

## Transport and Highways Committee

Thursday, 21 July 2016 at 10:30

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

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### AGENDA

- |   |  |         |
|---|--|---------|
| 1 | Minutes of the last meeting held on 23 June  | 3 - 6   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Transport and Travel Services - Fleet Operations Structure   | 7 - 10  |
| 5 | Rufford Country Park, Off Street Parking TRO, Report of Objections   | 11 - 16 |
| 6 | Proposed Bus Stop Clearway (Blake Road, Stapleford)  | 17 - 26 |
| 7 | Work Programme   | 27 - 30 |

### Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Peter Barker (Tel. 0115 977 4416) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

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

Meeting	Transport and Highways Committee
Date	23 June 2016 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chairman)

Andrew Brown  
Richard Butler  
Steve Carroll  
Colleen Harwood  
Stan Heptinstall

Richard Jackson  
John Knight  
John Peck  
Mike Pringle

**OFFICERS IN ATTENDANCE**

Pete Barker - Democratic Services Officer  
Neil Hodgson - Service Director, Highways  
Jas Hundal - Service Director, Environment, Transport & Property  
Chris Ward - Transport & Travel Services  
Gary Wood - Highways

**CHAIR AND VICE CHAIR**

**RESOLVED: 2016/032**

That the appointment by the County Council on 12 May 2016 of Councillor Kevin Greaves as Chair and Councillor Steve Calvert as Vice Chair be noted.

## **MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 19 May, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

## **APOLOGIES FOR ABSENCE**

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

## **MEMBERSHIP**

Councillor Carroll replaced Councillor Allan, Councillor Knight replaced Councillor Calvert and Councillor Heptinstall replaced Councillor Carr, all for this meeting only.

## **DECLARATIONS OF INTERESTS**

No declarations of interests were made.

## **CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK**

### **RESOLVED 2016/033**

That the changes to the supported and local and bus service networks as detailed in the report be noted.

## **TRANSPORT FOCUS – BUS PASSENGER SURVEY RESULTS**

### **RESOLVED 2016/034**

That the contents of the report be noted.

## **ESTABLISHMENT OF VIA EAST MIDLANDS LIMITED**

### **RESOLVED 2016/035**

That the contents of the report be noted.

## **FLOOD RISK MANAGEMENT STRATEGY**

### **RESOLVED 2016/036**

That the updated Local Flood Risk Management Strategy be presented to Policy Committee for formal adoption by the County Council.

## **LAND SEARCHES – PUBLIC RIGHTS OF WAY AND COMMONS AND TOWN OR VILLAGE GREENS**

### **RESOLVED 2016/037**

1. That the creation of two posts; one permanent full time post and one post for a two-year fixed term contract at an indicative Grade 4, be approved.
2. That the changes to the searches pricing structure for public rights of way and commons and town or village greens be approved.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (A6007 ILKESTON ROAD AND MELBOURNE ROAD, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2016 (5218)**

This report was deferred to a future meeting of the Committee.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (TOLLERTON LANE, TOLLERTON) (40 MPH & 50 MPH SPEED LIMITS) ORDER 2016 (8246)**

**RESOLVED 2016/038**

That the Nottinghamshire County Council (Tollerton Lane, Tollerton) (40 Mph & 50 Mph Speed Limits) Order 2016 (8246) be made as advertised and objectors advised accordingly.

**PERFORMANCE REPORT – HIGHWAYS**

**RESOLVED 2016/039**

That the contents of the report be noted.

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

**RESOLVED 2016/040**

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

**WORK PROGRAMME**

Updates on the work of Via East Midlands Ltd will be incorporated in the regular Highways Performance reports. The next such report is due at the October meeting of the Committee.

**RESOLVED 2016/041**

That the Work Programme be noted.

The meeting closed at 11.50am.



**21 July 2016**

**Agenda Item: 4**

**REPORT OF THE SERVICE DIRECTOR ENVIRONMENT, TRANSPORT & PROPERTY**

**TRANSPORT & TRAVEL SERVICES – FLEET OPERATIONS STRUCTURE**

**Purpose of the Report**

1. To seek approval to amend the Fleet Operations structure to reflect changes and growth in service delivery, by creating one new Fleet Supervisor post and six additional Fleet Driver posts.

**Information and Advice**

2. A revised structure for Fleet Operations was introduced in August 2014 following approval by Committee in April 2014. This reduced the number of drivers posts from 71 to 57, the supervisor posts from 4 to 3 and withdrew the full time office support. Vehicles were also reduced from 61 to 57.
3. The new structure has been crucial in delivering approximately £850k of transport savings for ASCH and the Local Bus budget through better planning and integration of services and increased efficiency.

**Reasons for Recommendations**

4. Since August 2014 Fleet Operations have seen growth in both Adult Day Care transport, with two additional vehicles being operated, and a further six vehicles now operating fully integrated services. This had led to an increase in driver numbers (see table below) and the length of the operating day with vehicles now operating between 05:00 and 20:00.

	Full Time Equivalent Posts	Total Number of Drivers
August 2014	57	65
July 2016	65	70
September 2016	70	76

5. The growth and success of Fleet Operations has now reached a level where its ability to respond to changes in the local bus network, further growth in Adult Day Care and integrated transport is now severely limited. Service delivery and reliability is also at risk as a result of the increase in both services and extended drivers hours. A new

Service Level Agreement will shortly be agreed with ASCH which will require an increased level of supervision, support and management to ensure targets are met.

6. The role of Fleet Supervisor is crucial to the effective delivery of the County Council operated transport services, providing training, monitoring and enforcement of safety legislation and customer care. The changes in the Fleet driver workforce has increased the total number of drivers from 65 to 76 through increased part time working and split shifts as well as an increase in Saturday working. Currently there are three Fleet Supervisors with day to day responsibility to manage the drivers, their role also includes delivery of a range of staff driver training programmes (permit to drive, 4X4 driver training) and wheel chair safety training to school staff.
7. It is not intended to recruit to the additional Fleet Driver posts unless an increase in Fleet work requires it. The proposed increase of fleet driver posts will allow for the flexibility to react to short notice changes and increased demand in the future. The additional Fleet Supervisor post will ensure that Fleet services are properly managed and ensures that all safety, customer and user service levels can be achieved.

## **Statutory and Policy Implications**

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

## **Implications for Service Users**

9. The provision of Fleet Operations services enables users to access day care, key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping wherever possible.

## **Human Resources Implications (AN – 01/07/2016)**

10. The Human Resources implications are contained in the body of this report. Appointments to these new posts will be made in line with corporate recruitment policy.

## **Trade Union Comments (BF – 01/07/2016)**

11. The Trade Union has been consulted regarding the proposed changes and supports the recommendations contained within the report.

## **Financial Implications**

12. The proposed increase in staff costs of £23,204 pa for the additional Fleet Supervisor can be contained within the Fleet Operations budget.

## **RECOMMENDATIONS**

It is recommended that Committee:

1. Approve the addition of one new Fleet Supervisor post
2. Approve the addition of six new Fleet Driver posts for future service growth

**Jas Hundal**  
**Service Director**  
**Environment, Transport & Property**

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

**Chris Ward, Manager, Transport & Travel Services**

### **Statutory and Policy Implications**

13. 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.

### **Constitutional Comments (SJE - 30/06/2016)**

14. Subject to consultation with HR and with the recognised trade unions having been undertaken regarding any HR implications arising from the content of this Report (as required by the Authority's Employment Procedure Rules) this decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for approving the relevant departmental staffing structures has been delegated.

### **Financial Comments (DJK - 30/06/2016)**

15. The financial implications are set out in paragraph 12 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.

None.

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

All





**21<sup>st</sup> July 2016**

**Agenda Item: 5**

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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (RUFFORD COUNTRY PARK) (CIVIL ENFORCEMENT – OFF STREET PARKING PLACES) ORDER 2016 (3242)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

1. To consider the objection received in respect of the above Traffic Regulation Order and whether it should be made as advertised. The order being required to enable the effective enforcement of parking charges within the Country Park

### **Information and Advice**

2. Rufford Abbey Country Park is owned and run by Nottinghamshire County Council and functions as a visitor attraction for both residents of Nottinghamshire and visitors to the County. This historic country park contains the remains of a medieval monastery, extensive native woodland, lake and gardens, as well as visitor facilities such as a café and shop. The park is located adjacent to the A614, approximately 2 miles south of Ollerton.
3. The principle of charging for car parking at Rufford Park is well established and charges have been made at the country park for over two decades. These charges are reviewed annually and are influenced by service income targets, and the level to which customers are “price sensitive” in what is increasingly a competitive leisure market, served by other local providers (e.g. National Trust and Forestry Commission). The charges currently consist of either a daily parking fee or an annual charge for a season ticket and are levied on cars and motorcycles; however coaches and minibuses are exempt from the charges. Car parking is chargeable daily throughout the main visitor season (April, or Easter if earlier, to the end of October) and on weekends, bank holidays and Nottinghamshire school holidays during the low season (November to end March, or Easter if earlier). The fees and charges to be made for the Country Parks Service during 2016/17 were approved by Culture Committee in their meeting on 26th January 2016 and remain at the same level as 2015/16.
4. The car parking fee at Rufford Country Park is currently applied by charging drivers on entry to the car park, however this system requires at least three members of staff (to cover both entrances and provide relief for breaks) and does not offer any opportunity to vary the car parking rates. Currently there is a daily charge, which is applied to each eligible vehicle unless the driver has a season ticket. A ‘pay and display’ method of collecting parking fees would enable variable charges to be applied (such as, for example, a lower charge for stays

of 1-2 hours duration). The ability to vary car parking charges offers the opportunity to make shorter visits to Rufford Country Park more attractive, which may increase visitor numbers and potentially turnover in visitor facilities such as the café.

5. As such Nottinghamshire County Council's County Parks Service is proposing the installation of pay and display machines or similar autonomous systems in the public car parks at Rufford Country Park. The savings achieved through staffing costs are expected to offset the investment in the 'pay and display' machines within three years.
6. In order to manage the revised parking arrangement within the Country Park a Traffic Regulation Order is required. This order is required to legally set out formal parking regulations which will apply throughout the park. These will enable Civil Parking Enforcement Officers to issue Penalty Charge Notices, if necessary, for contraventions such as non-payment of charges or parking in undesignated areas. The Order will facilitate the effective enforcement of parking charges within the Park and ensure that parking takes place in appropriate areas, avoiding damage to grassed verges and other areas not suitable for parked vehicles. It will also prevent vehicles from parking in a manner which adversely affects the movement of traffic within the Country Park and reducing or preventing congestion by more effective management of parking. The extent of area where the proposed order would apply is shown on the attached drawing number H/04078/2248/2.
7. The statutory consultation and advertising were carried out between 13<sup>th</sup> April 2016 and 13<sup>th</sup> May 2016. The document packages were held at Ollerton Library and County Hall with copies of the notice erected at a number of locations in the area.

## **Objections Received**

8. During the advertisement period one response was received, which is considered to be an outstanding objection to the scheme proposal. As a formal decision of Rufford Parish Council this objection must be reported to Nottinghamshire County Council's Transport & Highways Committee, in line with the procedures agreed in the Transport & Highways Committee Report "Objections to Permanent Traffic Regulation Orders" dated 12th July 2012.
9. Objection – Rufford Parish Council  
Rufford Parish Council objected to the Order on the basis that a Pay and Display system, whilst it may work at normal times, would not be effective at busy weekends and bank holidays because it would not monitor and control the volumes of traffic entering the park. In addition the Parish Council members consider that the introduction of Pay and Display would increase on-street parking, particularly on May Lodge Drive and Rufford Lane, caused by visitors to the park trying to avoid paying parking fees.

### Response – Rufford Parish Council

The Country Parks Service recognises the importance of proactively managing parking at Rufford Country Park to both protect vulnerable parkland and facilitate the unobstructed movement of vehicles within the park. At times of high visitors' demand for parking, such as at bank holidays or special events, car parking will continue to be managed by the current 'pay on entry' system; with staff actively managing vehicle numbers. The payment collection mechanism being used on each day will be clearly signed.

The method of collection of car parking charges ('pay and display' or similar system, rather than 'pay on entry') is not expected to affect visitors' behaviour in terms of increasing numbers seeking to avoid the charges. The potential opportunity to offer a range of car parking prices in future, more closely aligned to visitors' length of stay is expected to make parking within the park more attractive.

## **Other Options Considered**

10. Other options considered relate to the extents of the area to which the Order would apply. The decision to apply the order to the whole park reflects the need to manage parking patterns to ensure the safe operation of roads within the park and the avoidance of damage to parkland.

## **Comments from Local Members**

11. County Councillor John Peck did not comment on the proposals.

## **Reason for Recommendation**

12. The recommendations represent the most appropriate way to effectively and pro-actively manage car parking within the park to reduce costs to the service and offer the potential for more flexible pricing strategies in the future.

## **Statutory and Policy Implications**

13. 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**

14. The installation of an autonomous system to collect car park charges, is estimated to cost in the region of £60,000 and would be funded through the Country Parks Service car parking revenue budget for Rufford Country Park. The cost of implementing the Traffic Regulation Order, including signing, is estimated at £1,000 and will be funded from the same budget.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

It is **recommended** that:

The Nottinghamshire County Council (Rufford Country Park) (Civil Enforcement – Off Street Parking Places) Order 2016 (3242)

be made as advertised and objector notified accordingly.

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

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

Neil Hodgson, Head of Consultancy Via East Midlands Ltd.

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

Helen R North – Improvements Manager Tel: 0115 977 2087

## **Constitutional Comments (SLB 19/05/16)**

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

## **Financial Comments (RWK 19/05/2016)**

17. The financial implications are set out in paragraph 14 of the report.

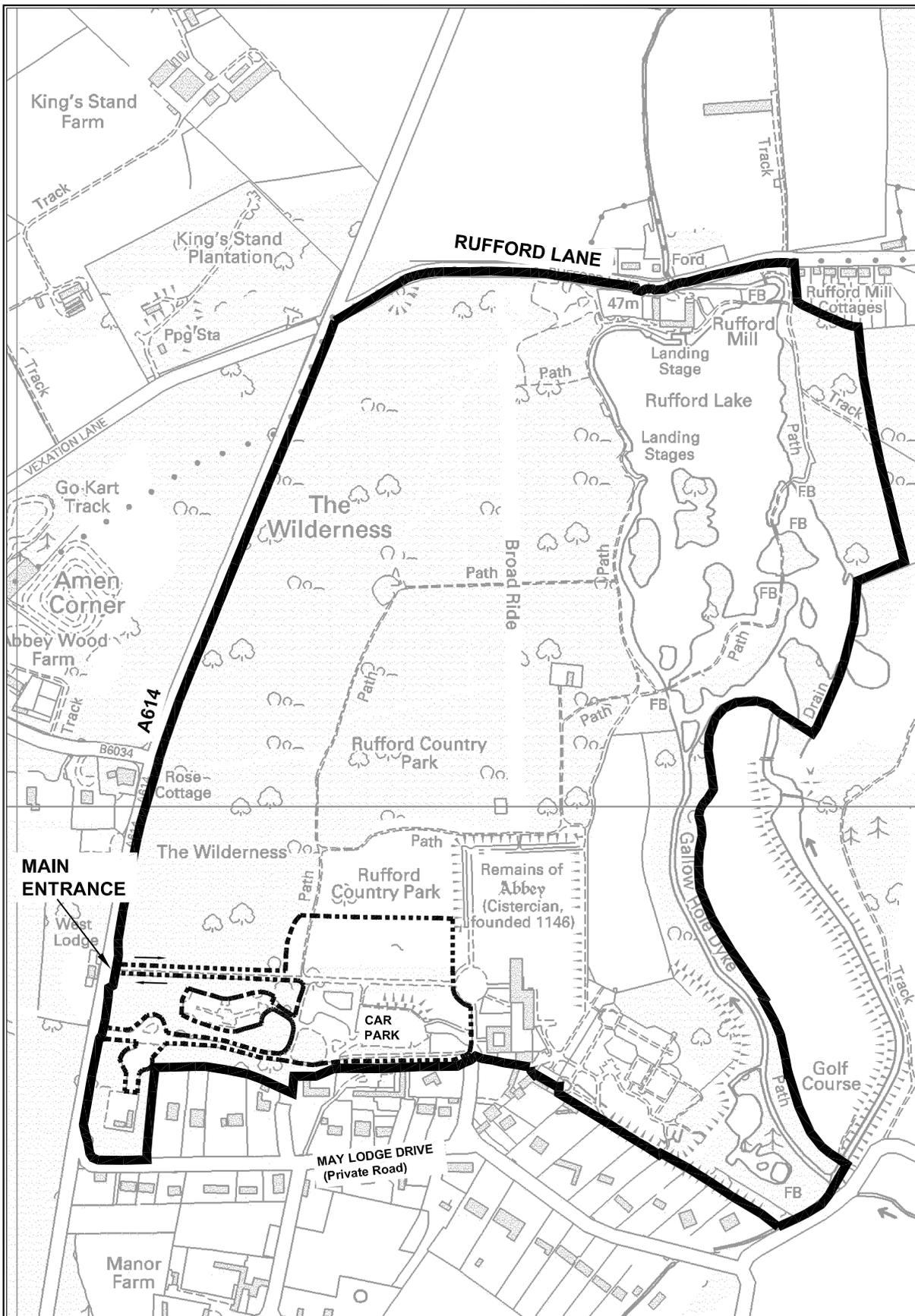
## **Background Papers**

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

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

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

Rufford ED                      County Councillor John Peck



## KEY

-  Park Boundary
-  Car Park Boundary

**Nottinghamshire County Council**

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

Project		Proposed Car Park Order		Drawn	Date
				SLW	July '16
Property No.		Project No.		Ch'kd	Date
				HRN	July '16
Title		Rufford County Park		Auth	Traced
		Page 15 of 30			Scale
					N.T.S.
Drawing No.		H/04078/2248/2			Rev



**REPORT OF REPORT OF CORPORATE DIRECTOR, PLACE****PROPOSED BUS STOP CLEARWAY (BLAKE ROAD, STAPLEFORD)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objections received in respect of the above proposed bus stop clearway and whether the bus stop clearway should be implemented.

**Information and Advice**

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve public transport.
3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
  - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
  - Ease congestion as a correctly aligned bus will not block the road for other road users;
  - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
  - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
  - Ensure that bus services operate on time and are not delayed.
4. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation. At the Transport and Highways Committee report on 11th September 2014 it was agreed that outstanding objections received in respect of bus stop clearways will be reported to the Service Director for Highways or, where 3 or more objections are received from separate households, to Transport & Highways Committee for their consideration.

5. Blake Road is a residential road, located near to Stapleford town centre, which comprises both detached and semi-detached properties with off-street parking. The proposed clearway is for a bus stop (ref BR0480) located approximately 150m from the junction of Toton Lane. In 2013, Nottinghamshire County Council received a request for improvements at this stop to assist a disabled user accessing bus services at this location. At the time and in response the County Council proposed to install a bus stop clearway to prevent obstructive parking. Consultation was undertaken with affected residents in 2013, several residents objected and it was decided to postpone the installation pending a review period.
6. Over the next two years bus access to the stop was monitored; which included reports from NottsBus (the service operator). These confirmed the bus stop continued to be regularly obstructed by parked vehicles.
7. As a result of obstructive parking preventing buses accessing the bus stop Nottinghamshire County Council is proposing to introduce a bus stop clearway (Mon – Sat, 7am – 7pm) to remove parked vehicles from the bus stop. The consultation took place between 28th April 2016 and 23rd May 2016 and the attached drawing H/04078/2265/01 represents the advertised proposals.

## Responses received

A total of six responses were received to the consultation, five of which were are considered to be objections to some or all of the proposals.

### 8. Objection – why is a clearway required?

A common theme to all of the objections received during the consultation was that the respondents questioned either the need for a clearway or for the bus service.

#### Response – why is a clearway required?

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. This stop (ref BR0480) has been identified by passenger transport services as one that suffers from habitual parking. Not all stops along a particular route may experience problems with parked vehicles and so not all stops will be treated with clearways.

The bus stop is used by two scheduled bus services (one of which links to the NET tram park and ride site), which operate throughout the day, offering sustainable transport choices to local residents, not all of whom have access to a private car. Data from the 2011 census shows that in both Broxtowe and Ashfield over a fifth of households (21.6% and 23.7% respectively) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%. In order for public transport to be an attractive option services must be accessible and function effectively and reliably.

### 9. Objection – times of operation of the clearway

Two objectors also questioned the duration of the proposed clearway restriction and considered that it should be reduced to more tightly reflect the times of operation of the service.

#### Response – times of operation of the clearway

Nottinghamshire County Council typically implements only two types of clearway; either 24hrs or 12hrs (7a.m. to 7 p.m.), in force on each day a service operates. However, in response to the comments received during the consultation it is proposed to alter the

proposed hours of operation to more closely reflect the current operational hours of the bus service. The stop is used by services from 09:50 until 18:28 Monday to Saturday and as such the revised times of operation of the clearway are proposed as 09:30 a.m. to 7.00pm Monday to Saturday, shown on the attached drawing H/04078/2265/02 .

10. Objection – loss of on-street parking availability

A common theme to the objections was that the respondents viewed the bus stops as available kerbspace to park private vehicles and so objected to the loss of on-street parking and potential parking migration.

Response – loss of on-street parking availability

The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

The affected properties have off-street parking provision and unrestricted on-street parking is available elsewhere on the road, offering alternative on-street parking locations for additional vehicles and visitors without obstructing the bus stop. The proposed times of operation for each clearway has been modified to reflect the days and times of the buses which service that stop.

11. Objection – location of the proposed stop

Two objectors also questioned the location of the stop and consider that it should be moved to another location or not used, as they believed a 'hail and ride' system was in use.

Response – location of the proposed stop

The bus does not operate using a hail and ride system, but has used this system in the vicinity of Blake Road when it is unable to access the bus stop. Safeguarding unrestricted access to the bus stop and the raised kerb facility will enable all passengers to benefit from the raised kerb boarding point which is a significant aid to disabled or elderly passengers and passengers with push chairs.

The request to move the bus stop south-west along Blake Road opposite number 76 would move it approximately 80m and result in it being within 100m of the next bus stop. This is well below the minimum distance between which bus stops are best located and means passengers further along Blake Road would have further to walk to catch their bus. It is considered that the current stop is located at the most appropriate point for the safe operation of the service and most equitable distribution of stops.

## **Other Options Considered**

12. Other options considered relate to the length of time and number of days that the bus stop clearway is in force. The demand for on-street parking is recognised and so it is proposed to reduce the restrictions to the minimum required to ensure the safe operation of the bus stop by reducing the hours of operation to 9½ hours; significantly below either of the standardised durations of operation (i.e. 24hrs / 12hrs) otherwise used across the County.

## **Comments from Local Members**

13. Local County Councillor Jacky Williams asked that the objections raised by her constituents be considered. No comments on the proposals were received from County Councillor Stan Heptinstall.

## **Reasons for Recommendations**

14. The measures contained in the proposed clearway restriction are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers, the County Council's network management duty and safety concerns. The times of operation have been amended to reflect the hours of service operation and the proposals will assist the safe and effective operation of local bus services.

## **Statutory and Policy Implications**

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

## **Financial Implications**

16. The scheme is being funded through the 2016/17 Local Transport Plan Bus Improvements capital budget and the cost is estimated at £1,000.

## **Crime and Disorder Implications**

17. Nottinghamshire Police made no comments on the proposals.

## **RECOMMENDATION/S**

It is **recommended** that:

The bus stop clearway proposed at stop (ref. BR0480) be implemented with a revised time of operation (Monday – Saturday 9.30a.m. to 7.00 p.m.) and the objectors informed accordingly

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

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

Neil Hodgson, Head of Consultancy Via East Midlands Ltd.

### **Constitutional Comments (SJE – 24/06/2016)**

18. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to both traffic management and road safety, and the provision of passenger transport services, including bus initiatives, has been delegated.

### **Financial Comments (GB – 24/06/2016)**

19. The financial implications are set out in paragraph 16.

## **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, Fox Road, West Bridgford, Nottingham.

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.

Reports:

Proposed Change to the Process of Managing Objections to Bus Stop Clearways  
(Transport & Highways Committee, 11<sup>th</sup> September 2014, Agenda Item 5)

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

Bramcote and Stapleford ED	Councillor Stan Heptinstall
Bramcote and Stapleford ED	Councillor Jacky Williams





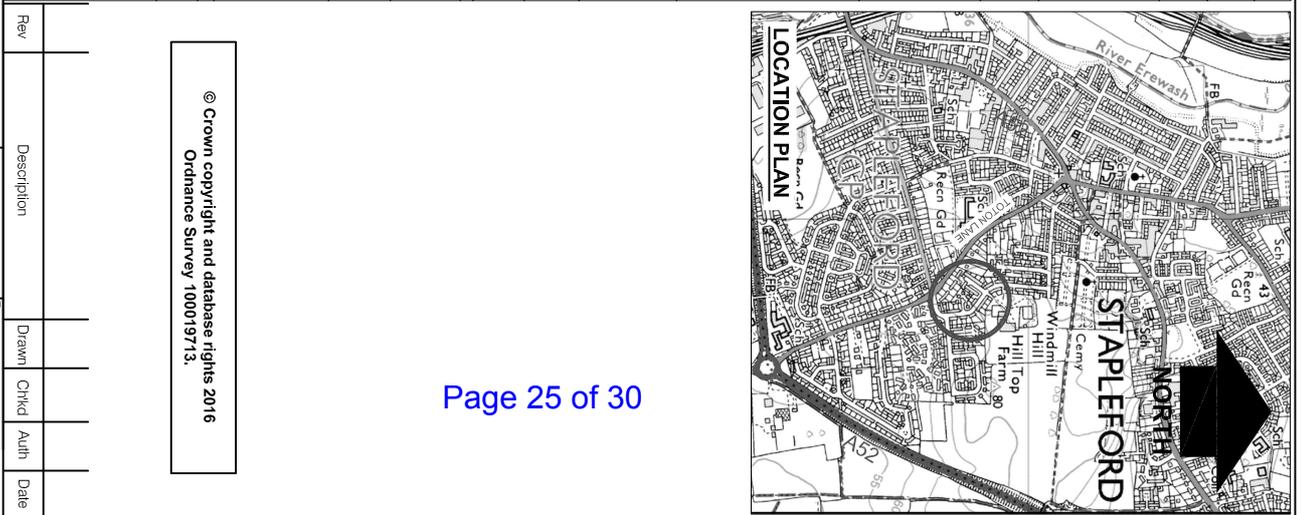
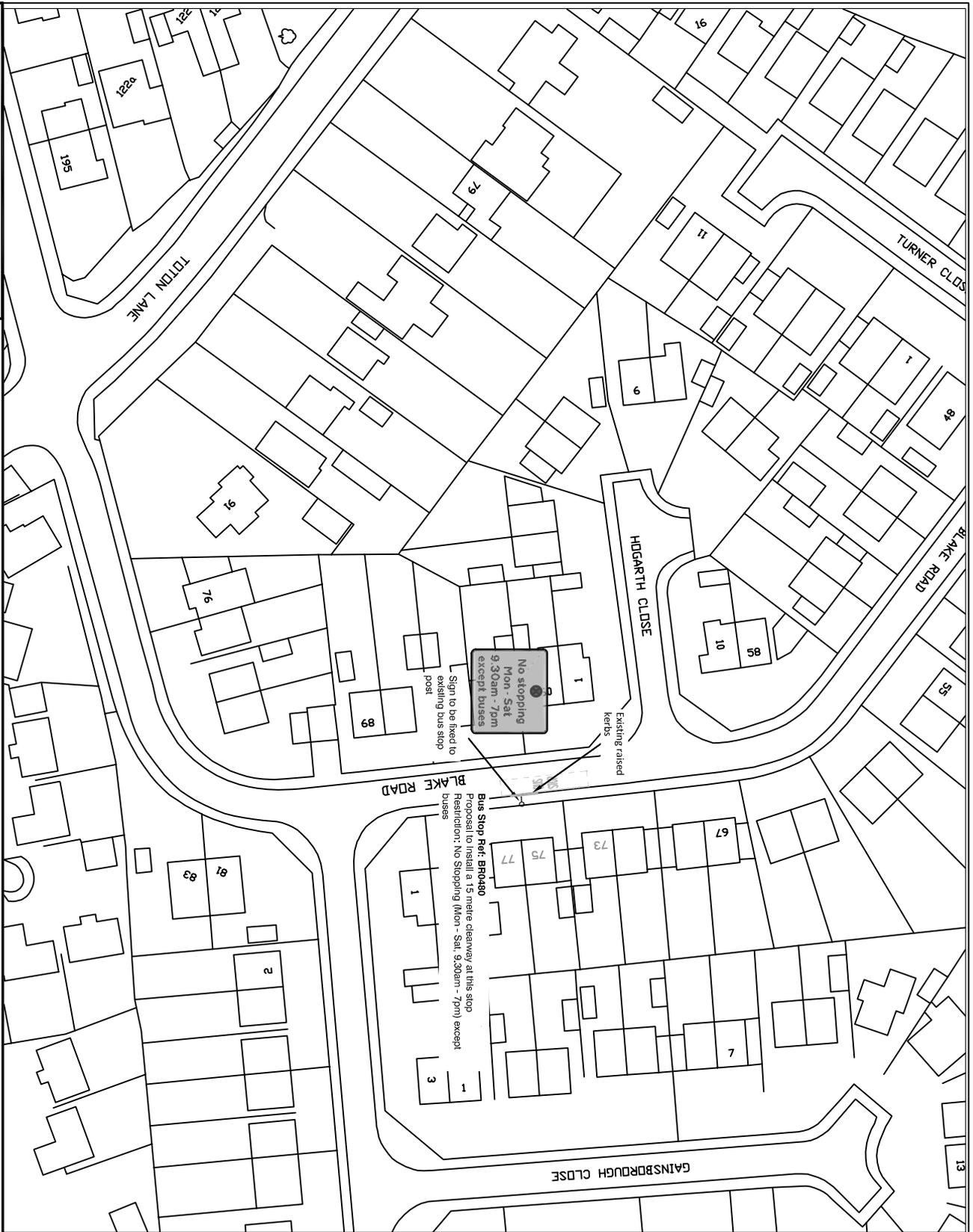




**Nottinghamshire  
County Council**

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

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Ordnance Survey 100019713.

Project: **Blake Road, Stapleford** Bus Stop BR0480

Property No. \_\_\_\_\_ Project No. \_\_\_\_\_

Title: **Proposed Bus Stop Clearway Mon to Sat 9.30am - 7 pm**

Drawing No. **H/04078/2265/02**

Rev	Description	Drawn	Chkd	Auth	Date

SLW  
June '16

Auth  
Traced  
Scale  
1:1000





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

**Purpose of the Report**

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

**Information and Advice**

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

**Other Options Considered**

6. None.

**Reason/s for Recommendation/s**

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

## **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**

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

**Jayne Francis-Ward**  
**Corporate Director, Resources**

**For any enquiries about this report please contact: Pete Barker x 74416**

## **Constitutional Comments (HD)**

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

## **Financial Comments (NS)**

10. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

## **Background Papers**

None.

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

All

## TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
<b>21 September 2016 at 2pm</b>	<b>(rearranged from 22 September)</b>			
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Chris Ward	Chris Ward
Rights of Way Management Plan	Approval of plan	Decision	Neil Lewis	Neil Hodgson
Tree Management Plan	Approval of plan	Decision	Neil Hodgson	Neil Hodgson
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 October 2016</b>				
Passenger Transport	Acton plan	Info	Chris Ward	Jas Hundal
Winter Maintenance Plan	Approval of plan	Decision	Gary Wood	Neil Hodgson
NET Extension	Update report	Info.	Neil Hodgson	Neil Hodgson
Highways Performance Report	Quarterly Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Ilkeston Rd/Melbourne Rd, Stapleford – Prohibition of Waiting TRO	Report of objections	Decision	Mike Barnett	Neil Hodgson

<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>
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various