall within the scope of the guidance and a local methodology will be used to calculate reimbursement for these services.
13. There are 23 transport operators currently participating in the Nottinghamshire scheme of which 19 are bus operators, 1 tram operator and 3 community transport schemes. Negotiations with the transport operators are underway with a view to agreeing a mixture of two to three year fixed and variable reimbursement arrangements as in previous years. Several factors impact on the type of arrangement applicable for each operator including network stability and competition. Negotiations will take account of the new tram lines commencing operation in late 2014 and the potential impacts on bus patronage levels this may create.

14. The actual costs of the scheme will be determined through historic passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel. At present there are 177,000 Nottinghamshire pass holders and the County Council makes a total reimbursement of £10.2m (2013 / 2014 figures) to transport operators for approximately 11 million journeys per annum

Update on the Nottinghamshire Scheme 2013 / 14

15. Approximately 89% of Nottinghamshire residents who qualify on age currently hold a concessionary travel pass.

Other Options Considered

16. No other options are available for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty.
17. The County Council funds additional discretionary elements for Nottinghamshire pass holders as described in paragraphs 7, 8 & 9 above. The County Council considers that these additional elements are of significant value to the users therefore has ruled out, at a very early stage in the process, the removal of this support.

Reasons for Recommendations

18. The recommendations ensure that the County Council meets its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire. The need for the delegated authority in recommendation 2 ensures that the County Council can issue the statutory notice for the scheme and agree reimbursement levels by the 3 March 2014.

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.

Equal opportunities Implications

20. The provision of the concessionary travel scheme and the additional discretionary elements ensures that elderly and disabled can access key services thus improving their quality of life and enhancing social inclusion.

Financial Implications

21. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £10.8m in 2014 / 2015. As detailed in paragraph 10 the final costs will be subject to agreements with transport operators and the subsequent demand for travel during 2013/14. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.

RECOMMENDATION

- 1) Committee approves the Nottinghamshire Concessionary Travel Scheme and proposed funding (including discretionary entitlements) for 2014 / 2015 and publication of the scheme notices on 1 December 2013 and 3 March 2014, subject to recommendation 2 and Full Council budget approval.
- 2) Committee grants delegated power for the Service Director for Transport, Property and Environment to agree the final reimbursement arrangements and associated financial commitments from 1 April 2014 in conjunction with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Dave Bennett, Commissioning and Concessionary Travel Manager

Constitutional Comments (NAB 10.10.13)

22. Transport and Highways Committee has authority to approve the recommendations set out in this report by virtue of its terms of reference.

Financial Comments (TMR 14.10.13)

23. The financial comments are set out in paragraph 21 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.

- Department for Transport Reimbursement Guidance version 3.1 dated 29 November 2011.

Electoral Divisions and Members Affected

31 October 2013

Agenda Item: 7

REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND ENVIRONMENT

FLEET MANAGEMENT REVIEW PROGRESS UPDATE

Purpose of the Report

1. To inform Committee of progress with the review of the County Council's Fleet Management Service based in the Transport and Travel Services Group.
2. To approve the closure of the Retford maintenance facility and the transfer of staff and the business to the Bilston facility.

Background

3. On 6 May 2013 fleet management and maintenance services for the County Council's vehicles and plant/equipment were merged from two teams in different Service Directorates into one team within the Transport, Property and Environment Directorate, this completed phase 1 of a review of Fleet Management services across the County Council. The revised Fleet Management Services team sits within the Transport and Travel Services (TTS) Group.
4. Phase 2 of a review of the service introduced a new management structure for this team which was approved by the Transport and Highways Committee at the 4 July 2013 meeting along with the transfer of the TTS Fleet Operations service into the TTS Transport Operations (North) team.

Update

5. Following staff consultation and the appropriate enabling procedures, the new management structure for Fleet Management Services was implemented on Monday 22 July 2013. The Fleet Operations service based at Rushcliffe Borough Council's Abbey Road Depot in West Bridgford was, at the same time, moved into the TTS Transport Operations (North) team.
6. The actions above completed phase 2 of the review. Phase 3 of the review has started which entails more detailed analysis of the service area and identification of service improvement/efficiency opportunities, such as hours/days of operation, number of frontline staff, sharing with neighbouring Councils, improved marketing and more use of the Vehicle and Operator

Services Agency (VOSA) Advanced Test Facility (ATF). This phase will include the closure of the maintenance facility at Bolham Lane, Retford and the transfer of staff and the business to the Bilston facility at the earliest opportunity. The following improvements have already been made under Phase 3 of the review:

- Re-design of the office and reception layout at Bilston to create a more practical operating environment with all support staff located close to frontline operations
 - Revised method of vehicle maintenance scheduling to make better use of resources and to reduce turnaround times
 - A comprehensive review of Health and Safety resulting in new procedures and practices, supporting documentation, staff information and training which minimises risks for the County Council.
 - Refinement of financial and administrative procedures coupled with the introduction of more flexible staff roles has removed duplication, reduced the volume of work and helped staff to develop new skills
 - Built up strong working relationships with partner agencies such as VOSA and sought their views on how we might improve facilities and services
 - Forged stronger working relationships with internal and external customers to aid service sustainability and to make sure customer needs are understood
 - Replacement of some high cost supply contracts to achieve better value for money
 - A review of income and expenditure has been undertaken and initial indications show that surplus income will be delivered.
7. All staff in the service have been involved in workshop discussions to identify future opportunities for improvements and increased efficiency and we are now beginning to put these ideas into action. Examples of these include a revision of the vehicle maintenance stores system and the potential purchase of vehicle diagnostic equipment which means that this work can be undertaken in house.
8. It is important that consideration is given to the future model for the service and a report on delivery options will be brought to Committee in January 2014.

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 new arrangements will provide a high quality efficient and reliable service increasing customer satisfaction levels.

Human Resource Implications

11. Staff have been consulted and engaged in all the changes recently implemented. Further discussions will be held with staff and the trade unions on the closure of the Retford maintenance facility.

Financial Implications

12. The changes made to the delivery of the service will ensure that it delivers a trading surplus in 2013/14.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the progress with the review of the County Council's Fleet Management Service.
- 2) Approve the closure of the Retford maintenance facility and the transfer of staff and the business to the Bilshorpe facility.

Mark Hudson
Group Manager
Transport & Travel services

For any enquiries about this report please contact: Mark Hudson, Tel 74519

Constitutional Comments (SHB 17/10/13)

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

Human Resources comments (AN 17/10/13)

14. The human resources implications are contained in the body of the report.

Finance comments (TMR 17/10/13)

15. The financial implications are set out in paragraph 0 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.

Fleet Management Service Project Plan
Transport & Highways Committee minutes 4th July 2013

Electoral Divisions Affected

All

31st October 2013

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

NOTTINGHAMSHIRE EXPRESS TRANSIT: NOTTINGHAM – TOTON EXTENSION, FINANCIAL ASSISTANCE PACKAGE FOR LOCAL TRADERS AND BUSINESS.

Purpose of the Report

1. To consider an amendment to the terms relating to the Nottingham Express Transit (NET) Financial Assistance Package available to a number of businesses situated along the route of the Nottingham - Toton line extension and to consider a one off contribution to establish an extreme hardship fund.

Background

2. At the County Council Meeting of 27th January 2011 the authority determined to complete the necessary legal settlement deed to withdraw its support for the NET Line 2 and 3 extensions and as such no longer be joint promoter of the project. It was agreed at Full Council however that despite the withdrawal of County Council support for the project it would enter into a 50% funding arrangement with Nottingham City Council to continue to support an agreed Financial Assistance Package (FAP) designed to support local traders in the Chilwell High Road area during the construction phase of the Tram. This is an exceptional arrangement which acknowledges that the construction would cause significant disruption to local traders. Nottinghamshire County Council has made a budget allocation to cover the anticipated costs associated with the FAP.
3. The terms of the FAP were set out in a report to County Council at its meeting of 22nd February 2007. These terms were prepared following consultation with local traders based on a similar package which was applied during the construction of NET Line 1 in Hyson Green. Evidence as submitted by local traders and residents at the Public Inquiry during November 2007 was influenced by the County Council commitment to support the FAP. The scheme is discretionary and sits outside of the national compensation code which applies to schemes such as the NET extensions.

Terms of the Financial Assistance Package

4. Financial assistance is available to all traders and businesses with a frontage onto Chilwell High Road / Chilwell Road, between the junctions with Middle Street and Bridge Avenue. The area of assistance also includes roads that access from Chilwell High Road /Chilwell Road which do not have alternative access. The area is as defined as shown on the map contained as Appendix 1 to this report.
5. The eligibility rules are the same as those that applied to a similar scheme for the Hyson Green shopping area during the construction of NET Line One. To qualify, businesses need to have a turnover of less than £450,000, which reflects the fact that larger businesses are considered to be better able to cope with the disruption. The scheme provides a contribution to loss of gross profit of between 50% and 70% depending on the size of the business, with the smallest businesses receiving the highest contribution. The maximum annual payment is capped at £13,500 per annum. The scheme operates whilst significant construction works are taking place in the vicinity of the business, and for a 'recovery' period afterwards of one third of the time of the construction works.
6. In taking the decision to progress the scheme, the County Council recognised that the necessary cap on the amount of financial assistance that could be paid could in extreme circumstances lead to some businesses continuing to suffer severe hardship during the construction phase. However, it was considered that a cap must be applied to keep a ceiling on the amount of assistance that can be paid, and it was noted that a business can go out of business for any number of reasons other than being directly related to tram construction works.
7. The scheme is being administered by Bruton Knowles Solicitors on behalf of both NCC and Nottingham City Council with costs (including administrative fees) being split equally between the two authorities.
8. A disturbance fund is also in operation which enables local business to claim for additional costs incurred as a direct result of the construction works. Such costs include additional window cleaning for example. There are currently no proposals to alter this fund.

Financial Assistance Package claims to date

9. The Chilwell Road FAP came into operation on 14th January 2013 following the commencement of utility diversion works in advance of NET construction. It is anticipated that significant works will continue until April 2014, a total period of 63 weeks, giving a total claim period, including recovery period of approximately 84 weeks.
10. To date based on information received from Nottingham City Council 23 businesses have made claims via the FAP with a cost to NCC of approximately £60,000 (including fees) up to the end of September 2013, this at a point almost 45% through the eligible claim period (including the recovery period). Following the introduction of the second phase road closure a number of businesses will be affected to a greater extent than they are at present. It should be noted however that at that time a number of businesses will gain some relief from the works.

Feedback on Financial Assistance Package to date

11. Representatives of the Chilwell Road businesses have put forward arguments that the amount of financial assistance available should be increased and the subject has been discussed at a number of local meetings. Essentially this request is to remove the upper claimable limit of £13,500 per annum.
12. The key point made by traders and advocates of removing the cap relates to the fact that the road works along Chilwell High Road are being carried out using a full road closure rather than the previously anticipated approach of using a one way system. At the 2007 public inquiry it was stated that a one way system would be used though this was caveated as being subject to input from the contractor once appointed.
13. There are operational advantages to employing the full closure, implemented in two phases over the whole length of the High Road in that this approach offers an increased area for shoppers to use the street and are not competing with moving general traffic for space and also that the period to cover the works is reduced. Nevertheless the method of construction does differ from that envisaged by traders during 2007 when negotiations on the FAP were underway.
14. Representatives of local business supported by the Beeston Improvement District (BID) have also put forward the suggestion that an additional Special Hardship Fund be established to complement the FAP which it is suggested will address short term cash flow issues creating hardship that could have a terminal effect on more marginal businesses within the identified FAP area. Essentially these will be the businesses to be considered at most risk of ceasing to trade as a consequence of the works. Based on claims to date and anecdotal evidence from business meetings this number of businesses is not expected to be significant.
15. A specific request has also been received from a local business which is located just outside the identified FAP area which states the works are having such an adverse effect on business that it may be required to cease trading. At present NCC has not had any evidence based information to support this claim.

Reasons for Recommendations

16. It is recognised that the period during the NET extension construction is a worrying one for local business proprietors and the works are having a significant effect upon local business. It is also noted that whilst the road closure has operational advantages it has placed a greater impact upon local traders to manage stock deliveries with suppliers and the works contractors and also has removed all passing traffic. Additionally it may be argued that a full closure has made it more difficult to convey the 'business as usual' message to shoppers and visitors. Despite many initiatives to alleviate the fears and maintain a healthy shopping environment along the High Road there is evidence that a number of smaller businesses in the area are operating at the margins of profitability. This has led to some short term cash flow problems which the FAP has been able to resolve.
17. To address this it is considered appropriate to alter the terms of the FAP to assist smaller businesses. It is also considered appropriate for NCC to contribute equally with Nottingham City Council to establish an additional Extreme Hardship Fund which can be administered by Broxtowe Borough Council and targeted to help those in most need of support during the works.

Statutory and Policy Implications

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

Financial Comments

19. Based on claims to date received from within the identified Chilwell FAP area it is anticipated that very few businesses are currently expected to go above the £13,500 cap and the risk to NCC incurring inflated costs as a result is unlikely to be significant and will not reach levels which were anticipated during negotiations surrounding the initial development of the FAP.
20. It is intended that the special hardship fund be established from the existing residual land compensation budget held within the Highways division. This can be funded from existing budgets allocated with Highways Division.

RECOMMENDATION/S

1. It is **RECOMMENDED** that
 - a) The Financial Assistance Package upper claim limit of £13,500 per annum is removed.
 - b) Nottinghamshire County Council makes a one off contribution of £25,000 (subject to Nottingham City Council making the same contribution) to establish a Special Hardship Fund to be administered by Broxtowe Borough Council (with the criteria for payments being agreed by both contributing authorities) which will assist business in most need of support within the identified Financial Assistance Package area.

**Andy Warrington
Service Director (Highways)**

**For any enquiries about this report please contact:
Neil Hodgson,
Group Manager Highway Programmes Design and Delivery**

Constitutional Comments (SHB 21/10/13)

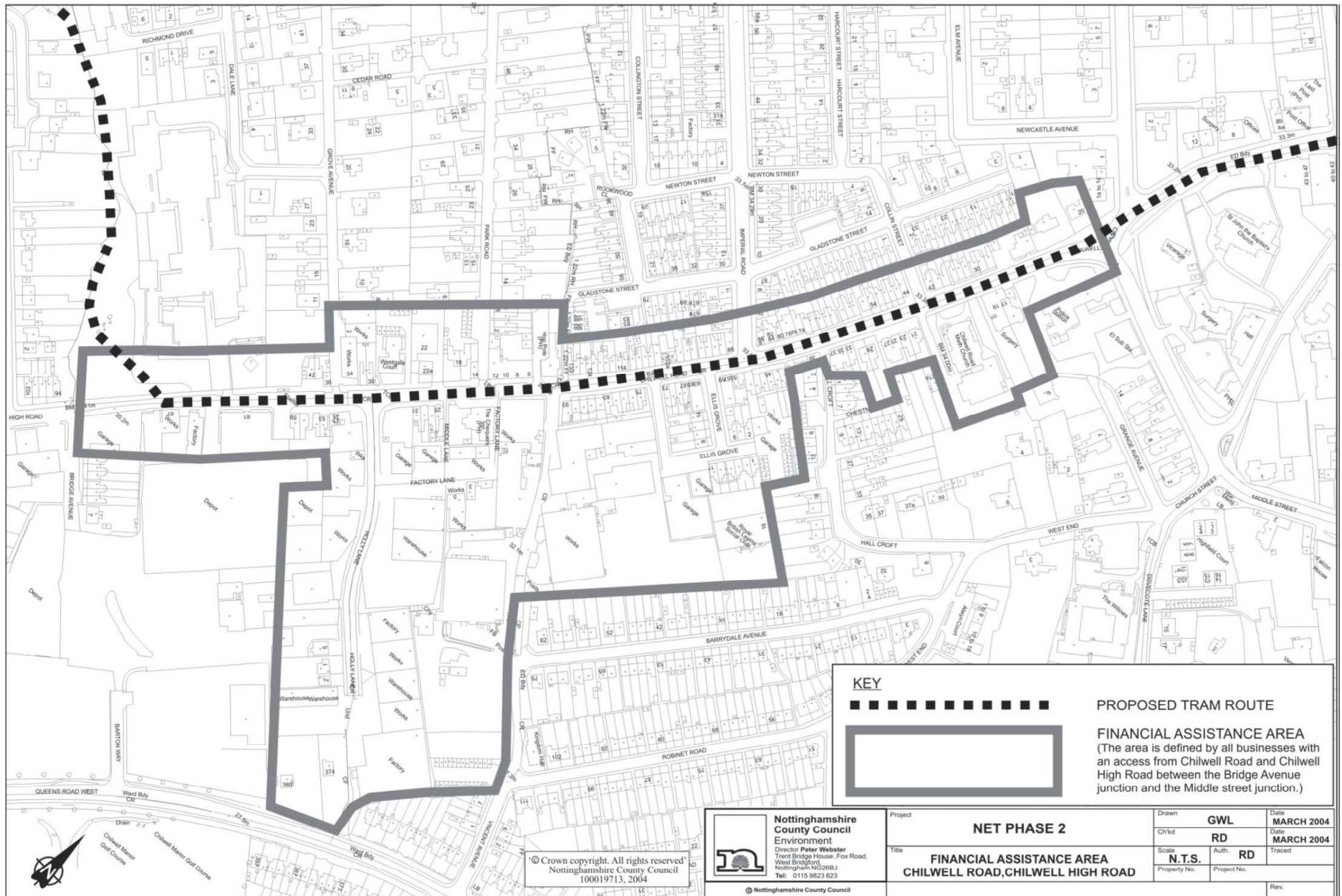
Committee have the power to decide the recommendation

Financial Implications (TMR 21/10/13)

The financial implications are stated in paragraphs 19 and 20 of the report.

Electoral Division and Members Affected

Beeston North
Beeston South & Attenborough
Chilwell & Toton





31st October 2013

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

RAIL UPDATE

Purpose of the Report

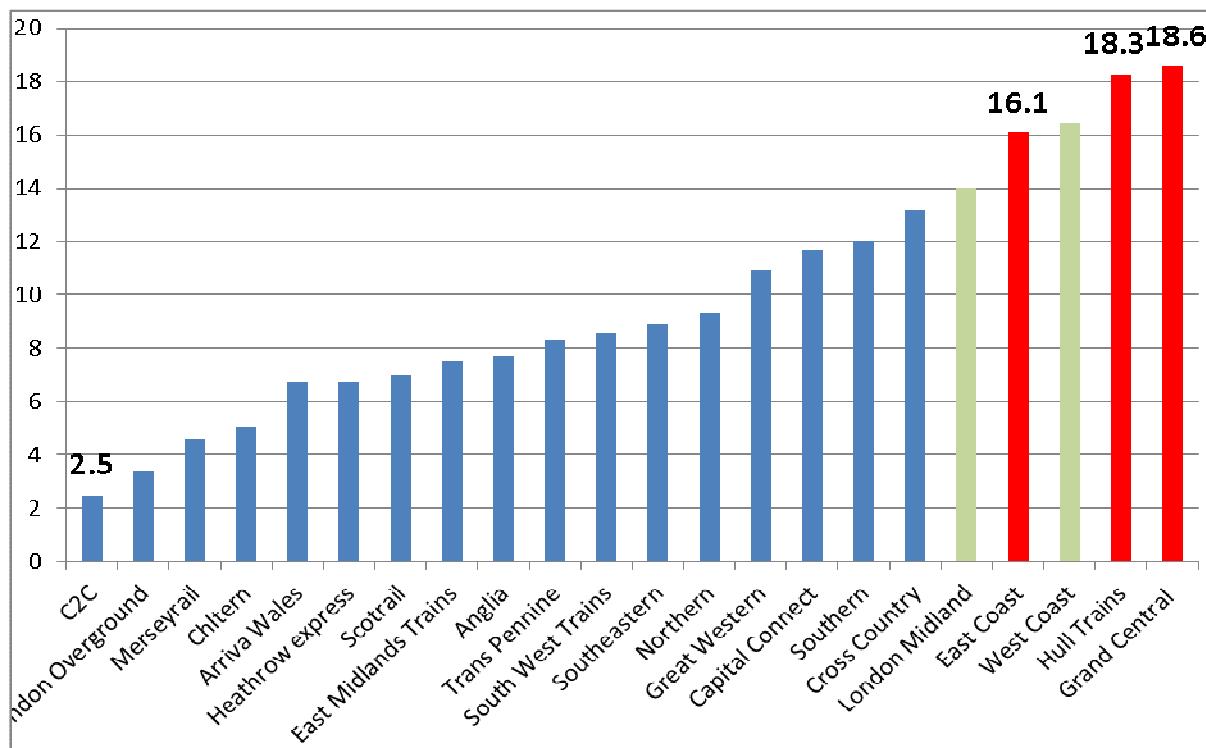
1. To inform Committee of recent developments on the East Coast Main Line (ECML), and seek approval for the actions being pursued.

Information and Advice

Reliability

2. The issues of most importance to rail passengers are
 - a) Value for money and
 - b) Reliability/punctuality.
3. The East Coast Main Line (ECML) has the worst punctuality on Britain's rail network. There are 22 Train Operating Companies, and as the graph shows, the 3 ECML operators are collectively the worst for having late and/or cancelled trains.

Percentage of trains that did not meet the punctuality targets, 2012/3 by Train Operating Company



4. The Government has set a minimum required standard of reliability for the next 5 years (April 2014 – March 2019), which is

- Overall 92½ % of trains should arrive ‘on time’, which on long-distance services such as the ECML is defined as not more than ten minutes late; and
- No more than 2½ % of trains more than 30 minutes late or cancelled.

These are overall target figures, which are an average for the whole rail network, and there will inevitably be some variation between different train operators, but the longstanding intention of Government is that all operators should try to reach the target. For the next 5 years, the Government has addressed the issue of the operators that currently lag behind the national standard of punctuality (of which the ECML is the worst)

“the Secretary of State requires that the industry focuses on improving the worst-performing routes and those on which lower levels of reliability have the greatest economic effect”.

5. The Office of Rail Regulation (ORR) has a statutory duty to assess

- Network Rail’s plans re outputs and costs for each 5 year ‘Control Period’; and
- the delivery of those plans.

On 31st July ORR issued a formal judgement that Network Rail was in breach of its licence because reliability on long-distance services was so far below the Government’s required standard. ORR assesses that on current plans and with current resources there is only a 45% - 50% chance of delivering the punctuality requirement for the next 5 years (2014-2019).

6. Network Rail’s response has been to ask for the required reliability standard for the East Coast (the worst) and West Coast (the second worst) Main Lines to be lowered to just 88% i.e. to allow up to 12% ECML trains to be late or cancelled. That would allow an additional 12,675 ECML trains to be late or cancelled over the next 5 years (April 2014 – March 2019).

7. The alternative to lowering the standard would be to provide the resources necessary to deliver 92½ % reliability on the ECML. Unfortunately Network Rail has not yet clearly established what works at what cost would be necessary to deliver 92½ % reliability on the ECML.

8. ORR is due to announce on 31st October what standards Network Rail will be required to deliver over the next 5 years (April 2014 – March 2019), and what resources it can have to do so. Because it is not clear what work is required on the ECML the Council is proposing that there should be an ‘East Coast Adjustment Mechanism’, wherein the decision re the ECML is deferred until 2015, with Network Rail charged with drawing up detailed ECML plans by 31/3/2015, on which the ORR would then pass judgement. ORR has proposed exactly such an adjustment mechanism for civil engineering, for the identical reason that it is not clear what resources are needed for civil engineering over the next 5 years.

9. The Council is a member of the East Coast Main line local Authorities group (ECMA). Cllr Calvert has raised this issue and the need for an East Coast Adjustment Mechanism with ECMA. An update will be given at the meeting about what progress there has been with ECMA on this issue.

Timetable review

10. The rail report to the October 2012 Transport & Highways committee meeting set out the need for a timetable review on the ECML. Network Rail has recently decided to conduct a timetable review to take effect as from 2016, which is most welcome. To get full benefit from this review it would be necessary

- for DfT to instruct Network Rail to give priority to optimising the ECML service, with other services – e.g. commuter trains, local trains, freight trains - fitted in around the key long-distance services
- for the review to be completed before the letting of the ECML franchise; and
- for the review to be completed before the renewal by ORR of existing open access rights or the granting by ORR of any new ‘open access’ rights.

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 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) Notes the contents of this report;
- b) States its opposition to any reduction in punctuality standards that the rail industry is required to achieve on the ECML;
- c) States its belief that the 92½ % national reliability standard for the next 5 years (April 2014 – March 2019) that has been stipulated by the Secretary of State for the rail system as a whole, should apply to the ECML;
- d) States its belief that since resources on the ECML are insufficient to deliver the Government’s 92½ % standard of reliability the answer is to ensure adequate resources, not to lower the standards;
- e) Endorses the need for an East Coast Adjustment Mechanism that would allow Network Rail, in consultation with relevant other bodies (including the Council), to establish what works are necessary to achieve the Government’s 92½ % standard of reliability on the ECML; and
- f) Supports giving ECML services priority in the timetable review.

**Andrew Warrington
Service Director Highways**

For any enquiries about this report please contact:

Jim Bamford, Rail Officer. (0115 9773172)

Constitutional Comments (SHB.07.08.13)

Committee have power to decide the Recommendation.

Financial Comments (TMR 07/08/13)

There are no immediate financial implications as a result of this report.

Background Papers

None

Electoral Division(s) and Member(s) Affected

The Districts affected are Ashfield, Broxtowe, Mansfield and Rushcliffe.

31st October 2013

Agenda Item: 10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BARNBY GATE AND LOVERS LANE, NEWARK ON TRENT) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013 (3195)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above proposed Traffic Regulation Order for Barnby Gate and Lovers Lane in Newark.

Information and Advice

2. Barnby Gate is a densely populated area close to Newark Town centre. The road and adjacent side roads provide an attractive parking area for commuters and shoppers as well as providing necessary parking space for local residents.
3. Problems on Barnby Gate have developed over a number of years with indiscriminate parking causing obstruction for moving traffic, and particularly emergency vehicles, on the narrowest sections of the road, and blocking access to private premises. In addition, the limited parking space available is often taken up by non-residents, causing difficulty for residents who have no off-street parking facilities being able to park within a reasonable distance of their homes. Changes to parking habits since earlier restrictions were introduced also mean that many of the existing restrictions on Barnby Gate are no longer appropriate for current local needs.
4. Lovers Lane is a narrow residential road which also provides access to several private flat complexes. Parking close to these accesses restricts visibility and creates difficulties for vehicles accessing these premises.
5. The proposals seek to address these problems by:-
 - Redistributing parking space on Barnby Gate by removing excessive lengths of yellow lines through particularly wide sections and introducing new restrictions in narrow sections where parking is currently obstructing the free passage of traffic or access to premises;
 - Introducing additional restrictions on Lovers Lane around critical accesses

6. The proposals were publicly advertised during June 2013 and ten comments were received. Whilst only three comments are classed as objections, one of these is from the Town Council and requires consideration by the Transport and Highways Committee.
7. Six responses were positive, and included support from several residents, County Councillor Maureen Dobson and Newark and Sherwood District Council.
8. One response asked for some minor changes to the extents of waiting restrictions on William Street, which can readily be accommodated in the final scheme subject to further consultation with those affected.

9. **Objection 1 and 2**

Two Residents of Barnby Gate commented that there was a parking problem but the proposals would not solve this, preferring instead the introduction of a Residents' Parking Scheme for Barnby Gate.

Response

Whilst the provision of a Residents' Parking Scheme may serve to create additional parking space for residents and remove some of the extraneous traffic from the area, there are still locations within Barnby Gate that are too narrow to allow parking by any vehicle and a Residents' Parking Scheme would still require the introduction of a series of parking restrictions similar to those currently being proposed to be effective. The impact of the proposed restrictions will be monitored. A Residents' Parking Scheme was consulted on over four years ago and at the time didn't generate enough support to progress.

10. **Objection 3**

Newark Town Council objected to the proposed removal of restrictions on Barnby Gate on the grounds that this would lead to obstruction of through traffic and particularly emergency vehicles.

Response

The proposals seek to redistribute the available parking space to locations where parking would not cause significant obstruction and to provide restrictions to prevent such obstruction in locations where the road is narrow. It is considered, therefore, that the proposals will not increase the risk of obstruction, and will in fact reduce the likelihood of this in some locations where parking is currently permitted.

Other Options Considered

11. Many alternative arrangements relating to the street restriction have been considered. However, the proposed scheme is considered to be the most appropriate to meet the many and varied requirements of local residents and road safety concerns.

Comments from Local Members

12. County Councillors Maureen Dobson and Stuart Wallace support the proposals. County Councillor Tony Roberts did not raise an objection to the proposals.

Reasons for Recommendations

13. The recommendations are made to address the parking/obstruction issues raised and in view of the minimal objections received and the additional letters of support received. County Councillor Maureen Dobson supports the proposals.

Statutory and Policy Implications

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

Financial Implications

15. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) budget for 2013/14. The cost of implementing the scheme and the associated works will be in the region of £5,000.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Barnby Gate and Lovers Lane, Newark on Trent) (Prohibition of Waiting) Traffic Regulation Order 2013 (3195) is made as advertised with the minor amendments as discussed, subject to agreement from affected local residents, and the objectors informed accordingly.

Constitutional Comments (SHB 10/10/13)

17. Committee have the power to decide the Recommendation.

Financial Comments (TMR 09/10/2013)

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

Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House.

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.

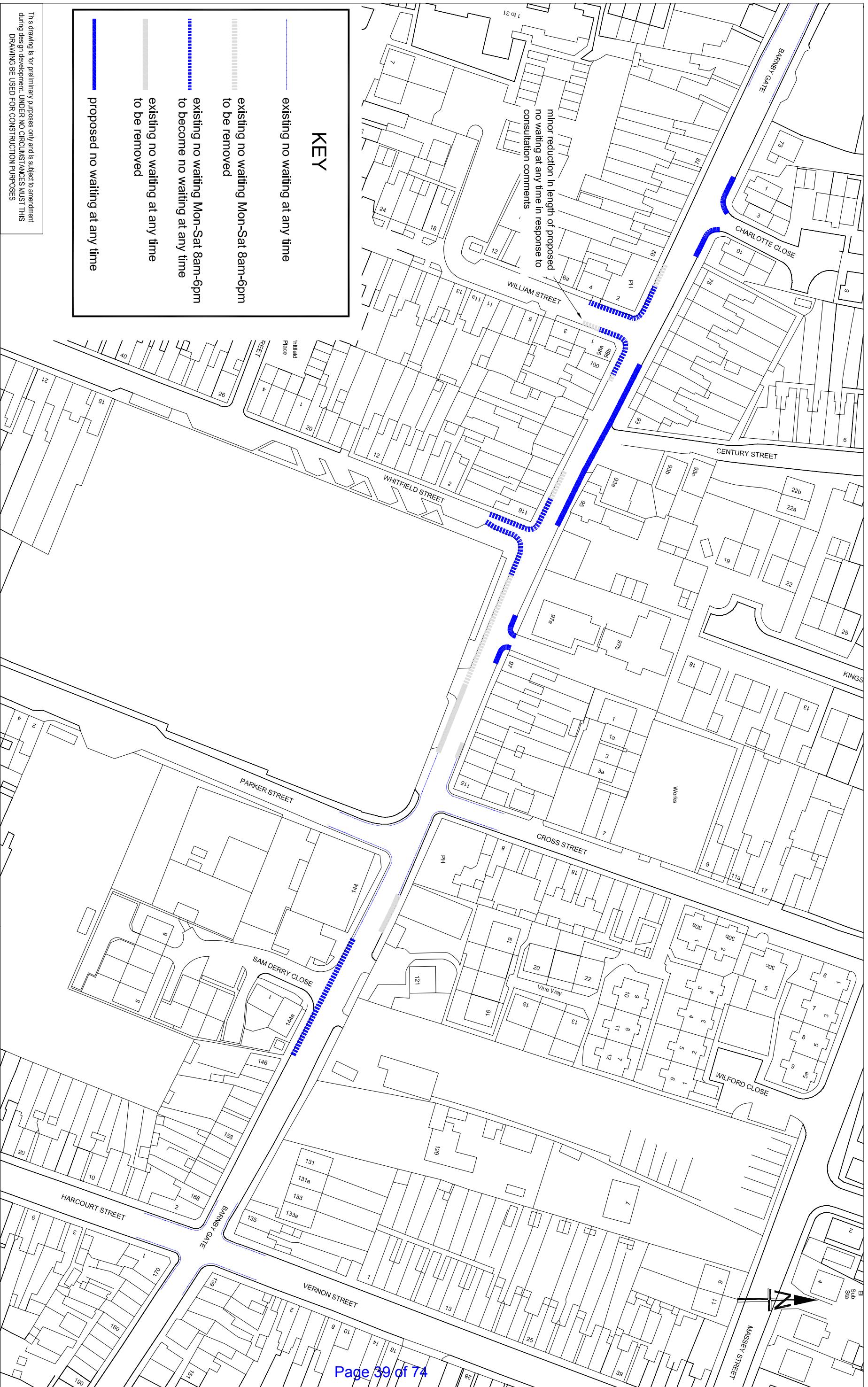
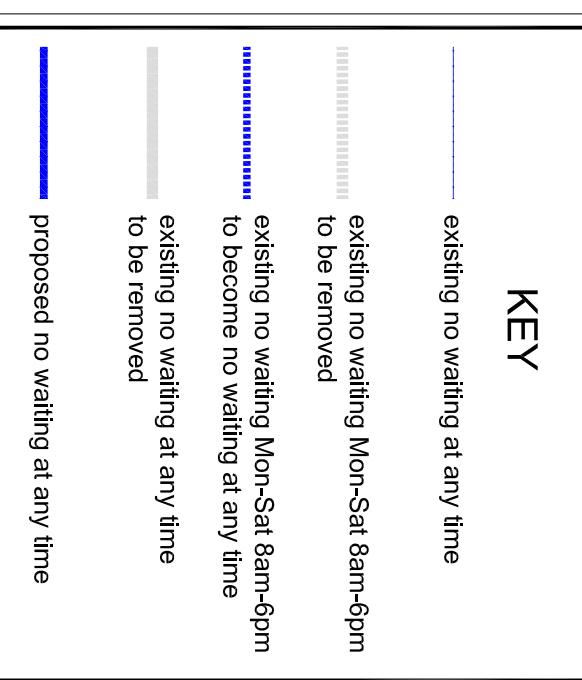
Electoral Division(s) and Member(s) Affected

| | |
|-------------|---------------------------|
| Newark East | Councillor Stuart Wallace |
| Collingham | Councillor Maureen Dobson |
| Newark West | Councillor Tony Roberts |

Note:

The Electoral Division (ED) boundary for Barnby Gate between Sherwood Avenue and Cross Street lies along the centre of the road affecting both the Newark East and Collingham member areas.

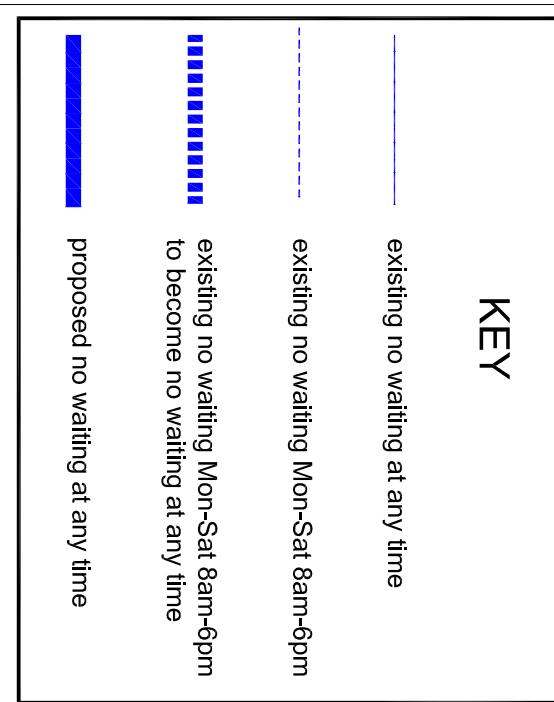
Lovers Lane is entirely within the Newark West ED.



| Project Title | | | |
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| PARKING RESTRICTIONS MINOR AMENDMENTS NEWARK AREA | | | |
| Drawing Title | | | |
| Purpose of issue | CONSULTATION | | |
| Designed | Drawn | Checked | Approved |
| GB | PC | GB | APR 13 |
| URS Internal Project No. | Suitability | | |
| 47062298 | | | |
| Scale @ A3 | Zone / Mileage | | |
| 1:500 | | | |
| Drawing Number | 4706 2298/TR2/3195402 | Rev | |
| Revision Details | B/C Check | Date | Suffix |

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PARKING RESTRICTIONS
MINOR AMENDMENTS
NEWARK AREA



Project Title
LOVERS LANE
NEW JUNCTION
PROTECTION
PROPOSALS

Drawing Title

Warehouse

Purpose of issue

CONSULTATION

Designed Drawn Checked Approved Date

GB GB PC GB APR 13

URS Internal Project No.

47062298

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31 October 2013

Agenda Item: 11

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHESTERFIELD ROAD, HUTHWAITE) (WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013 (4129)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of a proposed Environmental Weight Restriction for Chesterfield Road, Huthwaite.

Information and Advice

2. The County Council is implementing a programme of environmental weight restrictions to remove through HGV traffic from inappropriate routes, reducing damage to the County road network and improving the environment for residents in towns and villages.
3. The previous local County Councillor and local MP received complaints from residents of Chesterfield Road and others in Huthwaite regarding the number and size of Heavy Goods Vehicles (HGVs) that are using the route. Chesterfield Road is a 'C' class road running between the Market Place in Huthwaite and the eastern side of Tibshelf near the border with Derbyshire on the junction with B6014 Wild Hill. The route is split into two halves with the southern end passing through a residential area of Huthwaite while the northern half travels through open fields with two sharp bends and a narrowed section of road on the approach to the railway over bridge near to the Woodend public house.
4. The proposal, which can be seen on the enclosed drawing NJG/HuthEWL, was consulted on and publicly advertised between June and July 2013. Four responses were received, all of which are objections to the proposal. Likely alternative routes are shown on the enclosed drawing NJG/HuthEWL/02.

Objections Received

5. Objection 1

The objection was received from Derbyshire County Council regarding concerns that the proposal will result in an increased number of HGVs using Newton Wood Lane. This road has a junction with Chesterfield Road and it leads to Newton

village passing over a narrow bridge with a 13 tonne structural weight limit. Derbyshire County Council is of the opinion that HGVs will contravene the Structural Weight limit on its bridge to avoid contravening the Environmental Weight Limit on Chesterfield Road.

Response

The weight limit on Chesterfield Road will be well signed at its terminals and on all routes in advance, to ensure that drivers are informed early enough to follow an alternative route.

6. Objection 2

The objection from Tibshelf Parish Council in Derbyshire was that this proposal will result in the nearby less suitable routes through the village of Tibshelf being used by H.G.Vs to access the industrial estate.

Response

The likely route that will be used to access the industrial estate is High Street and Mansfield Road which are both 'B' class roads and are therefore of a higher standard than Chesterfield Road and more suited to carrying H.G.Vs.

7. Objection 3

Blackwell Parish Council, in Derbyshire objection was that this proposal would lead to an increase in H.G.Vs using roads through that Parish. The likely route would be to and from the A38 and Tibshelf Industrial estates, via New Lane, Hilcote, Cragg Lane, Newton and High Street, Tibshelf.

Response

Likely routes that will be used are 'B' class and are therefore more suited to carrying H.G.Vs than Chesterfield Road.

8. Objection 4

Ashfield District Council (ADC) objects on the grounds that its refuse collection vehicles use Chesterfield Road as a route between Huthwaite and the B6014 Wild Hill to avoid using the longer, but more appropriate, route through Sutton-in-Ashfield and Stanton Hill. This route is taken due to concerns about turning vehicles on the B6014 Wild Hill or via other smaller roads within the Ashfield District.

Response

Use of Chesterfield Road by H.G.Vs merely as a short cut is part of the problem that the proposal is intended to prevent. Alternative route planning by the District Council to incorporate waste collection servicing properties on Fackley Road, Tiversal or Wild Hill as well as properties in Huthwaite would allow use of the route legitimately.

Other Options Considered

9. Consideration was given to covering the whole length of Chesterfield Road including the section to the north of Newton Wood Lane (as suggested by Derbyshire County Council). Newton Wood Lane has access points to Tibshelf

Services on the M1, a bridge over the motorway, two farms and a water storage facility. Any HGVs accessing these sites would either have to contravene the Structural Weight limit in Derbyshire or the Environmental Weight limit on Chesterfield Road. Not restricting the section of Chesterfield Road between Newton Wood Lane and Wild Hill is the only option to maintain legal access to the sites on Newton Wood Lane.

Comments from Local Members

10. The local members for Sutton in Ashfield West and Sutton in Ashfield North are in support of the proposal.

Reasons for Recommendations

11. The Environmental Weight Limit is being proposed to prevent use of an unsuitable route by Heavy Goods Vehicles.

Statutory and Policy Implications

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

Financial Implications

13. The scheme is being funded from the 2013/14 Integrated Transport Measures Environmental Weight Limit budget with the sum of £20,000.

Crime and Disorder Implications

14. Nottinghamshire Police have made no comments on the proposals.

RECOMMENDATION/S

It is recommended that

The Nottinghamshire County Council (Chesterfield Road, Huthwaite) (7.5 tonne Environmental Weight Restriction) Traffic Regulation Order 2013 (4129) is made as advertised and the objectors informed accordingly.

**Andrew Warrington
Service Director (Highways)**

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (SHB 10/10/2013)

15. Committee have power to decide the Recommendation.

Financial Comments (TMR 08/10/2013)

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

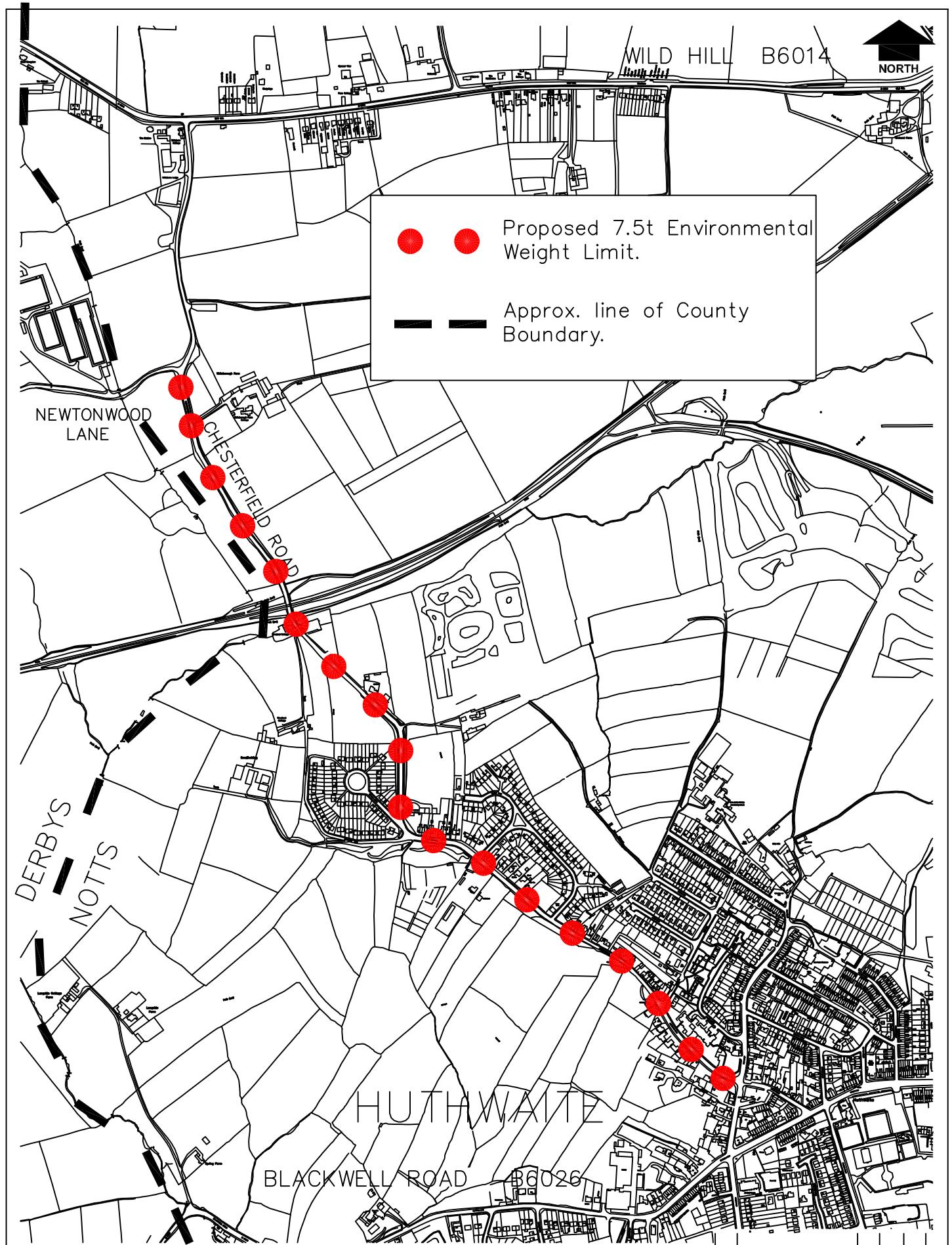
Background Papers

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 Bevercotes House, Ollerton.

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.

Electoral Division(s) and Member(s) Affected

| | | |
|---------------------------|---|--------------------------|
| Councillor Tom Hollis | - | Sutton in Ashfield West |
| Councillor Jason Zadrozny | - | Sutton in Ashfield North |



| Project | Chesterfield Road, | | Huthwaite | | Rev | Description | Drawn | Chkd | Auth | Date |
|--------------|--------------------|----------------|-------------|--------|-----|-------------|-------|------|------|-------|
| Property No. | Project No. | P HUE 40000.02 | | | | NJG | | | | 05/13 |
| Title | | Proposed 7.5t | | E.W.L. | | - | | | | |
| Drawing No. | | | NJG/HuthEWL | | | | | | | |
| | | | | | | | | | | |

31st October 2013

Agenda Item: 12

REPORT OF SERVICE DIRECTOR, HIGHWAYS

BRIDGE STREET, BRIDGE PLACE AND CASTLE STREET WORKSOP – PERMANENT TRAFFIC REGULATION ORDER 2013 CONSULTATION

Purpose of the Report

1. To report to Committee the results of consultation carried out during 2012 in respect of vehicular access to Worksop town centre and seek approval to commence a revised consultation and subsequent statutory procedure to develop a permanent Traffic Regulation Order in respect of the pedestrianised lengths of Bridge Street, Bridge Place and Castle Street in Worksop.

Information and Advice

2. Members may recall that an Experimental Traffic Regulation Order (ETRO) was introduced in Worksop on 22nd May 2012 aimed at significantly reducing the levels of vehicular activity along the pedestrianised section of Bridge Place, Bridge Street and Castle Street in the town centre. This was following representations received from Bassetlaw District Council, local traders and the public that the pedestrian environment was being compromised by unreasonable levels of vehicular activity.
3. The ETRO had the effect of not allowing any vehicles on Bridge Street, except for loading between the hours of 4pm -10am (on all days). The proposal removed access for all blue badge holders and special access permit holders on sections of Bridge Place (between Priory Centre access and Ryton Street), Bridge Street (between Ryton Street and Potter Street), and Castle Street (off Bridge Street to Swan Inn) at all times. To support these proposals Bassetlaw District Council allocated 20 additional spaces for use by disabled drivers in off-street car parks. These spaces have no parking charge and were provided specifically to offer disabled motorists displaced from the pedestrianised area an opportunity to continue parking close to the town centre.
4. Following the introduction of the Orders the effects were monitored to determine the impact upon the town and its users. Observations demonstrated that there was a significantly reduced number of vehicle manoeuvres taking place within the pedestrianised area. Whilst it was evident that pedestrian activity was being encouraged several representations were received from holders of Special Access Permits (SAP's) that the changes were causing severe difficulty. The objections were supported by Disability Nottinghamshire.
5. The representations concerned the fact that many holders of SAP's have severe mobility problems and require unrestricted access to essential shops and services by private vehicle.

The experimental order prevented such access and it was claimed failed to offer suitable alternative arrangements to allow holders of SAP's to continue visiting the town centre.

6. In view of these concerns a decision was taken to remove the Experimental Order and embark upon an extensive consultation exercise to establish a proposal which will balance the needs of all users of the town centre. The order was removed on Wednesday 4th July 2012 and the previous access and parking arrangements restored.
7. The making of the ETRO was the subject of reports to the Transport & Highways Portfolio Holder dated 7th February 2012 and 16th April 2012. The removal was the subject of a report to Transport and Highways Committee on 12th July 2012 which resolved that 'a fresh consultation exercise (be) undertaken to establish an alternative regime for the town centre. Further proposals will be brought to this Committee following this consultation period'.
8. A consultation exercise was launched on 22nd August 2012 and all efforts taken to generate as much public interest and response as possible. In order to ensure balance in respect of the issues being considered the content of the consultation material was agreed prior to its circulation with Disability Nottinghamshire which had been very involved during the consultation period.
9. Around 3,000 leaflets were distributed in the Worksop area of which 115 were specifically targeted to disabled blue badge holders and 392 to holders of SAP's, in addition a number of organisations representing various protected groups were specifically sent copies of the leaflet for consideration and/or distribution. The item was covered extensively in the Worksop Guardian and by other local media. Consultation leaflets were sent directly to shop and business owners including market stall holders. Additionally the consultation was promoted via the County Council website with facility to return forms electronically.
10. A total of 997 responses were returned which is considered to be a sample of sufficient size to be representative of views. 26% of those responding are holders of SAP's and 37% blue badge holders. A number of key findings are summarised:
 - The majority of respondents agree that traffic in the pedestrianised zone is a concern. Many believe this is exacerbated by abuse of the blue badge system and illegal parking by other drivers in the zone and could be relieved by better enforcement.
 - The majority of respondents, including the majority of those with a disability, agree that blue badge holders should not be given access to the zone as there is adequate disabled blue badge parking within the town.
 - The majority of respondents disagreed with allowing access to SAP's holders. However, the majority of these respondents are not disabled and do not have problems in accessing the facilities of the town. The majority of disabled respondents would prefer access given to SAP's holders on all non-market days although over half would be happy with access on limited days.
 - Most frequently mentioned other comments included reference to car free zones in other towns (96 responses) and 240 people commented that the pedestrian zones in Worksop should have no cars at all. The need for enforcement of the orders to be more rigorous was also mentioned on 82 occasions.

Proposal

11. Following on-going representations being received that the pedestrian environment was still being compromised by unreasonable levels of vehicular activity, a meeting was held on 11th September 2013 with officers and members from Bassetlaw District Council and Nottinghamshire County Council. In light of these discussions it is proposed that new

restrictions be considered for the area which reflect the views expressed in the consultation and take account of views expressed during the ETRO period.

12. A balanced proposal is required for the town centre which meets the needs of all its users including those with varying degrees and types of disability. To this end it is recommended that a scheme be introduced (subject to consultation and the necessary statutory procedure) to include the following:

Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street

- Allows access for Special Access Permit Holders at all times except Market Days (which are Wednesday, Friday and Saturday) on the inclined section of Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street.
- Allows access for loading vehicles on all days before 10am and after 4.00pm.
- Does not permit access at any time for Disabled Blue Badge Holders.

Bridge Place (between Priory Centre car park access and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street)

- Does not permit access at any time for Special Access Permit Holders.
- Does not permit access at any time for Disabled Blue Badge Holders.
- Allows access for loading vehicles on all days before 10am and after 4.00pm.

The proposals are shown on enclosed drawing JB/BridgeSt/01.

13. It is intended that as part of this proposal additional designated disabled parking bays for special access permit holders only will be allocated on street near the town centre to offer greater opportunity for severely disabled people to park and access services in the proposed pedestrianised area. Discussions will also take place with Bassetlaw District Council to establish any potential to improve the shopmobility scheme in the town and aid with further improved accessibility to the town.

14. To implement the revised scheme it is proposed that prior to embarking on the statutory procedure required to make a traffic order, another consultation is undertaken based on the revised restriction detailed in paragraph 12. All efforts will be taken to generate as much public interest and response as possible. In order to ensure balance in respect of the issues being considered. The content of the consultation material will be discussed prior to its circulation with Disability Nottinghamshire. The 997 respondents from the consultation in 2012 will be targeted to ascertain views on the revised proposal.

15. It is considered that four full days unlimited access to the pedestrianised area on the steepest section of Bridge Street reflects the views which were expressed as part of the consultation exercise and also expressed locally by holders of SAP's. This will allow holders of SAP's to continue to access essential services within the town by private car and park as close as possible to these destinations on the steepest sections. It will also offer a combination of days throughout the week when the town market can operate with no intrusion from traffic and also offers days when there is no market and as little intrusion as is possible from vehicles. It should be noted however that it will be necessary to permit limited access to the pedestrian zone such as for emergency access, security (bullion) vehicles and essential repairs to utilities equipment. These are standard exemptions applied throughout the County in Pedestrian Zones.

16. Currently there is private off street parking spaces situated primarily off the section of Bridge Street between Newcastle Street and Potter Street. The proposal would retain access similar to the current arrangements. Access would include entry to the restricted area before 10am and after 4pm with exit at any time, this would be achieved by the wording of the traffic order. On market days exiting these areas may be restrictive, but this would be no different to the current situation.
17. Restrictions to all traffic except for loading within prescribed hours and emergency vehicles on the flat section of Bridge Place and Bridge Street will offer days throughout the week when the town market can operate with no intrusion from traffic and also offers days when there is no market and as little intrusion as is possible from vehicles. On market days access for loading vehicle up to 10am may be difficult with the stalls in place. This will be considered as part of the consultation by engaging with the district council, local businesses and stall holders.
18. All interested parties will have the opportunity through the statutory Traffic Regulation Order consultation process to comment on the proposals and any objections received will be considered via the County Council's standard procedures.

Other Options Considered

19. There are numerous variations relating to the hours of access and which groups may be permitted access. Many of these have been considered in the context of the previous consultation exercise but discounted as not being in keeping with its findings.

Comments from Local Member

20. The member for Worksop West is in support of the proposal.

Reasons for Recommendations

21. It is considered that the proposal represents a scheme which seeks to balance the needs of all users of the town centre and reflects the wishes of the wider community as stated via the consultation exercise carried out in 2012.

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 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.

Equality Implications

23. 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.
24. Details of how the Council has considered the needs of disabled people is included in the body of this report. As the revised scheme is developed and consultation undertaken, their needs will continue to be assessed and will be incorporated into a revised equality impact

assessment that will be included in any future committee report. Previous equality impact assessments are available on request.

Financial Implications

25. The introduction of designated disabled parking bays in the town centre and necessary alterations to the traffic signs at Bridge Street and Bridge Place is forecast to cost approximately £20,000 and can be met from the Local Transport Plan budget in 2014/15, subject to the necessary council approval.

RECOMMENDATION/S

It is RECOMMENDED that a consultation is started and statutory process is commenced and subject to its completion a permanent Traffic Regulation Order be made which:

Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street

- Allows access for Special Access Permit Holders at all times except Market Days (which are Wednesday, Friday and Saturday) on the inclined section of Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street.
- Allows access for loading vehicles on all days before 10am and after 4.00pm.
- Does not permit access at any time for Disabled Blue Badge Holders.

Bridge Place (between Priory Centre car park access and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street)

- Does not permit access at any time for Special Access Permit Holders.
- Does not permit access at any time for Disabled Blue Badge Holders.
- Allows access for loading vehicles on all days before 10am and after 4.00pm.

Introduction of additional on-street designated disabled parking spaces in the town centre where available.

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (SHB 10/10/2013)

26. Committee have power to decide the Recommendation.

Financial Comments (TMR 10/10/2013)

27. The financial implications are set out in paragraph 25 of the report.

Background Papers

Report to Transport and Highways Portfolio Meeting: 7th February 2012

Report to Transport and Highways Portfolio Meeting 16th April 2012

Report to Transport and Highways Committee 12th July 2012

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.

Electoral Division(s) and Member(s) Affected

Worksop West, Councillor Greaves

Worksop East, Councillor Gilfoyle

Worksop North, Councillor Fielding

Worksop North East and Carlton, Councillor Rhodes

31st October 2013

Agenda Item: 13

REPORT OF SERVICE DIRECTOR, HIGHWAYS

PROPOSED NEW BUS STATION WORKSOP

Purpose of the Report

1. To provide an update on the proposal to construct a new bus station for Worksop.

Background

2. Members may recall that during November 2012 a report was presented to Transport and Highways Committee which sought approval to carry out public consultation, develop detailed designs, prepare and submit a planning application and to commence negotiations to purchase land required to construct the new bus station. That report is listed here as a background paper and outlines the case for the new Worksop Bus Station. The content of that report remains relevant but is not all repeated here.

The Proposed Scheme

3. The scheme as shown on drawing H/PHII.01800.21/23 (as displayed during the Committee meeting) focuses the building on the prominent corner plot of Watson Road/ Newcastle Street. It offers good access for buses and pedestrians alike. The building would be 280m from the current stops on Hardy Street, 160m from Bridge Street (the main shopping street), and 150m from the Library.
4. The bus station will have 8 bays (plus one lay over bay) which will cater for existing demand and allow for growth in the network. The intention is that the bus station will replace a number of on-street stops in the town which will subsequently be removed. The bus station will operate on a Drive In Reverse Out (DIRO) arrangement which has been adopted at other main bus stations within the county. This arrangement enables all passenger facilities to be accommodated in a single building.

5. The building will be of a similar design to that at Retford, and will contain a staffed information point, toilets, seating, electronic passenger information screens and CCTV. A café /retail unit is included within the design of the building.
6. Stagecoach East Midlands (SEM) is the main bus operator in the town and it is supportive of the scheme and has been involved in the development of the scheme.

Site Assembly

7. Since the report of November 2012 two parcels of land have been acquired through agreed sales which means that all land required to deliver the project is within the ownership of NCC or Bassetlaw District Council (BDC). The successful land negotiations have removed the need for Compulsory Purchase Order powers and their associated delays.
8. The land owned by BDC is part of the Queen Street pay and display car park which has 104 spaces of which approximately 30 are required for the bus station development. BDC have agreed in principle that the land will be contributed towards the scheme on the basis of a 99 year lease. The current car park access will remain on Queen Street, with the car park shielded from the bus station by railings. In order to maximise spaces within the Queen Street car park a revised parking layout is currently being prepared.

Funding Profile, budgets and programme

9. The latest estimated cost of the scheme is £3.2m. Land acquisition to date has been funded from County Capital at £660k. Unfortunately the European funding opportunity referred to in the November 2012 report was not successful.
10. Once operational, the bus station is estimated to have annual operating costs of £178,500 which will be partially offset by an income of £74,000 from departure charges and other advertising and rental incomes. This leaves an operating deficit of £108,500 per annum which will in principle be shared by NCC and BDC on a 65% / 35% split. BDC has indicated that it wishes to cap its annual contribution and undertake a review of revenue costs after an initial 5 year period. These requests will be considered as part of a formal legal agreement being drawn up between the two authorities but are not considered to be unreasonable requests at this stage. This will be the subject of further reports to both authorities to confirm a formal legal agreement. It should be noted that the figures referred to in this report are increased from the November 2012 figures as the suggested hours of operation are extended to be 6am-10pm, Monday to Saturday.

11. It is anticipated that the planning application will be submitted to NCC as Local Planning Authority during the last week of October which dependant on the statutory consultation period could at the earliest be considered in January 2014 by Planning and Licensing Committee. A significant amount of pre application work has been undertaken to address potential issues arising from the submission. This includes a design review of the project carried out independently by OPUN which has led to a number of refinements of the scheme which were subsequently presented in a public exhibition in February 2013. The feedback from the exhibition was very positive, 85% of people commenting considered the existing facilities in the town to be poor or very poor. 71% people said they would be more likely to travel by bus if a new bus station was built. 80% of people rated the proposed location as excellent or good and 92% of those commenting felt the design was excellent or good.
12. A positive planning determination early in 2014 will allow for works to commence on the project soon after with a contractor being appointed through the East Midlands Property Alliance (EMPA) framework through which the projects at Retford and Mansfield were let. Works starting in Spring 2014 will allow for a Spring 2015 opening. The first phase of works will involve alterations to the Queen Street car park followed by the start of works to the building. In advance of the works tendered through the EMPA framework it is intended to carry out clearance of trees and shrubs from the plots acquired by NCC, it is expected that this will be during late 2013.

Other Options Considered

13. Several options involving alternative sites have been considered over a number of years. With each there have been land ownership or site design issues that have prevented opportunity to develop the project. The option now presented is considered to be the most viable one to deliver the much needed improvement in the town.

Environmental and Sustainability Implications

14. The provision of a new bus station with all services focussed on a central modern facility will offer greater choice for people when making journeys into Worksop and it is hoped that transference of trips from private vehicles to public transport will occur. Additionally a comfortable modern facility may serve to generate a number of trips which are currently not taking place.
15. The building is proposed to have solar panels and rainwater harvesting in addition to low energy consumption lighting and display screens.

Reasons for Recommendations

16. It is considered that the proposals as contained in this report represent the best available option to deliver a new bus station for Worksop in a suitable town centre location and to meet the Council's commitment to improving bus travel in the town.

Statutory and Policy Implications

17. 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.

Equal Opportunities Implications

18. The scheme as proposed will offer an improvement to public transport operations within Worksop. The bus station is designed with Inclusive Mobility principles at the foremost and will offer improved access for all passengers and improved facilities including travel information, seating and toilets. An Equality Impact Assessment has been undertaken for the scheme.

Human Rights Act Implications

19. This report has been compiled having given due regard to the Public Sector Equality Duty and 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. An Equality Impact Assessment has been undertaken as part of the design process.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee confirms its support to:

- a) Construct the Worksop Bus Station Scheme at the earliest possible start date.
- b) Undertake site clearance works on the land acquired by the County Council at the junction of Watson Road / Newcastle Avenue this calendar year
- c) Note ongoing revenue requirements to operate the bus station

**Neil Hodgson
Group Manager, Highway Programmes design and Delivery**

**For any enquiries about this report please contact:
Neil Hodgson (0115 977 2720)**

Constitutional Comments (SB)

Committee have the power to decide the recommendation

Financial Comments (IC)

The continued provision of adequate funding for construction of the bus station will be considered as part of the 2014/15 budget process.

Electoral Division(s) and Member(s) Affected

Worksop North - Councillor Sybil Fielding

Worksop East – Councillor Glynn Gilfoyle

Worksop West – Councillor Kevin Greaves

Worksop South – Councillor Alan Rhodes



| | | | | |
|--|-------------------------|---------------|-------|----------|
|  Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80 | Project | | Drawn | Date |
| | WORKSOP BUS STATION | | AP | 09.10.13 |
| | Property No. | Project No. | Ch'kd | Date |
| | | PHII.01800.21 | AP | 09.10.13 |
| | Title | Auth | | Traced |
| | HIGHWAYS COMMITTEE PLAN | | AP | NTS |
| © Nottinghamshire County Council | Drawing No. | Scale | | |
| | H/PHII.01800.21/23 | Rev | | |



31st October 2013

Agenda Item: 14

REPORT OF SERVICE DIRECTOR, HIGHWAYS

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26TH SEPTEMBER 2013.

Purpose of the Report

The purpose of this report is to recommend to Committee responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meeting on 26th September:

- A. Petition requesting a School Crossing Patrol outside Tuxford Primary Academy School (Ref:2013/033)
- B. Petition requesting an increase in provision of town centre parking in Sutton in Ashfield (Ref: 2013/035)
- C. Petition requesting traffic lights and 'children crossing' signs at the junction of Marlborough Road and Abbey Road, Beeston (Ref:2013/036)
- D. Petition requesting a residents' parking scheme in Glebe Street area of Beeston (Ref: 2013/037)

A. Petition requesting a School Crossing Patrol outside Tuxford Primary Academy School (Ref:2013/033)

1. A 403 signature petition was presented by County Councillor John Ogle, at a meeting of the County Council on 26th September 2013 requesting the provision of a school crossing patrol on Newark Road outside Tuxford Primary Academy. This location had a school crossing patrol until 28 March 2013, when the patrol retired. When a site becomes vacant, a check is carried out to ensure the number of people crossing the road at the location warrants the provision of a crossing patrol. The count carried out on the 17th April 2013 showed 32 accompanied and 7 unaccompanied children crossed in the morning and 30 accompanied and 10 unaccompanied children crossed in the afternoon. A further count was carried out on the 12th September 2013 which showed 38

accompanied and 2 unaccompanied children crossed in the morning and 16 accompanied and 4 unaccompanied in the afternoon. Calculating the number of people crossing the road (P), in combination with the number of vehicles (V) travelling along the road (PV2) the national recommendation for a school crossing patrol site is 4×10^6 . In Nottinghamshire, we operate a more relaxed criterion and consider patrols that reach 1.3×10^6 . At the Tuxford site the highest PV2 count reached was less than half of the Nottinghamshire criterion.

2. Following concern raised by parents regarding the lack of school crossing patrol, advisory 20mph signs were erected in June to encourage drivers to pass the school at a slower speed. The 85th percentile speed in the morning (8am-9am) is 31mph and the afternoon (15.00-16.00pm) is 33mph. To further assist, the School Keep Clear marking will be made legally enforceable as part of the county wide initiative to keep school frontages clear of parked vehicles, making it safer for children to cross the road.
3. As it is not viable to provide a school crossing patrol at this site from County Council funds, discussions have been had with the school with a view to them sponsoring a patrol. Costs, which include engineering, equipment, employment, management and administration costs are currently being prepared.
4. It is recommended that the lead petitioner is advised that the County Council will continue to work with the school to consider options to provide a school crossing patrol.

B. Petition requesting an increase in provision of town centre parking in Sutton in Ashfield (Ref: 2013/035)

5. An 87 signature petition was presented to the 26th September 2013 meeting of the County Council by Councillor David Kirkham. The petition is from traders of the Idlewells Market, Sutton In Ashfield.
6. In January 2013, a Traffic Regulation Order was passed to prevent non-residential parking in the Church Street area of Sutton In Ashfield. This was preceded by public consultation and was carried out with the support of the local members. The Traffic Regulation Order also allows for a 2 hour limited waiting facility, to enable short stay car parking.
7. At present, Nottinghamshire County Council is working, in conjunction with Ashfield District Council and local businesses (Idlewells Centre, ASDA), to investigate parking solutions in Sutton In Ashfield.
8. The existing Traffic Regulation Order is to remain while investigations into other parking solutions are carried out, either on private land (with Nottinghamshire County Council lending transport planning expertise), or on District Council off-street parking.

C. Petition requesting traffic lights and 'children crossing' signs at the junction of Marlborough Road and Abbey Road, Beeston (Ref:2013/036)

9. A petition was presented by County Councillor Steve Carr on behalf of 330 people at a meeting of the County Council on 26th September 2013. The petition requests the installation of traffic signals at the junction of Marlborough Road and Abbey Road, Beeston and the erection of 'children crossing' signs.
10. There have been three slight injury accidents at the site since January 2010, an average of less than one a year. It is a significant concern that this accident level is lower than the average experienced at a typical set of traffic signals in Nottinghamshire, so installing traffic signals could therefore potentially increase the number of injury accidents at this location. Also the constricted nature of the site and available highway space would need substantial works to accommodate traffic signals, including a significant loss of on-street parking and highway features, such as trees. It is therefore not currently proposed to install traffic signals at this junction.
11. However the signs and lining at the junction have recently been repaired and refreshed and no injury accidents have been recorded since this work was done. Erection of 'children crossing' signs at the junction will also be arranged.
12. It is recommended that the lead petitioner is advised the outcome of this investigation.

D. Petition requesting a residents' parking scheme in Glebe Street area of Beeston (Ref: 2013/037)

13. A petition of 113 signatures from employees of Broxtowe Borough Council was presented to the Chairman and the meeting of the County Council on 26th September 2013 by Councillor Steve Carr. Concerns raised by the petitioners including displacing parking onto other local streets, further restrictions discouraging shoppers from the area due to costs in off-street car parks and also the potential effect of empty streets as residents in the area already have driveways.
14. At this stage an initial consultation has been carried out with comments and objections being considered as part of the scheme proposals. The next stage is to carry out the legal statutory consultation and public advert. It is recommended that when this next stage is completed the petition is treated as an objection and reported to a future Transport and Highways Committee along with any other objections.
15. The petition organiser will be informed.

Reason for Recommendation

16. To recommend responses to issues raised in petitions presented to the County Council on 26TH September 2013.

Statutory and Policy Implications

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

For any enquiries about this report please contact: Peter Barker

Background Papers

None

Electoral Division(s)

Newark & Sherwood, Sutton in Ashfield Central, Beeston North.



31 October 2013

Agenda Item: 15

REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND CORPORATE SERVICES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2013/14.

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.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

7. 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.

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: David Forster, x 73552

Constitutional Comments (SLB 2/9/2013)

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

Financial Comments (MA 2/9/2013)

2. 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> |
|---|--------------------------------------|--------------------------------------|---------------------|----------------------|
| 28 Nov 2013 | | | | |
| Fleet Operations Review | Progress Report | Info. | Mark Hudson | Mark Hudson |
| Travel & Transport Services | Quarterly Performance Report | Info. | Mark Hudson | Lisa McLennaghan |
| Changes to Local Bus Network | Update Report | Decision | Mark Hudson | Mark Hudson |
| Highway Authority | Role in Planning Process | Info. | Andy Warrington | Gary Wood |
| Integrated Passenger Transport Strategy | Proposed approach | Decision | Andy Warrington | Gary Wood |
| HS2 | Draft Consultation Response | Decision | Andy Warrington | Gary Wood |
| GAR & A57/A60, Worksop | Scheme update | Info. | Andy Warrington | Neil Hodgson |
| Event Management | Proposed Approach | Decision | Andy Warrington | Chris Charnley |
| Highways | Quarterly Performance Report | Info. | Andy Warrington | Gary Wood |
| Nottingham City – 20mph Zones | Update Report | Info. | Andy Warrington | Sean Parks |
| Prohibition of Waiting and Parking Places - Various Roads in Ruddington | TRO Report | Decision | Andy Warrington | Neil Hodgson |
| 9 Jan 2014 | | | | |
| Highway Charging for Services | Proposed charges | Decision | Andy Warrington | Gary Wood |
| Local Transport Plan | Update Report | Decision | Andy Warrington | Gary Wood |
| TROs | Schemes requiring Committee approval | Decision | Andy Warrington | Neil Hodgson |
| 13 Feb 2014 | | | | |
| Final Concessionary Travel Scheme | Final Scheme 2014/15 | Decision | Mark Hudson | Mary Roche |
| Changes to Local Bus | Update Report | Info. | Mark Hudson | Pete Mathieson |

| <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> |
|------------------------------------|--------------------------------------|--------------------------------------|---------------------|------------------------|
| Network | | | | |
| Highways Capital Programme 2014/15 | Programme details | Decision | Andy Warrington | Gary Wood/Neil Hodgson |
| Highways | Quarterly Performance Report (Q3) | Info. | Andy Warrington | Gary Wood |
| TROs | Schemes requiring Committee approval | Decision | Andy Warrington | Neil Hodgson |
| 20 Mar 2014 | | | | |
| Travel & Transport Services | Quarterly Performance Report | Info. | Mark Hudson | Lisa McLennaghan |
| 22 May 2014 | | | | |
| Travelsmart | Update report. | Info. | Mark Hudson | Pete Mathieson |

