

## Transport and Highways Committee

Thursday, 09 January 2014 at 10:30

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

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### AGENDA

- |    |  |         |
|----|--|---------|
| 1  | Minutes of the last meeting held on 28 November 2013   | 5 - 8   |
| 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  | Mansfield Bus Station and Mansfield Centre Quality Bus Partnership   | 9 - 24  |
| 5  | Transport and Travel Services Structure  | 25 - 40 |
| 6  | Abbey Road and Marlborough Road Junction Beeston   | 41 - 46 |
| 7  | Hucknall Town Centre Improvement Scheme  | 47 - 54 |
| 8  | Bus Lane Enforcement Nuthall Bus Gate  | 55 - 64 |
| 9  | High Speed 2 Rail Network  | 65 - 76 |
| 10 | Arthur Mee Road and Wellspring Dale Stapleford TRO   | 77 - 82 |
| 11 | Bingham Town Centre/Market Street One Way TRO  | 83 - 94 |

12	Calverton Lambley Woodborough Area TRO	95 - 102
13	Church Lane/Main Street Harworth TRO	103 - 108
14	Petitions Responses	109 - 116
15	Work Programme	117 - 122

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.

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact Ruth Rimmington (Tel. 0115 9773825) or a colleague in Democratic Services prior to the meeting.

(4) Members are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

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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.

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## minutes

Meeting	TRANSPORT AND HIGHWAYS COMMITTEE
Date	28 November 2013 (commencing at 10.30 am)

### Membership

Persons absent are marked with 'A'

### COUNCILLORS

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

	Roy Allan	Stephen Garner
	Andrew Brown	Colleen Harwood
	Richard Butler	Richard Jackson
	Ian Campbell	Michael Payne
A	Steve Carr	
	Ex-officio (non-voting)	
A	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  
Jas Hundal, Service Director, Transport Property and Environment  
Mark Hudson, Environment and Resources Department

### MINUTES

The minutes of the last meeting held on 31 October 2013 were confirmed and signed by the Chairman.

### APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Carr (personal)

### DECLARATIONS OF INTEREST

None

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

### **RESOLVED 2013/085**

That the report setting out the changes to the supported and local and bus service networks is noted.

## **PERFORMANCE REPORT – TRANSPORT AND TRAVEL SERVICES**

### **RESOLVED 2013/086**

That the Transport and Travel Services performance report be noted.

## **NOTTINGHAM CITY 20 MPH SPEED LIMITS.**

### **RESOLVED 2013/087**

1. That the proposed implementation of 20 mph speed limits on selected County roads in the Nuthall area as shown in appendix A be approved.
2. That the proposed implementation of 20 mph speed limits on selected County roads in the Arnold area as shown in appendix B be approved.
3. That the proposed implementation of 20 mph speed limits on selected County roads in the Bramcote area as shown in appendix C be approved.

## **PERFORMANCE REPORT - HIGHWAYS**

### **RESOLVED 2013/088**

That the Highways Services performance report be noted.

## **WORK PROGRAMME**

### **RESOLVED 2013/089**

That the work programme be noted it was also noted that a Nuthall Bus Gate Report will be presented to the Committee on the 9 January 2014

The meeting closed at 10.55 am.

**CHAIRMAN**





9 January 2014

Agenda Item:

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

**MANSFIELD BUS STATION AND MANSFIELD TOWN CENTRE STATUTORY  
QUALITY BUS PARTNERSHIP – BUILDING ON THE SUCCESS**

**Purpose of the Report**

1. To provide an update on Mansfield Bus Station since its opening in March 2013.
2. To provide an update on the Mansfield Town Centre Statutory Quality Bus Partnership (SQBP) scheme.
3. To seek approval for the development of further SQBP's or Voluntary Quality Bus Partnerships (VQBP) to add value to the County Council's investment in the new Worksop Bus station and the completion of the Bus/Tram interchange in Beeston.

**Information and Advice**

4. Mansfield Bus Station opened in March 2013 and has been warmly received by local residents and the surrounding area. A recent survey of passengers using the bus station reported that:
  - 42% use the new bus station more than at the old bus station,
  - 88% believe the location is better
  - 93% rate the bus station's appearance and cleanliness as good or very good.
5. A peer review was carried out this summer by South Yorkshire Passenger Transport Executive, of which the highlights were:
  - First impressions are very positive with a bright, spacious and clean facility
  - Excellent electronic information provision (passenger information displays (PIDS) at stands and main PID screen)
  - Good specification of toilet furniture to hotel standards
  - Good seating specification

- Very informative customer service desk which is well located for passenger use
  - On the whole, a good facility, well-furnished and inviting
  - New fully accessible buses were noted
6. Bus operators have been very positive about the operation of the new bus station and the facilities provided for their customers and staff.
  7. Mansfield District Council, our project and management partners, have also during Steering Group meetings provided positive feedback on the operation and management of the Bus station by the County Council.
  8. Catering and Facilities Management (CFM) have provided a strong team of Customer Service Operatives and Cleaners and deliver an excellent support service.
  9. The Travel Information Centre is a well visited facility offering travel planning, inter-urban coach and local bus tickets for sale as well as general information on the bus station and the surrounding area. Ticket sales have risen steadily month by month with projected turnover exceeding original estimates by 32%.
  10. The two retail units have now been let, one to the Spar who report healthy sales and the second to a not-for-profit catering venture offering employment and training to adults with learning difficulties, which is proving very popular and is being very well used.
  11. The lessons learnt from the delivery and management of the Mansfield bus station will be used for the provision and service to be provided at the new Worksop bus station to be opened in Spring 2015. This includes partnership working with bus operators, the District Council and consultation with local residents.

### **Mansfield Statutory Quality Bus Partnership (SQBP)**

12. The formulation of a Statutory Quality partnership was approved in January 2012 and on the 6<sup>th</sup> May 2013 Mansfield's Statutory Quality Bus Partnership came into operation. This has achieved improvements to the town centre infrastructure, the highway, vehicle quality and bus service information including:-
  - Investment by the County Council of £9.11M including the bus station
  - 24 new or refurbished bus stops and shelters in Mansfield. The shelters have clear timetable and bus service maps, providing passengers with additional journey planning and way finding information.
  - 14 bus stops that are real time enabled to take away some of the uncertainties related to bus travel.

- Bus stop clearways at all stops which improve accessibility to the bus stops and prevents services being delayed.
  - Targeted parking enforcement in the area to ensure bus accessibility to the Town Centre is improved and to improve reliability of bus services.
  - Four bus lanes have been refreshed, which are legally enforceable, which improve journey times and reliability.
  - Investment of £4.8 million by the bus operators in vehicles as a direct result of the SQBP.
  - Vehicles meeting a minimum of Euro 3 emission standards and the provision of enhanced cleaning and customer care offers.
  - The fitting of real time to Trentbarton vehicles, Stagecoach have indicated that real time will be rolled out across their fleet in the very near future.
13. Operators are reporting a projected patronage growth of 2% in the first year of operation.
14. A recent survey of bus services departing Mansfield Bus Station has shown a punctuality improvement of 2.7% due to the new location and management of traffic flows.

**Development of SQBP or Voluntary Quality Bus Partnerships (VQBP) for Beeston Interchange, Worksop Bus Station and their Town Centres**

15. The difference between a SQBP and VQBP is that the former is a local agreement which commits each partner to implement its part of the service improvements, deliver the funding and meet the timescales. The SQBP also ensures that the agreed standards are met and prevents substandard services being provided. The VQBP depends on voluntary participation and does not guarantee delivery of the desired improvements.
16. It is hoped that the bus operators agree to a SQBP for both the Beeston and Worksop schemes.
17. At the end of 2014 or Spring 2015 there will be a new tram/bus interchange in Beeston Town Centre and a new bus station in Worksop Town centre which will be a catalyst for the reconfiguration and improvement of local bus services in both areas, promoting access to key services and job opportunities. It is imperative that the buses that use these new facilities, and adjacent bus infrastructure is comparable, to create a high standard of provision within both town centres and add value to public sector investment.
18. The new tram/bus interchange in Beeston Town Centre will provide 6 Bus Stops which is one less than at present. Bus operators have indicated that the level of services is unlikely to significantly change. The new interchange will need to be effectively managed by the County Council to ensure it is used

efficiently, minimises any conflicts between bus and tram and protects passenger safety. On-going discussions are being held with Broxtowe Borough Council and the bus operators to determine the final interchange provision for bus services when the tram commences operation in late 2014.

19. To achieve these quality and service standards it is proposed that a formal SQBP or VQBP for Beeston and Worksop, within the provisions of the Transport Act 2000, is considered to achieve the following objectives:
  - Enhance bus services and infrastructure.
  - Improve the quality of local bus services by restricting the use of bus stops within a defined area to those buses that meet prescribed quality standards i.e. fully accessible buses with a minimum emissions standard of Euro 3.
  - To enable bus operators to meet the Traffic Commissioner requirements for bus service reliability and punctuality.
  - To facilitate an increased modal share for public Transport in line with Local Transport Plan and sustainability objectives.
  - To increase passenger growth and assist with traffic congestion.
  - To improve customer experience, this will be achieved through the promotion of bus travel, information improvements (including electronic information), integrated ticketing and new vehicles. Studies show that real time improvements alone can bring a 2% increase in passenger journeys.
  - To manage the Beeston bus/tram interchange, with a slot booking system to improve bus service reliability and punctuality.
20. This approach in Mansfield has been very successful as outlined earlier in the report and the operators continue to support the SQBP in Mansfield Town Centre and the benefits it brings to customer satisfaction and passenger growth.
21. The SQBP schemes would come into effect once the new tram/bus interchange and Worksop bus station are opened. These agreements will be valid for 5 years with a view to extending them if agreed with the operators. It is proposed to enter into formal consultation with the bus operators so that agreements can be in place when the new facilities become operational.

### **Quality Standards**

22. The quality standards will be similar to those established for the Mansfield SQBP and discussions with the bus operators and District/Borough Councils are ongoing.
23. The quality standards for vehicles within the proposed SQBP/VQBP will include minimum emission standards for vehicles, accessible buses and minimum driving qualifications and training.
24. The bus infrastructure will be maintained to high quality standards, bus station staff where applicable trained to a comparable qualification level as bus drivers and parking and bus priority measures enforced.

## **Financial Implications**

### **Beeston Town Centre**

25. The scheme area will centre on the new tram/bus interchange and include bus stops in the main shopping areas of Beeston and Chilwell High Road. The scheme will extend to the South West to include upgraded public transport information facilities at Beeston Railway Station. The scheme is currently provisional with the outcome being determined by the location of the bus interchange. A map of the scheme area is Appendix 1.
26. To improve the bus stops, review bus priority measures, introduce a slot booking system to manage the bus stops, implement camera enforcement this will require £73.5K of LTP funding which will be met from the 2014/2015 provision, a breakdown is shown at Appendix 2.
27. Additional revenue costs of £10K a year to improve the cleaning and maintenance regime, energy costs, CCTV monitoring and enforcement will be met from existing funding.

### **Worksop Town Centre**

28. This scheme area will centre on Worksop Town extending from the Market Place in the south to North Notts. College and from Newcastle Avenue in the west to Memorial Avenue in the east as shown in Appendix 3.
29. To improve bus stops priority measures and enforcement will require £35.1K of LTP funding, a breakdown is shown at Appendix 4. The costs are less for this scheme because a number of bus stops in the area have recently been improved.
30. Additional revenue costs of £10K to improve the cleaning and maintenance regime, energy costs CCTV monitoring and enforcement will be met from existing funding.

### **Other Options Considered**

#### **Do nothing - No SQBP or VQBP**

31. Missed opportunity to build on the success of Mansfield SQBP and miss a one off opportunity to bring public transport in Beeston and Worksop up to a similar standard as Mansfield Town centre.
32. Bus passenger waiting and information facilities may not be upgraded to match the improvements being offered by the new tram service.
33. In Beeston a restricted number of stopping places and a large number of bus departures each hour will make it challenging to manage use of the bus/ tram

interchange. Without an enforceable departure slot booking system it will not be possible to control bus movements leading to traffic conflicts at the interchange. This may also compromise passenger safety.

### **Do minimum**

34. Upgrades could be minimised within the defined areas but would not be comparable with other facilities provided by the County Council.
35. The bus operators do not invest in service and vehicle improvements to the same level as expected, which equated to over £4.8m in Mansfield.

### **Statutory and Policy Implications**

36. 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 Sustainability and the Environment**

37. The Mansfield example has demonstrated that investment in passenger facilities and information provision coupled with operator investment in vehicles will encourage more people to use public transport thus reducing car use, congestion, CO2 emissions, NOX and particulates.

### **Implications for service users**

38. The Scheme will significantly improve bus services and facilities, ensure access for all users and provide a safe waiting environment.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Note the Mansfield Bus Station and Mansfield Town Centre SQBP update
- 2) Approve the commencement of consultation on the introduction of SQBPs or VQBP in the Beeston and Worksop Town Centres.
- 3) Approve the use of LTP funds £108.8K to support the implementation of the SQBP/VQBP schemes in Beeston and Worksop Town centres; in addition to £20k of ongoing revenue funding from existing budgets.

**Mark Hudson,**  
**Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:  
Mark Hudson, Group Manager, Transport and Travel Services or  
Pete Mathieson, Team Manager, Passenger Transport and Development**

**Constitutional Comments (SHB.16.12.13.)**

39. Committee have power to decide the Recommendation.

**Financial Comments (TR 19.12.13)**

40. The financial implications are contained within 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.

**Electoral Members and Affected**

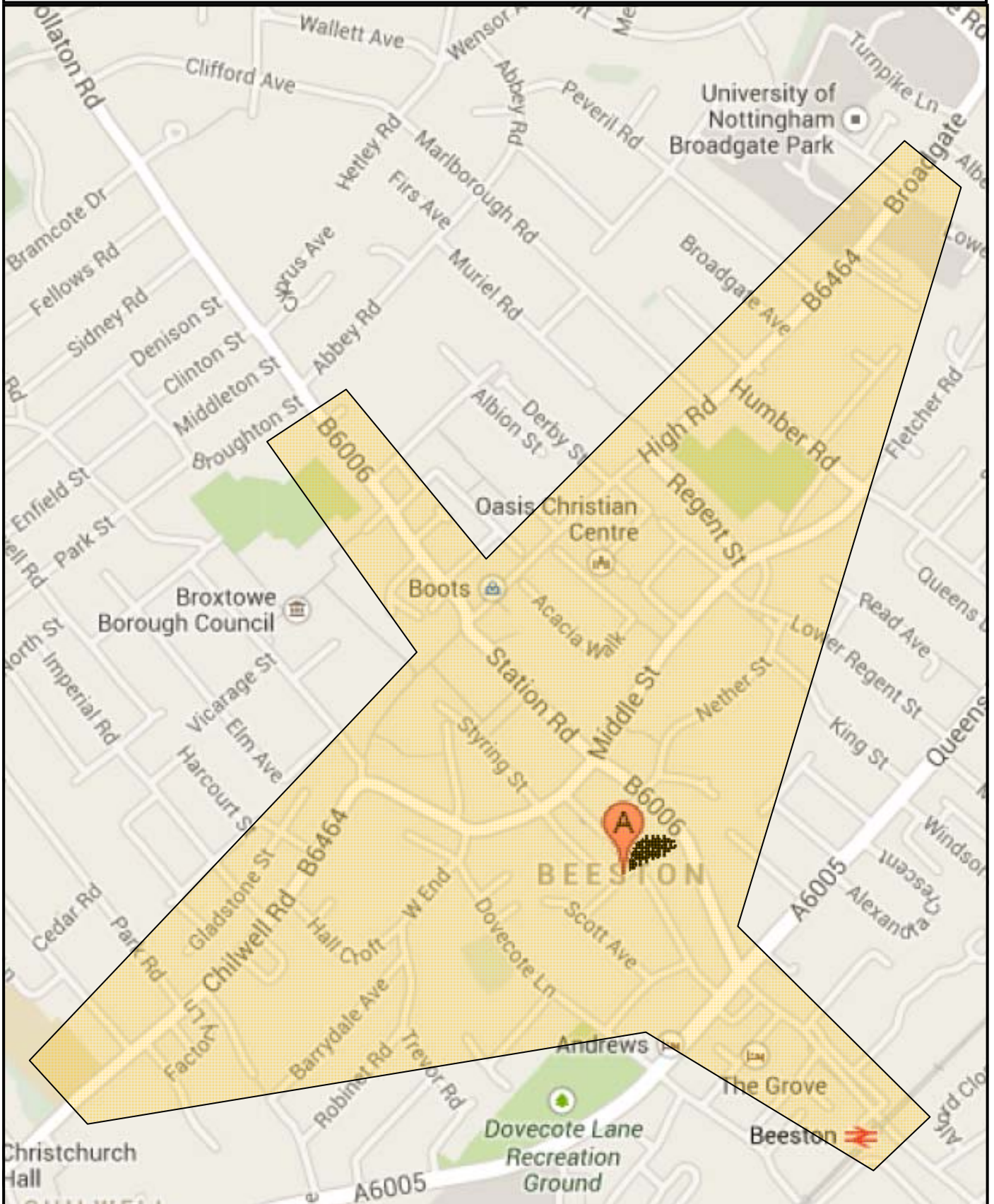
All Beeston/Chilwell Members  
All Worksop Members





# Beeston Town SQBP Area

Note: The tram/bus interchange is to be sited between Styring Street and Chilwell Road





TOWN / LOCALITY	STOP REF	STOP NAME	STREET	Misc. Works	Shelter	Raised kerb	Clear way	Real time unit	Re-furb glass	Total
Beeston	BR0456	Linden Grove	Station Road							
Beeston	BR0457	Linden Grove	Station Road							
Beeston	BR0278	Queens Road	Station Road							
Beeston	BR0279	Queens Road	Station Road							
Beeston	BR0473	Nether Street	Station Road							
Beeston	BR0254	Middle Street	Middle Street							
Beeston	BR0213	Middle Street	Middle Street							
Beeston	BR0241	Resource Centre	Middle Street							
Beeston	BR0527	Marlborough Road	High Road							
Beeston	BR0523	Humber Road	Humber Road							
Beeston	BR0526	Humber Road	Broadgate							
Beeston	BR0524	Satthouse Lane	Broadgate							
Beeston	BR0525	Satthouse Lane	Broadgate							
Beeston	BR0363	Wilkinson Avenue	Wollaton Road							
Beeston	BR0331	Wilkinson Avenue	Wollaton Road							
Beeston	Br0061	The Poplars	Wollaton Road							
Beeston	BR0521	Police Station	Middle Street							
Beeston	BR0522	Police Station	Middle Street							
Beeston	BR0095	Collin Street	Chilwell Road							
Beeston	BR0096	Wilmot Lane	Chilwell Road							
Beeston	BR0097	Wilmot Lane	Chilwell Road							
Beeston	BR0080	Central College	High Road							
Beeston	BR0081	Central College	High Road							
<b>Total Infrastructure</b>										<b>£33,000</b>
Traffic Regulation Orders/Parking Enforcement										£17,000
Legal costs										£5,000
Contingency										£5,000
<b>Total associated costs</b>										<b>£27,000</b>
Project management costs										£13,500
<b>Overall scheme cost</b>										<b>£73,500</b>

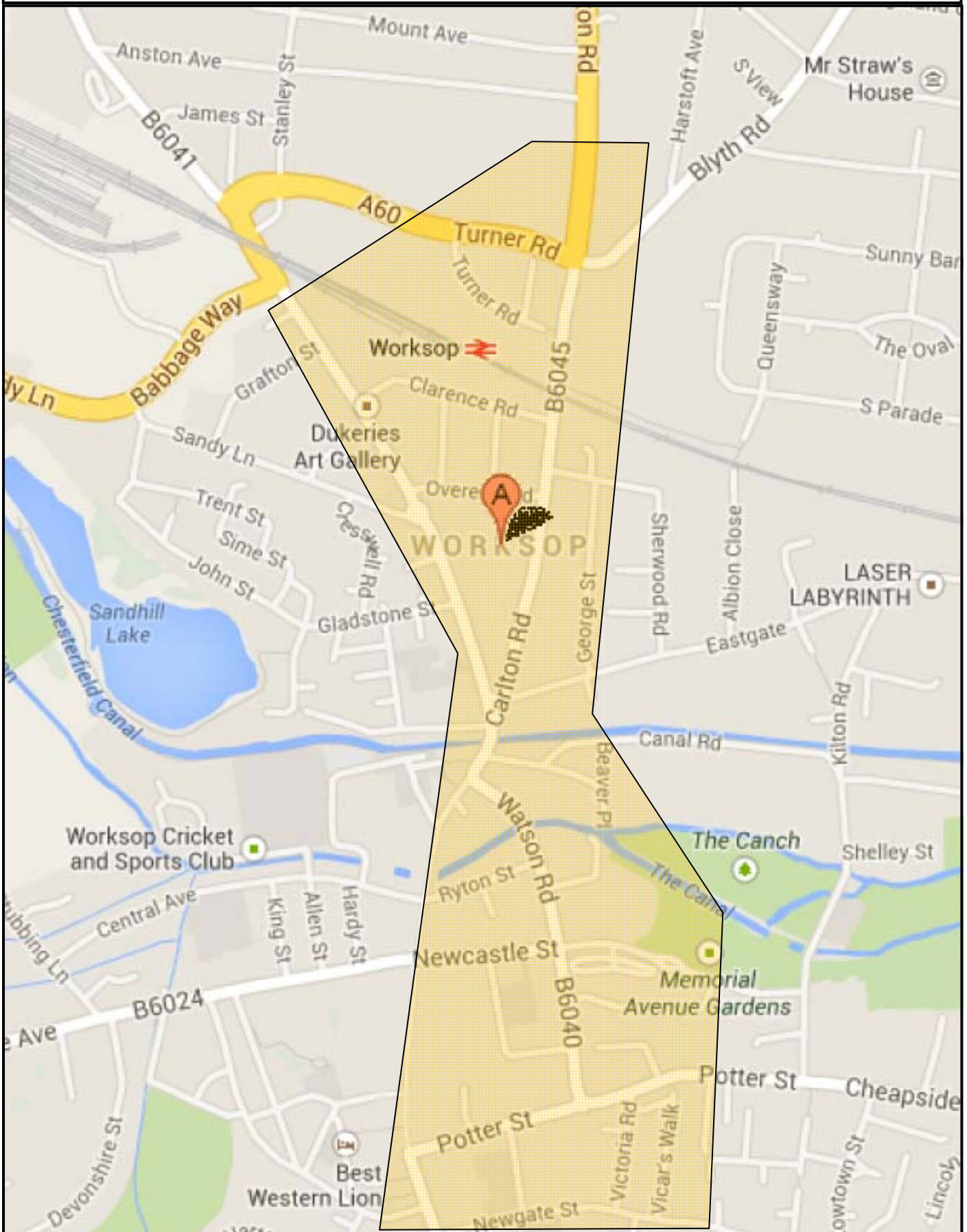
**Revenue costs**

Additional shelter cleaning (on cleaning contract rate)	£260
GPRS charges for real time units	£480
Maintenance and repair costs	£2,000
Energy costs 4 units @ £65 p.a.	£260
Additional monitoring costs	£4,000
Information provision	£3,000
<b>Total additional annual revenue costs</b>	<b>£10,000</b>



# Worksop Town SQBP Area

Note: The new bus station is to be sited at the junction of Newcastle Street and Watson Road





TOWN / LOCALITY	STOP REF	STOP NAME	STREET	Misc. Works	Shelter	Raised kerb	Clear ways	Real time unit	Re-furb glass	Total
Worksop	BA0472	Mayfair Centre	Newgate Street							
Worksop	BA0008	Market Place	Bridge Street							
Worksop	BA0009	Town Hall	Potter Street							
Worksop	BA0441	Victoria Road	Potter Street							
Worksop	BA0784	Victoria Road	Potter Street							
Worksop	BA0355	Library	Memorial Avenue							
Worksop	BA0719	Library	Memorial Avenue							
Worksop	BA0596	ASDA	Watson Road							
Worksop	BA0353	Newcastle Avenue	Newcastle Avenue							
Worksop	BA1057	Newcastle Avenue	Newcastle Avenue							
Worksop	BA0579	Watson Road	Watson Road							
Worksop	TBA	Watson Road	Watson Road							
Worksop	BA0262	George Street	George Street							
Worksop	BA0254	George Street	George Street							
Worksop	BA0011	Victoria Square	Gateford Road							
Worksop	BA0532	St John's Church	Gateford Road							
Worksop	BA0594	Overend Road	Gateford Road							
Worksop	BA0581	Cambria Terrace	Gateford Road							
Worksop	BA0574	Cambria Terrace	Gateford Road							
Worksop	BA0019	Miners Welfare	Carlton Road							
Worksop	BA0676	Miners Welfare	Carlton Road							
Worksop	BA0576	Railway Station	Carlton Road							
Worksop	BA0018	Railway Station	Carlton Road							
Worksop	BA0017	North Notts College	Carlton Road							
Worksop	BA0016	North Notts College	Carlton Road							
Worksop	BA0292	North Notts College	Blyth Road							
Worksop	BA0293	North Notts College	Blyth Road							
<b>Total Infrastructure</b>										<b>£15,000</b>
Traffic Regulation Orders/Parking Enforcement										£3,600
Legal costs										£5,000
Contingency										£5,000
<b>Total associated costs</b>										<b>£13,600</b>
Project management costs										£6,500
<b>Overall scheme cost</b>										<b>£35,100</b>

**Revenue costs**

Additional shelter cleaning (on cleaning contract rate)	£170
GPRS charges for real time units	£120
Maintenance and repair costs	£2,000
Energy costs 11 units @ £65 p.a.	£210
Additional monitoring costs	£4,000
Information provision	£3,500
<b>Total additional annual revenue costs</b>	<b>£10,000</b>





**9 January 2014****Agenda Item:****REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND  
ENVIRONMENT****TRANSPORT AND TRAVEL SERVICES STRUCTURE****Purpose of the Report**

1. To seek Committee approval to introduce a new structure for Transport and Travel Services (TTS).

**Background**

2. As part of the County Council budget review 2014/15, an Outline Business Case (OBC) proposal to reduce the number of staff in TTS by 12 FTE posts has been submitted. The aim of this proposal is to achieve savings to the value of £300k per annum.
3. The various services that are delivered and managed by TTS are being reviewed, removing some tasks and refining others so that the Service can continue to provide an excellent service to customers, clients and partners.
4. The majority of staff roles within the service have been reconfigured in order to achieve efficiencies and to promote more flexibility between posts. This has resulted in the development of a new proposed structure for service delivery and consultation with staff which is set out in Appendix 1, the existing structure is shown in Appendix 2.
5. Sixty two posts have been considered as part of this budget exercise and these will reduce to fifty posts. The posts at risk were included in the section 188 notice issued by the County Council in November 2013.
6. Frontline operational staff such as Driver/Attendants and Vehicle Maintenance Mechanics/Supervisors have not been included in this exercise as these will be reviewed at a later date when other more detailed service reviews have been completed. Also, the Fleet Management Services Team management structure is not included as this was reviewed this summer and approved by Transport and Highways Committee at the 4 July 2013 meeting.
7. The Regional Traveline Manager is a post hosted by the County Council on behalf of the East Midlands local authorities who also share the costs. Traveline and data support is being re-designed for April 2016 and this post

will no longer be required. The postholder has requested voluntary redundancy and any costs will be shared by the local authorities involved. This post is not included in the Outline Business Case or Section 188 notice.

**Proposed Rationale for the New Structure**

- 8. The rationale for restructuring the service is not solely based on the need to make budget savings of £300K. Service design, integration of the various passenger transport services, and the more efficient use of vehicles and information technology has moved the service towards a commissioner role rather than a direct provider. This change is reflected in the new three team structure which separates the planning from the commissioning and delivery functions. This model will also ensure that Transport and Travel Services can adapt and respond more efficiently to client needs and any changes to future policy, legislation or funding.
- 9. The current five teams will be reduced to three, removing two Team Manager posts.

<u>Current Teams</u>	<u>Proposed Teams</u>
Fleet Management Services	Fleet Management Services
Transport Operations (South)	Transport Planning & Operations
Transport Operations (North) & Fleet Operations	Commissioning & Policy
Commercial & Client Services	
Passenger Transport Travel & Development	

- 10. The proposed new structure, shown at Appendix 1 is scheduled for implementation in April 2014. Full savings will not be realised in the first year of operations (2014/15) as it will be necessary for one or two holders of redundant posts to remain beyond April to assist with transitional work until staff are established in their new posts. The grades are indicative and will be confirmed through job evaluation in due course.
- 11. Appointment to the new posts within the new structure will be in line with the corporate enabling policy. Any displaced members of staff will be subject to the corporate policies on redeployment.

**Reasons for Recommendation**

- 12. To meet future service needs and ensure that budget savings of £300k are delivered during 2014/15 and 2015/16 with minimal impact for service users.

## **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.

### **Implications for Service Users**

14. The new arrangements may affect some service standards due to the revised staffing levels.

### **Human Resource Implications**

15. Employees have been fully informed of the proposed restructure and have been consulted on the details of the proposals. Consultation with the trade unions has taken place through formal channels. The County Councils agreed enabling process will be used to make appointments to posts within the new TTS structure. Mitigations will be explored to protect the employment of any displaced staff wherever possible.

### **Financial Implications**

16. The new structure will generate efficiency savings of £300K overall with approximately 75% of this being achieved in 2014/15 and the full amount in 2015/16.

## **RECOMMENDATIONS**

It is recommended that the proposed new structure for Transport and Travel Services be approved;

**Mark Hudson**  
**Goup Manager, Transport and Travel Services**

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

### **HR Comments (JP 23/12/13)**

17. The Human Resource implications are set out in paragraph 15 of the report.

### **Financial Comments (TMR 16/12/2013)**

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

## **Constitutional Comments (SHB.16/12/13)**

19. Committee have power to decide the Recommendation.

### **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.

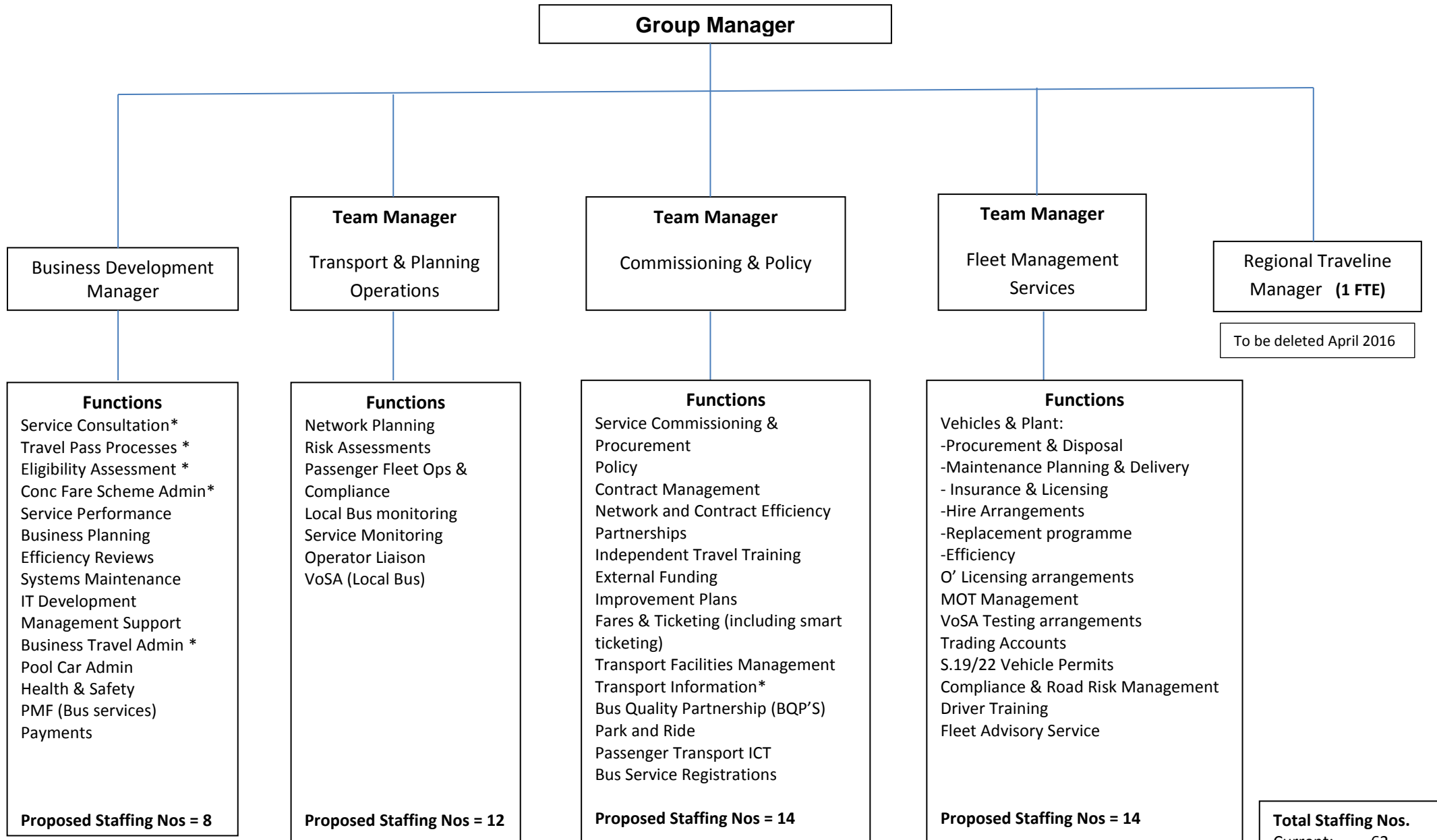
Outline Business Case A55 (Transport & Travel Services – Staffing)

Policy and Resources Committee 13 November 2013

Transport And Highways Committee 4 July 2013.

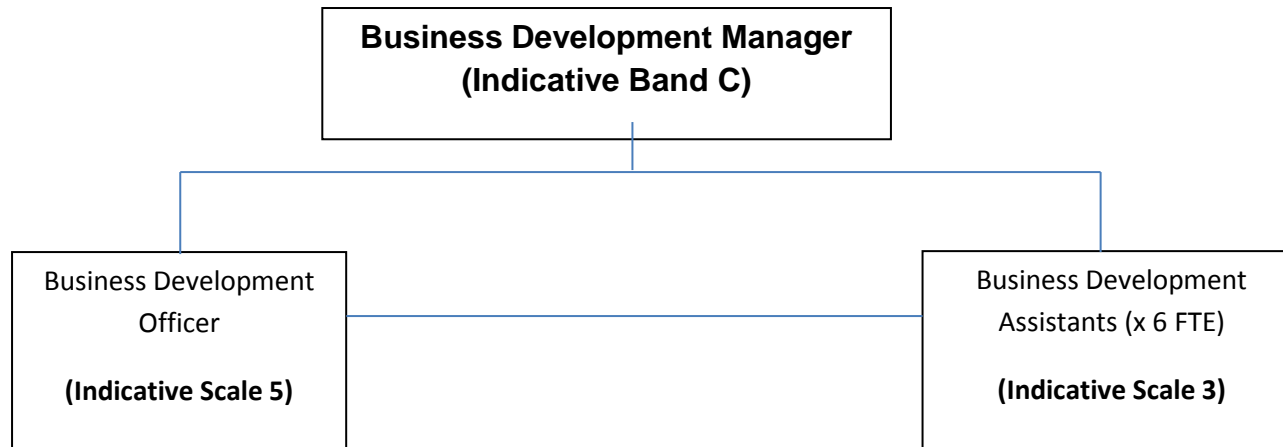
### **Electoral Divisions Affected**

All



<b>Total Staffing Nos.</b>	
Current:	62
Proposed:	50
Difference:	<b>-12</b>

*\*These functions may transfer out of TTS as part of BSR/Channel Shift/Shared Service arrangements.*



- Functions**
- Service Consultation\*
  - Travel Pass Processes \*
  - Eligibility Assessment \*
  - Conc Fare Scheme Admin\*
  - Service Performance
  - Business Planning
  - Efficiency Reviews
  - Systems Maintenance
  - IT Development
  - Management Support
  - Business Travel Admin \*
  - Pool Car Admin
  - Health & Safety
  - PMF (Bus services)
  - Payments
- Proposed Staffing Nos = 8**

**Team Manager**  
**Commissioning & Policy**  
**(Indicative Band E)**

**\*ITT Officer**  
**(Band C)**

Commissioning &  
 Contracts Officer  
**(Indicative Band B)**

PT Development  
 Officer  
**(Indicative Band B)**

Transport Facilities  
 Manager  
**(Indicative Band C)**

**\*Sept 2014**  
 ITT Assistant

Contract Scrutiny Officer  
**(Indicative Band A)**  
  
 Commissioning &  
 Contracts Assistant  
**(Indicative Scale 5)**

Ticketing & Concessions Officer  
**(Indicative Band A)**  
  
 Partnerships & Funding Officer  
**(Indicative Scale 5)**

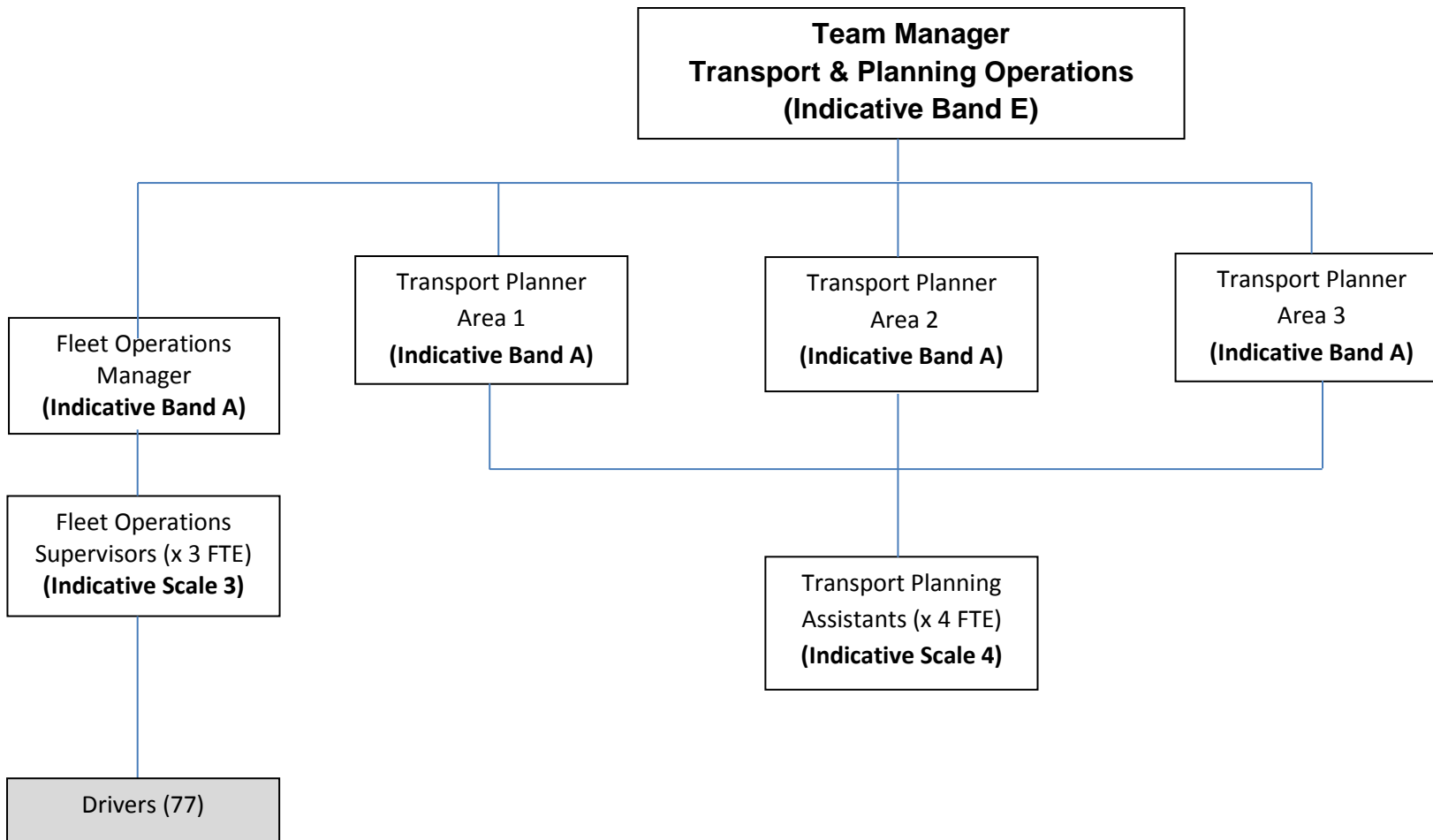
Transport Facilities Officer  
**(Indicative Band A)**  
  
 Passenger Transport Information Officer  
**(Indicative Scale 5)**  
  
 Transport Facilities Assistant  
**(Indicative Scale 3)**  
  
 Travel Assistant (x 2 FTE) (Bus Station)  
**(Scale 2)**

**\*Temporary Appointments**

**Functions**

- Service Commissioning & Procurement
- Policy
- Contract Management
- Network & Contract Efficiency
- Partnerships
- Independent Travel Training
- External Funding
- Improvement Plans
- Fares & Ticketing (including Smart Ticketing)
- Transport Facilities Management
- Transport Information\*
- Bus Quality partnership (BQP'S)
- Park and Ride
- Passenger Transport ICT Development
- Bus Service Registrations

**Staffing Nos = 14 (Excl shaded post)**

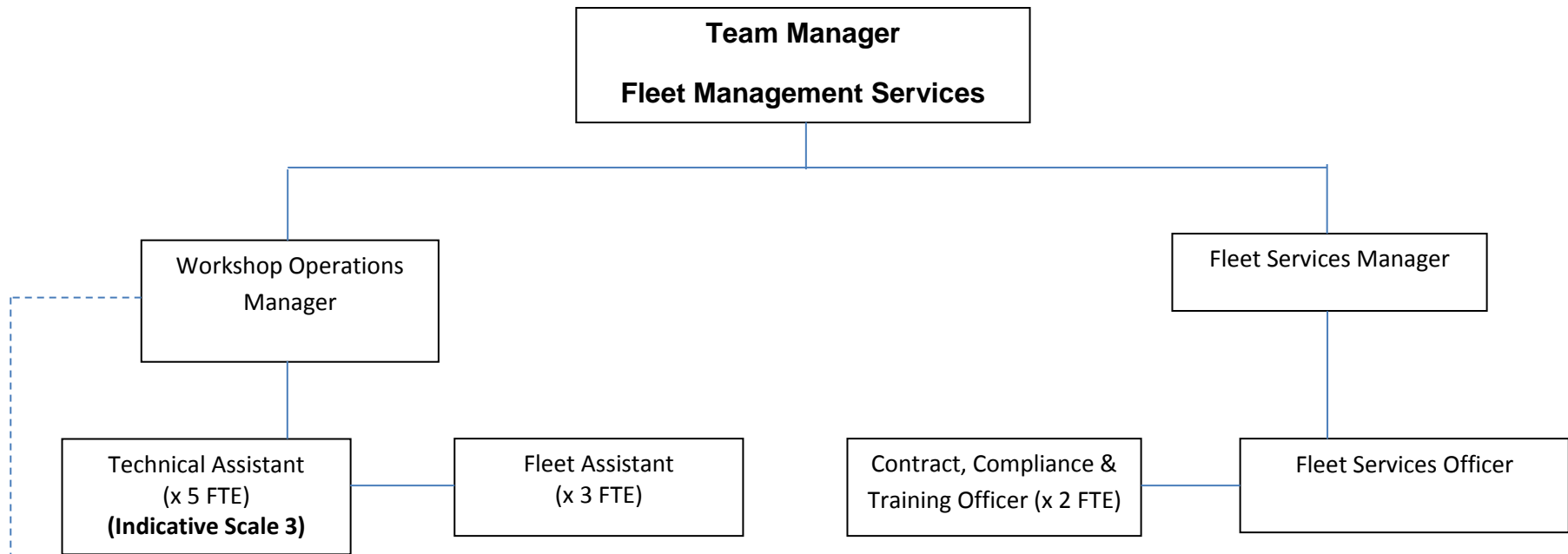


**Functions**

- Network Planning
- Risk Assessments
- Passenger Fleet Ops & Compliance
- Local Bus monitoring
- Service Monitoring
- Operator Liaison
- VoSA (Local Bus)

**Proposed Staffing Nos = 12**





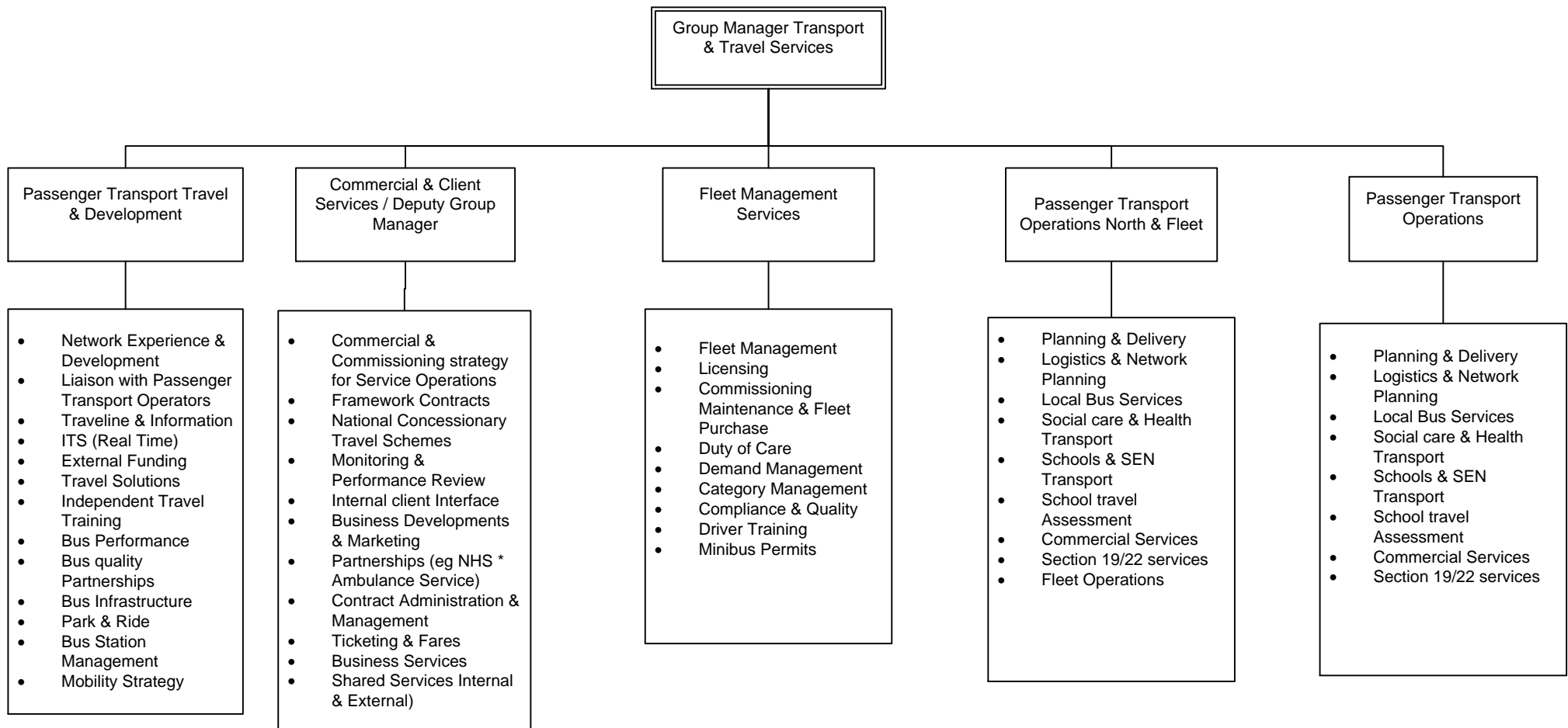
**Functions**

Vehicles & Plant:

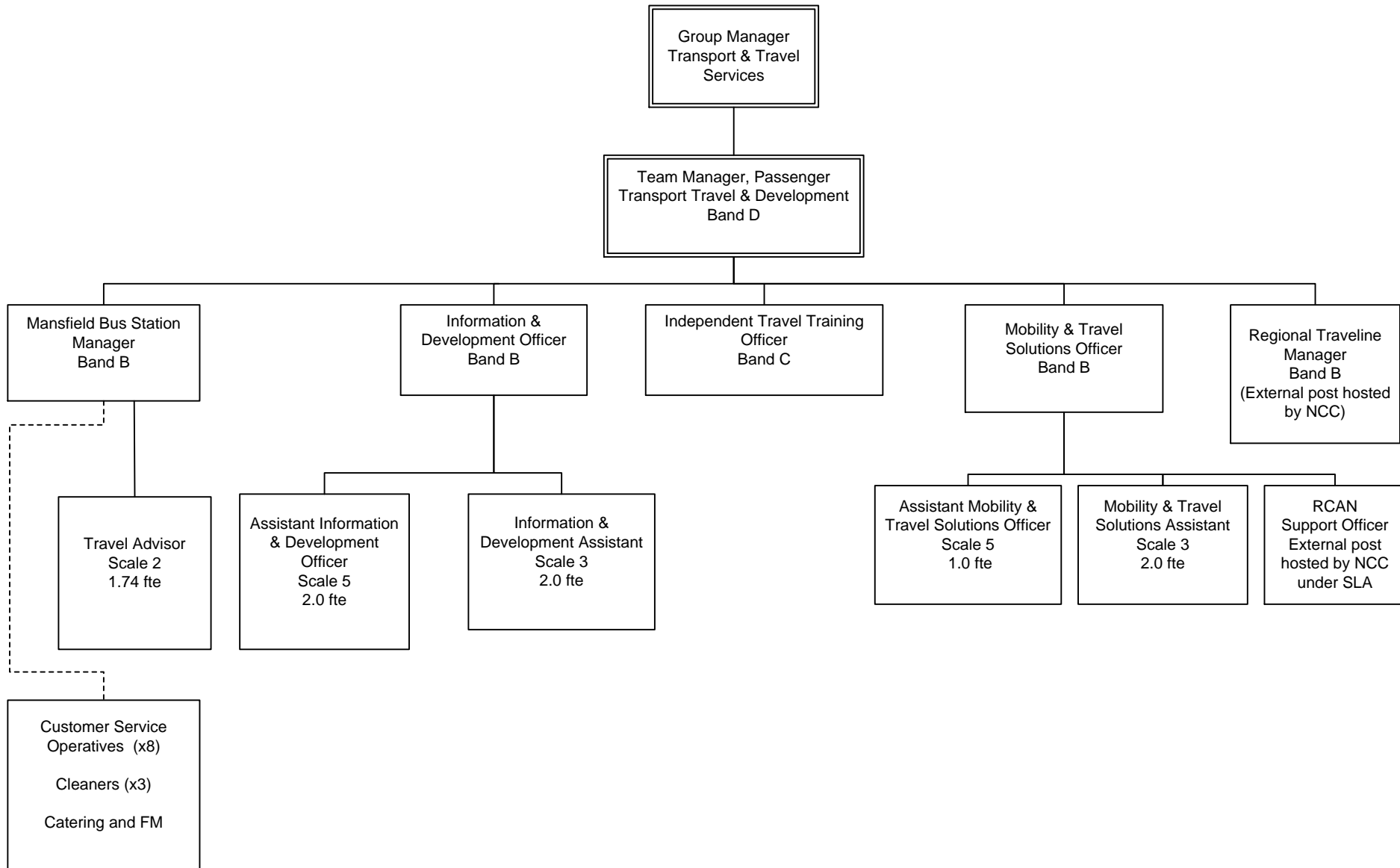
- Procurement & Disposal
- Maintenance Planning & Delivery
- Insurance & Licensing
- Hire Arrangements
- Replacement programme
- Efficiency
- O' Licensing arrangements
- MOT Management
- VoSA Testing arrangements
- Trading Accounts
- S.19/22 Vehicle Permits
- Compliance & Road Risk Management
- Driver Training
- Fleet Advisory Service

**Proposed Staffing Nos = 14**

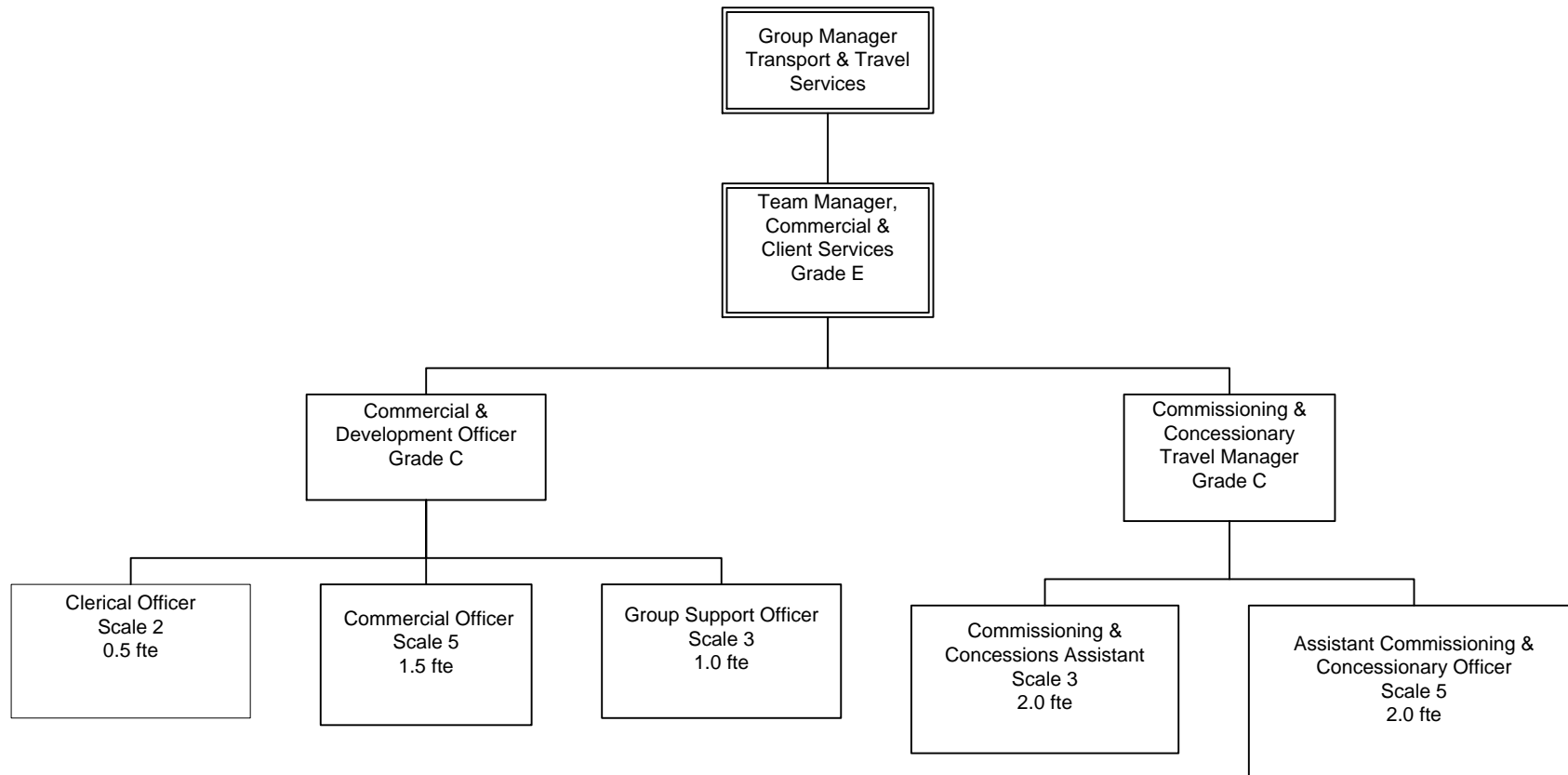




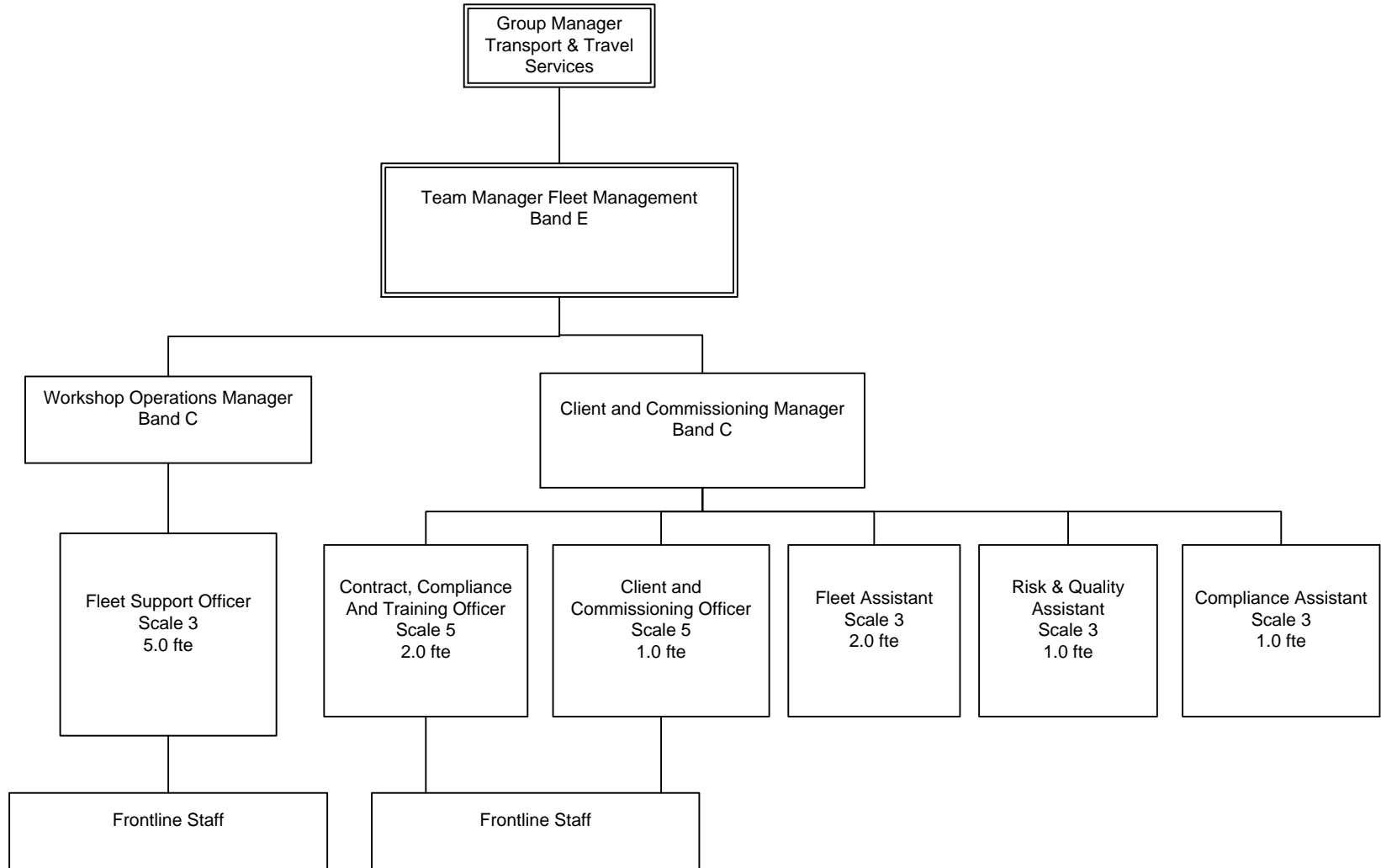
# Passenger Transport Travel & Development Current Structure



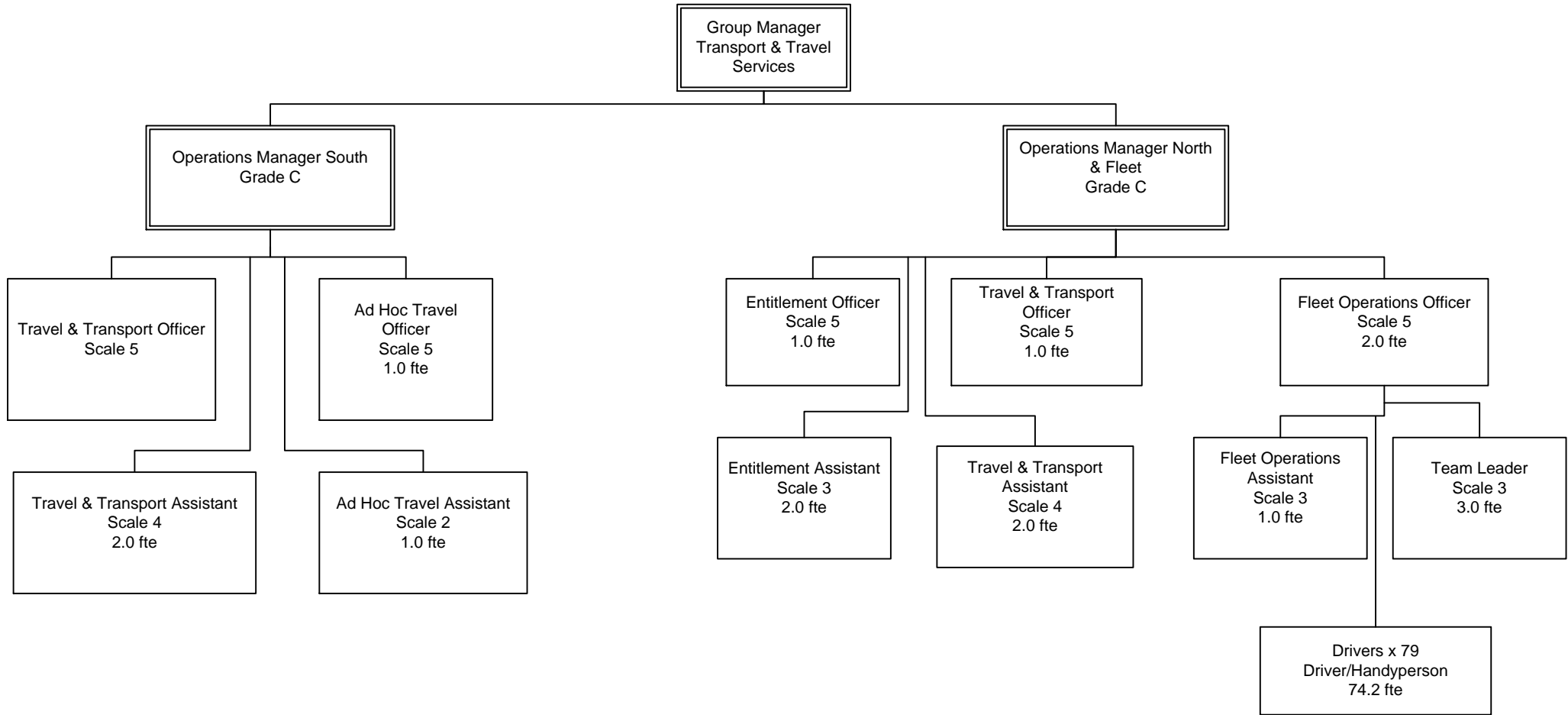
# Commercial & Client Services Current Structure



# Fleet Management Services Current Structure



# Passenger Transport Operations Current Structure







**09 January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **ABBEY ROAD / MARLBOROUGH ROAD JUNCTION, BEESTON**

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

1. To seek Committee approval for the construction of a highway improvement scheme at the junction of Abbey Road and Marlborough Road in Beeston, shown on the attached plan, as part of the integrated transport programme 2013/14.

#### **Information and Advice**

2. In October 2013 County Councillor Steve Carr submitted a petition requesting signals at this junction. This was declined as inappropriate at this location. However, officers have looked at the junction and the pattern of accidents to try and determine a suitable scheme to address the concerns raised.
3. The situation at the junction is currently exacerbated by traffic diverting away from the tram construction works therefore needing prompt attention.
4. The junction of Marlborough Road and Abbey Road is a cross-roads, with the former being the primary road. Both streets are residential in nature and although the roads are wide, they have some visibility issues due to parking, property lines and trees. This give-way junction has already been recently refurbished with new lining and illuminated signs with yellow backing boards.
5. Between January 2010 and September 2013 there were three slight injury accidents at the site, an average of less than one a year. There have, however, been many more non-injury accidents and the site is a continued source of concern for residents and local Councillors.
6. The accident pattern at the junction is overshoots (cited in the police report in 3 out of 4 of the last accidents). This is where a driver has either failed to appreciate that they need to give way, or where they've chosen to ignore the give way and drive through the junction.

7. A scheme has now been devised, following recommendations from the Crash Reduction Team, which will emphasise the approach to the give way and provide a suitable surface for stopping movements. The proposal is to install 2 pairs of advance warning signs on Abbey Road 50m before the junction, then 20m of buff coloured anti-skid and red surfacing in-fill to the central hatching.
8. This scheme will cost between £8,000 and £15,000 to implement, depending upon the lighting requirements for the advance signs and the electrical connection fees, which are still to be determined. The proposed scheme will be funded from the 2013/14 integrated transport block.
9. The surfacing element of the scheme, which requires traffic management measures, could be implemented within one working day, which will keep to a minimum the disruption to traffic and residents in a location that is already significantly affected by existing NET road works.

### **Other Options Considered**

10. Consideration was given to the introduction of a stop line, as the site meets Department for Transport visibility criteria at the westbound give-way line on Abbey Road. However, that requires the County Council to have 'explored options to improve visibility', which in this case would require land purchase to move fence lines and tree felling. If the problem persisted the County Council would be able to then apply for special authorisation from the Department for Transport to create a stop-line.
11. As the accident problem has been shown to be overshoots it is felt that a stop-line would not adequately address the problem. As the junction is already well signed and illuminated it is not felt that compliance rates would be significantly higher for a stop-line, than the existing give-way.

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

12. The scheme outlined above was chosen because it provides an effective visual cue that will assist drivers to identify that the junction is there on the approach, not when they arrive and have left it too late to stop. The use of signing and lining will effectively highlight the junction to drivers, but is cost effective and can be implemented with minimal disruption to residents and highway users.

### **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.

## **RECOMMENDATION/S**

- 1) Approve the delivery of the proposed junction improvement scheme as detailed in this report, as part of the 2013/14 integrated transport programme.

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

**For any enquiries about this report please contact:**  
Helen North – Principal Officer Local Transport Plan Programme.

### **Constitutional Comments (SHB 04.12.13)**

14. Committee by virtue of its terms of reference have power to decide the Recommendation.

### **Financial Comments (TMR (03/12/2013))**

15. The financial implications are set out in paragraph 8 of the report.

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

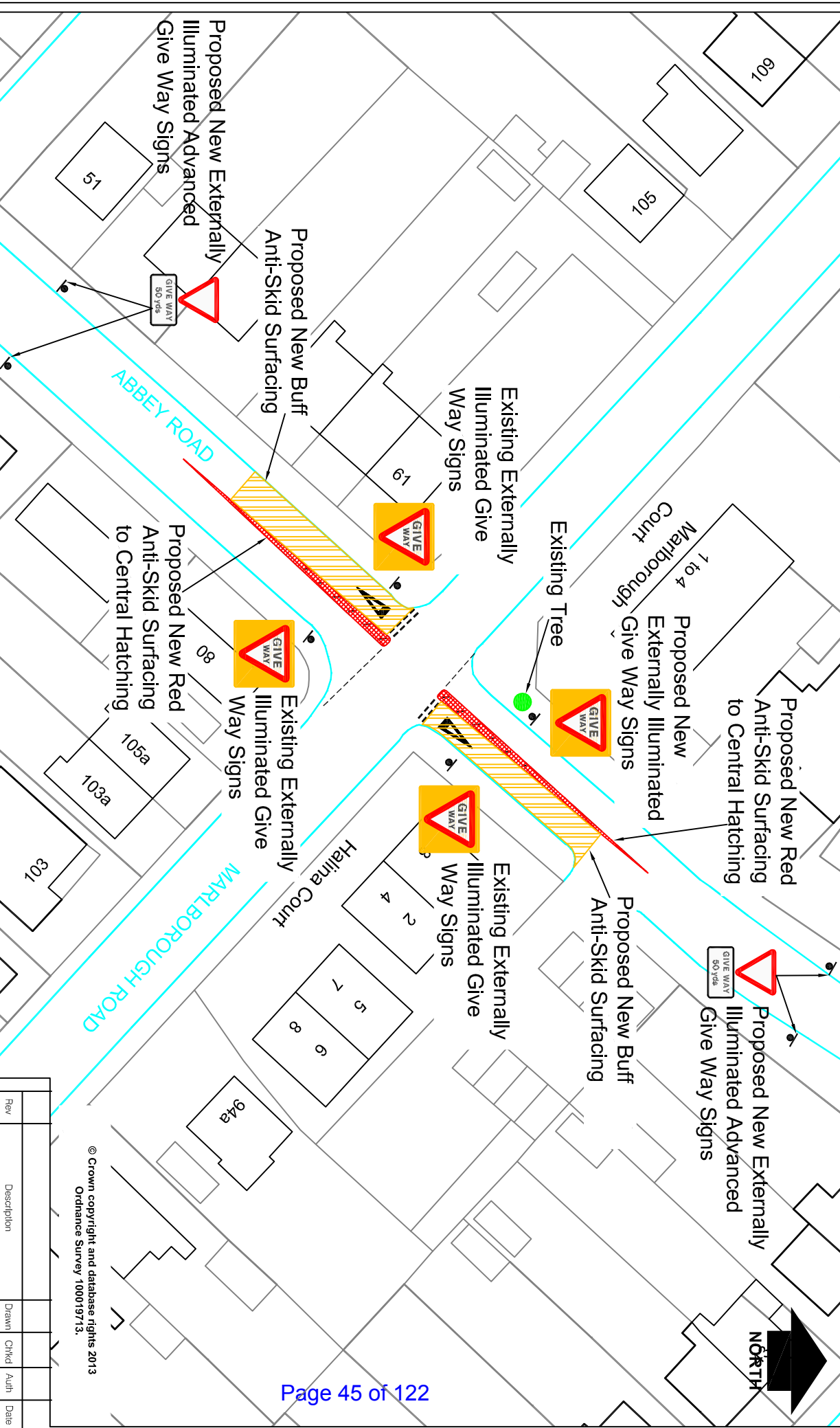
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None.

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

- Beeston North – County Councillor Steve Carr





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Ordnance Survey 100019713.

Rev	Description	Drawn	Chkd	Auth	Date
		J.A.Burton			Nov.13

**Marlborough Road/Abbey Road, Beeston Give Way Improvements**

Project No. \_\_\_\_\_  
Property No. \_\_\_\_\_  
Title **Plan Layout**

Drawing No. **H/Marlboro/01**

Rev	Auth	Date	Scale
			1:1000



**09 January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – COMPULSORY PURCHASE ORDERS**

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

1. To seek powers to compulsory acquire land and property to deliver the Hucknall Town Centre Improvement scheme under section 239 of the Highways Act 1980 and to prepare necessary Side Road Orders for the same scheme.

#### **Scheme Details**

2. A scheme to construct a new road between Station Road and Annesley Road has been safeguarded for a number of years. The new road will enable part of the High Street (Baker Street to Watnall Road) to be pedestrianized, and with improved junctions will reduce traffic congestion in the town and accommodate vehicular trips from proposed housing developments in and around the town. Pedestrianising the High Street will help to stimulate and regenerate the town centre by attracting inward investment.
3. The new road is 450m in length with a design speed of 30mph and lies approximately 90m to the north-east of the High Street. The layout of the proposed scheme is shown on drawing H/JH13379/28 Rev A (Appendix 1). The road has been designed by NCC's in-house Highway Design and Landscape Design teams.
4. Numerous alternative options for the road alignment have been tested and rejected and these have been the subject of previous reports. The current alignment is considered to be the best arrangement to deliver the stated objectives whilst minimising land take.
5. Planning approval for the scheme was granted at the 10<sup>th</sup> December 2013 Planning and Licensing Committee.

## **Land Acquisition**

6. Several plots of land have been acquired via negotiation over a number of years, in anticipation of scheme delivery. A further 4 plots have been acquired in 2013, with one more plot set to be completed in the near future.
7. There are 6 further plots which need to be acquired and contact has either been made with the owners, or is about to commence. A plan showing both land already acquired by the authority and land to be acquired is shown in Appendix 2 (drawing H1/JH13379/02 Rev D).
8. The land acquired will be used for highway purposes to construct the new road, its connections and areas of highway landscaping. Plots 1, 2 and 3 are required to provide a new connecting road from Albert Street to the new bus only section of carriageway. Plots 4 and 5 are required to provide the bus link which will connect from the new road to High Street. Plot 6 is required to provide the new road.
9. In order to construct the scheme, working rights will need to be acquired over 2 sections of land. These are shown on drawing H1/JH13379/02 Rev D (Appendix 2) as hatched areas.
10. Whilst every endeavour will be made to acquire the land via negotiation, in order to ensure scheme delivery, it is considered essential that Compulsory Purchase Powers are progressed.

## **Finance**

11. The latest estimated cost of the scheme is £12.4m. DfT have provisionally allocated £8.49m. Ashfield DC have allocated £1.35m and NCC the remainder (which is largely the value of land acquired before 2013).
12. The costs of acquiring the land are contained within the scheme budget, including a provision for legal costs associated with the CPO process.

## **Other Options Considered**

13. Alternative options and alignments to the proposed scheme have been considered and rejected. These options have been assessed and reported to Department for Transport as part of the Major Scheme Business Case submission. In addition they have more recently been submitted as part of the planning application for the scheme.
14. Additional design work undertaken in 2012 further reduced the amount of third party land required for the scheme. The scheme is now considered to



be the best available option to deliver the new road for the town whilst minimising land take.

## **Environmental and Sustainability Implications**

15. The new road will assist with attempts to reduce traffic congestion within the town centre and the associated noise and air pollution from vehicles. New and amended cycle and walking facilities are to be provided as part of the scheme offering alternatives transport modes. A dedicated bus link with bespoke high quality bus shelters will offer improved waiting facilities for bus passengers in the town. Walk and cycle routes between the town centre and the tram/rail stop will be significantly improved as a result of the proposed scheme.

## **Reasons for Recommendations**

16. In order to deliver the scheme it is prudent to seek compulsory purchase of land and properties in addition to seeking agreements via negotiation. The benefits of delivering the improvement scheme are considered to outweigh the impacts on individual property owners.

## **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.

## **Financial Implications**

18. The costs of acquiring land either via negotiation or via compulsory purchase are contained within the scheme budget.

## **Crime and Disorder Implications**

19. Nottinghamshire Police has raised no objection to the planning application for the Hucknall Town Centre Improvement Scheme.

## **RECOMMENDATION/S**

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

1. Compulsorily acquire land and properties under section 239 of the Highways Act 1980 in order to deliver the Hucknall Town Centre Improvement Scheme.

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

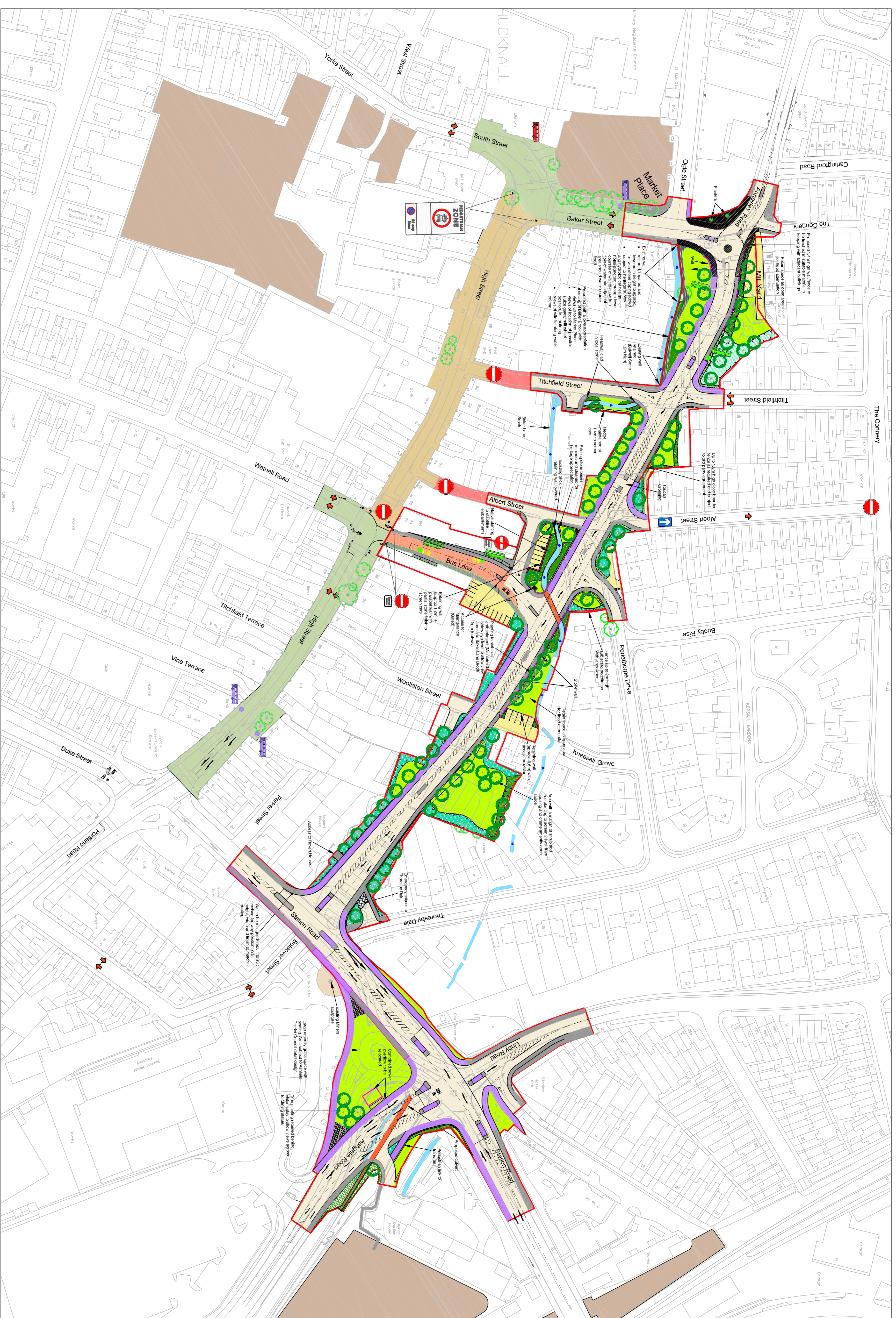
**For any enquiries about this report please contact:**  
**Neil Hodgson (0115 977 2720)**

**Constitutional Comments (SB)**  
Committee have the power to decide the recommendation

**Financial Comments**  
The financial implications are as stated in the body of the report.

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

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



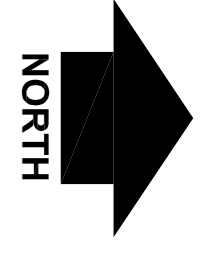
**HUCKNALL TOWN CENTRE: HIGH ROAD.**

**Design Statement - Aims & Objectives**

The primary objective of the Landscaping is to mitigate the visual intrusion of the scheme on the surrounding properties.  
 In addition to this mitigation it is proposed that the planting is designed to improve the overall landscape character of the area, creating a green corridor in scale with the surrounding residential property.  
 It is also proposed that the scheme enhances the ecological value of the area.

This will be implemented by the planting of over 100 standard and/or heavy standard trees with associated shrub and hedge planting and adjoining grassed verges and amenity areas.

- NOTES**
1. These design proposals are subject to detailed hydrological design and heritage survey, restoration and management plan.

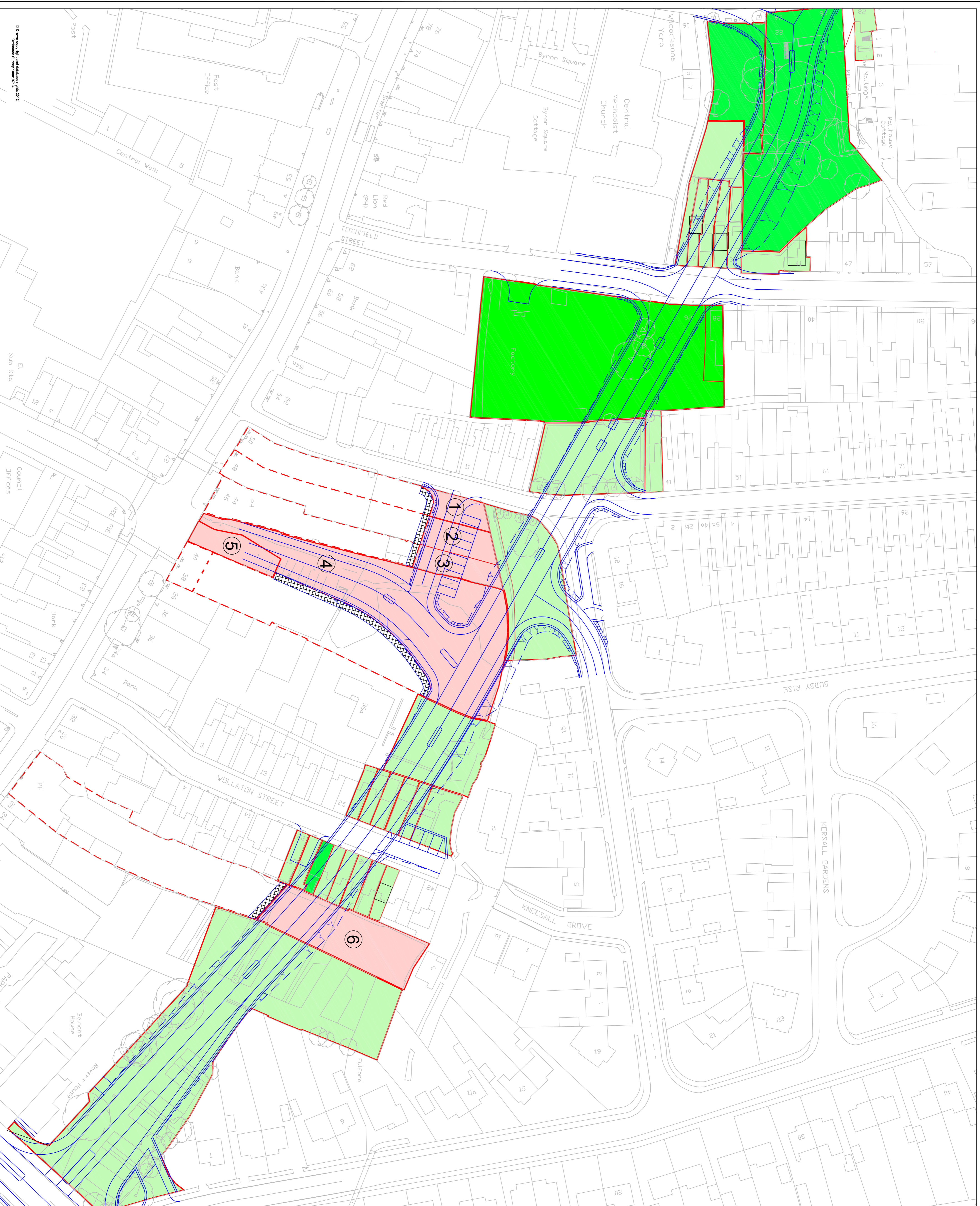


**KEY**

	Proposed Carriageway		Existing Trees Retained
	Proposed Footway		Proposed Tree Planting on site
	Proposed Unsegregated Cycleway/coway		Proposed Ornamental Shrub Planting
	Proposed Bus only link		Proposed Semi-Native Shrub Planting
	Proposed Shared Access/Private Parking		Proposed Native Shrub Planting
	Existing Car Parking (To be Retained)		Proposed Native Marginal Planting
	Watercourse		Proposed Hedge Planting
	Pedestrians Only Area		Proposed Grassed Areas
	Area of Highway Improvement		Proposed Paved Area
	Pedestrian/Cycle Route Connection		1.6m wide Crushed Stone Path with Stone Edge Trim
	Emergency Access Point		Proposed Walls
	Existing Bus Stops not Retained		Existing Walls
	Existing Bus Stops to be Retained		Proposed 1.8m Close Boarded Fence
	Proposed Bus Stops		Proposed 1.4m Wooded Post and Rail Fence
	Proposed Direction of Traffic Flow		Proposed Interpretation Point
	Direction of Water Flow		Planning Boundary

<p><b>Project</b></p> <p>Hucknall Town Centre Improvement Scheme</p>		<p>Property No. JH13379</p> <p>Project No. JH13379</p>
<p><b>Title</b></p> <p>General Arrangement and Landscape Plan</p>		
<p>Scale 1:1000@A1</p> <p>Drawn: JWB</p> <p>Checked: CDW</p> <p>Auth: Traced</p>	<p>Date: 07/13</p> <p>Date: 07/13</p>	<p>Rev: A</p>
<p><b>Nottinghamshire County Council</b></p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ</p> <p>Tel: 0300 500 80 80</p>		





**Key**

- Land acquired before 2013
- Land acquired in 2013
- Land to be acquired
- Part of private land plot not required for the scheme
- 2m wide strip to be acquired for construction purposes
- Proposed Highway Alignment
- Existing Highway Alignment

Rev	Status	Description	Drawn	Chk'd	Auth	Date
D	NEW HATCHING / KEY ITEMS ADDED		CCW	JJP	JJP	12/2/13
C	REVISED HIGHWAY ALIGNMENT		JW	JJP	ARW	12/05/12
B	REVISED HIGHWAY ALIGNMENT		ML	NB	ARW	11/09/09
A	PROPOSED HIGHWAY ALIGNMENT AMENDED. CORRECTIONS TO HATCHING		ML	ML	ARW	23/03/09

**HUCKNALL TOWN CENTRE IMPROVEMENTS**

Property No. JH13379  
Project No. JH13379

**LAND OWNERSHIP (CPO LAND REQUIRED)**

Scale	Drawn	ML	Date
1:500 @ A1	ML	ML	12/01/2009
	Chk'd	ARW	18/11/2009
	Auth	Traced	HJ

Drawing No. H1/JH13379/02  
D

**Nottinghamshire County Council**  
Communities  
Corporate Director, **Tim Malynn**  
Trent Bridge House, Fox Road  
West Bridgford, Nottingham NG2 8BU  
Tel: 0115 9823 823



**9 January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **BUS LANE ENFORCEMENT – NUTHALL BUS GATE**

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

1. The purpose of this report is to approve the commencement of bus lane enforcement at Nuthall Bus Gate.

#### **Information and Advice**

2. The bus gate consists of a short section of road which provides direct access to the Nuthall roundabout from the junction of Nottingham Road and Roland Avenue at the edge of the Horsendale residential area. During the hours of 4pm to 6.30pm Monday to Friday use of this section in a westbound direction by vehicles other than buses and pedal cycles is prohibited.
3. The Nuthall Bus Gate was introduced in 2003, by way of a 12 month Experimental Traffic Regulation Order, to prevent peak period “rat running” through the residential area and to provide priority for westbound buses at the A610 Nuthall roundabout during weekday evening peak periods improving journey times and enabling some services, which had been diverted due to the congestion, to become viable once more.
4. A number of comments and objections were received following the experiment. While it was recognised that the scheme would bring much benefit to the residential area, it was also recognised that there could be some impact on residents in terms of additional journey times during the two and a half hours of operation, and an exemption for residents of the Horsendale Estate was requested. This was considered, but it was concluded that it would fatally undermine the effectiveness of the bus gate. The Council proposed some physical measures to address the potential impact on residents, however, and determined to make the Traffic Regulation Order (TRO) permanent in the same form as the experiment. Accordingly, an additional traffic signal junction was introduced on the A610 Nottingham Road junction, between Jungletastic and The Nuthall public house at a cost in excess of £75,000, to assist residents of the Horsendale Estate in exiting the area with minimum delays.
5. Bus operators welcomed the bus gate but for many years have reported significant delays due to a large number of vehicles contravening the restriction

and have consistently requested that enforcement be undertaken to ensure the bus gate operates as per the TRO, approved by the Council. Responsibility for enforcement previously rested solely with the police but contraventions have continued and bus operators therefore requested that the County Council make use of its powers to undertake enforcement using cameras.

6. On 8 February 2012 the Council approved the Local Transport Plan programme for 2012/13 including modification of the bus gate at Nottingham Road, Nuthall and installation of an enforcement camera. In early 2013, in preparation for camera enforcement, the restriction was made more conspicuous by the introduction of a mini-roundabout at the Nottingham Road / Roland Avenue junction and the renewal of all associated signs.
7. As part of the scheme's implementation, on 21 March, 2013, the Transport and Highways Committee approved the use of the enforcement camera at Nuthall, set the penalty charge for bus lane contraventions and recommended that Full Council approve participation in the joint arrangements for adjudication services (which is a legal requirement for authorities undertaking civil enforcement). Full Council approved that on 25 April, 2013 but also resolved that "the existing TRO be referred to the Transport & Highways Committee with a recommendation for residents of the Horsendale Estate to be an exempted class under the Order and to action this accordingly, subject to the necessary external approvals". This recommendation was discussed at Transport & Highways Committee on 6 June 2013, where the report was then withdrawn to enable further feasibility work to be undertaken. Accordingly, officers have therefore been investigating whether "residents of the Horsendale Estate" can, in fact, legally be approved as exempted from the TRO as well as exploring the practical implications.

### **Legal & Statutory Framework**

8. The law on traffic regulation is tightly prescribed and specialist legal advice has been sought. The advice received is that vehicles (other than buses) which are permitted to use a bus lane are identified as being a class of vehicular traffic "... *defined or described by reference to any characteristics of the vehicles or traffic or to any other circumstances whatsoever*" which means that those classes are not limited to the characteristics of the vehicle but can be extended to include activities for which the vehicle may be being used e.g. loading / unloading. However, this widening of the definition of the class extends only to activities, and not to the usual 'home' / address of a vehicle.
9. To exempt "residents of the Horsendale Estate" it is necessary to precisely define the geographical area of the "Horsendale Estate". However, this term refers to a historic area which it is somewhat difficult to define in modern terms. While it would be possible to define it by specifically listing streets and house numbers, it is a heavily built-up urban area, and so there are significant risks of one person being within the 'exempted zone' but not their neighbour.
10. In general terms it is estimated that any exemption "for residents of the Horsendale Estate" would need to cover at least 1,500 vehicles. As well as defining this 'class' within the TRO, it would be necessary for the exemption to be



described and signposted in accordance with the Traffic Signs Regulations and statutory guidance.

11. The Council is required to obtain authorisation for any traffic signs used where they are not in a form already prescribed in the Traffic Signs Regulations. While a response from the Department for Transport (DfT) on whether they could give authorisation for wording referring to a residents' exemption is awaited, it is clear that wording such as "Authorised Vehicles" has historically been the only form of wording approved by DfT. This is because the framework on bus lanes/gates and their signage relates to use by buses and pedal cycles only and permitted variations are currently limited to the exemption of taxis and motor cycles.
12. Furthermore, the DfT's Statutory Guidance (Provisional Guidance on Bus Lane (including Tramway) Enforcement in England outside London) states, in paragraph 2.7, that:

*"Regulations banning some or all motorised road users from bus lane [sic] should be clear, well-signed and easy to understand. Without these measures the resentment felt by some motorised members of the public towards bus lanes may increase and the policy fail to win public support."*

13. Allowing a very large number of vehicles through the bus gate would be contrary to this as the exemption for residents would not be likely to have wider public support. Not only do these factors defeat the purpose of the restriction but they are likely to lead to a large number of appeals against any Penalty Charge Notices (PCNs) issued.

### **Practical Implications**

14. At present, a list of exempt vehicles is easily created for buses as they are readily identified from the images generated by the camera, especially as bus operators typically use the same bus on the same route every day; the Vehicle Registration Mark of which is then recorded, manually added to the list, and ignored by the system thereafter. This process works equally efficiently in relation to taxis and private hire vehicles (where these are also exempt) since they are readily identifiable from the image.
15. For the estimated minimum 1,500 vehicles which would fall into the relevant exemption, the above methodology wouldn't work. It is therefore envisaged that the list would need to be created by use of either 1) a permit system relating to pre-registered vehicles or 2) by means of data matching potentially contravening vehicles with information held by the Driver and Vehicle Licensing Agency (DVLA). While from a technological point of view either method might be feasible, they are subject to the following issues.
16. Under a permit system, it would be necessary to have a list of all vehicles owned / used by residents of the 'Horsendale Estate' and this list would need to be monitored and maintained throughout the lifetime of the TRO, perhaps by way of a time limited registration system (such as a 12 month permit) in order to manage

a turnover in vehicles. Each application would need to be processed and the details checked.

17. The second method would require each vehicle identified by the system as a potential contravention to be processed by making enquiries of DVLA (at a small cost for each enquiry) with additional staff costs for checking each apparent contravention. Exempted 'Horsendale Estate' vehicles would be disregarded and contravening vehicles issued PCNs.
18. It is evident that neither mechanism could sufficiently cover the sale of vehicles, residents moving, company vehicles, courtesy cars, borrowed vehicles and visitors to residents, and these factors would likely lead to a large number of appeals. In response to enquiry, the Traffic Penalty Tribunal declined to comment or provide an opinion on the proposed exemption and the level of risk cannot be accurately predicted in advance. However, the consequences could fatally undermine the entire scheme.
19. Recently, the DVLA has stated that they will not supply details of registered owners unless legal action **is** to be taken against that owner. To seek to use this data to determine *whether* action should be taken actually creates a 'catch-22' situation whereby no enforcement could take place as the authorised / exempted could not be distinguished from the contravening.
20. Regardless of the sign and wording used, the visual effect of a large number of private vehicles using the bus gate during its times of operation would mask authorised use and be likely to prompt unauthorised vehicles to use it too. This, it is considered, would prompt a substantial amount of traffic to use the bus gate precisely when the restriction is needed most.
21. Bus lane offences are not decriminalised in the same way as parking offences and may also be enforced by the police as a criminal offence as well as through the Council's civil procedure. Whilst the methods referred to above could assist the Authority in identifying exempt vehicles, they wouldn't prevent wasted-resource implications for the police. As such, the police have referred to many of the issues identified in this report and advised that they would be unable to support an exemption for Horsendale residents as they consider that it would make the bus gate unworkable and unenforceable.

## **Resourcing**

22. The DfT's Statutory Guidance also states, in paragraph 4.3, that the bus gate should be effective, efficient and economical (largely self-financing):

*"Each local authority operating bus lane enforcement will need to ensure that the operations are not only effective, in that they help to deliver transport objectives, but are carried out efficiently and economically."*

23. The current system, where residents' vehicles are not excluded, will be largely self-enforcing and relatively efficient to enforce too. However, an exemption for

residents would have substantial resource implications as the level of traffic flow through the bus gate during its times of operation directly affects the levels of monitoring and also the number of appeals against enforcement. While expenditure can be recouped from enforcement / charging for permits, it is envisaged that the additional cost of managing the exemptions would be in excess of £5,000 per annum.

24. Should it be the will of the Committee to provide an exemption for residents, it is also important to note that in order to do so it would be necessary to create a new TRO by means of the statutory process. This would take 3 to 6 months due to the legally prescribed advertising and consultation periods and the need to consider and report on any further objections which would be submitted. This would involve an additional cost of the order of £5,000.
25. In addition, the implementation of an exemption would require the renewal of bus lane signs at an additional estimated cost of £3,000, and could only be done if DfT approval for such signing to reflect the novel exemption could be obtained. In considering such an unprecedented exemption, DfT would have regard to their own guidance on enforceability of bus lanes. It is not possible to quantify the implications in advance, but if the Traffic Penalty Tribunal did not uphold the Penalty Charge Notices (as the sight of a large number of unmarked private vehicles using the bus gate could be viewed as suggesting to other road users that they could use the bus gate too) then the scheme (i.e. improving traffic flows and facilitating an efficient and effective public transport service while ensuring minimum disruption for other highway users) would be rendered redundant and the aims of the scheme not achieved.
26. It is acknowledged that, despite the TRO already being in force, commencing enforcement action will require people to change their driving habits. Accordingly, should Committee approve the Recommendation below, it is proposed that warning letters be sent to any parties appearing to contravene the traffic restriction for the first three months following the decision of Committee.

### **Other Options Considered**

27. Exemptions for residents were considered when the bus gate was introduced but this was discounted and an additional signal controlled junction was provided as part of the overall package of measures, to address residents' concerns.

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

28. Effective implementation of bus priority measures is integral to and supports the Council's transport and highways objectives. Any vehicle irrespective of its origin can cause delay to buses causing bus services to be cancelled / diverted away from areas where they are needed due to congestion.
29. It is imperative that arrangements are highly robust and that enforcement is not only done successfully, but is also subject to public support and high visibility, rather than ambiguity, in order to ensure that the bus gate is able to fulfil its objectives.

30. It is intended that bus gates should be cost-neutral in terms of enforcement. A simpler traffic restriction is clearer and less susceptible to accidental contravention than a more complicated system of exemptions. The Recommendation should result in greater certainty for drivers and less PCNs being issued.
31. While it is recognised that there may be some inconvenience to residents this has to be offset against the overall benefits and in the context of the mitigation measures that have already been provided.
32. Exemption for residents was considered as part of the original scheme development and although this was discounted the Horsendale residents were provided with an additional junction to minimise any inconvenience caused during the operational hours of the bus gate.
33. Investigation into the necessary external approvals indicates that residents of the Horsendale estate cannot be an exempted class under the Traffic Regulation Order as:-
- a. An exemption of the nature described appears contrary to both the governing legislation and statutory guidance.
  - b. An exemption of the nature required would add to operational complexity and costs.
  - c. All options would add administrative complexity and cost to what is otherwise a straightforward enforcement operation.
  - d. PCNs issued would be subject to high levels of challenge and appeal.
  - e. Nottinghamshire Police have indicated that they would be unable to support such an exemption.

Introduction of an exemption would further delay the commencement of enforcement to the detriment of public transport and the residential area and at additional cost.

## **Statutory and Policy Implications**

34. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, 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.

### **Implications for Service Users**

The implementation of enforcement will enhance bus services using priority measures by improving bus journey time reliability and assist in the promotion of bus travel.

### **Financial Implications**

The business case indicates that enforcement will be self-financing within the first year but does not consider the additional costs that would be necessary to implement an exemption.

## **RECOMMENDATION/S**

Bus lane enforcement shall be commenced at Nuthall Bus Gate, as soon as possible, without an exemption for residents, for the reasons set out in the report, with warning letters to be sent in relation to apparent contraventions up to and including 7 April 2014 and Penalty Charge Notices issued for any apparent contraventions thereafter.

**Andrew Warrington**  
**Service Director (Highways)**

**For any enquiries about this report please contact:**  
**Peter Goode – Traffic Manager Tel: 0115 9774269**

### **Constitutional Comments (SJE – 10/12/2013)**

35. This decision falls within the terms of reference of the Transport & Highways Committee to whom the exercise of the Authority's powers relating to transport and highways functions has been delegated and is pursuant to Full Council Resolution 2013/22

### **Financial Comments (TMR – 10/12/2013)**

36. The financial implications are as set out in the report

## **Background Papers and Published Documents**

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

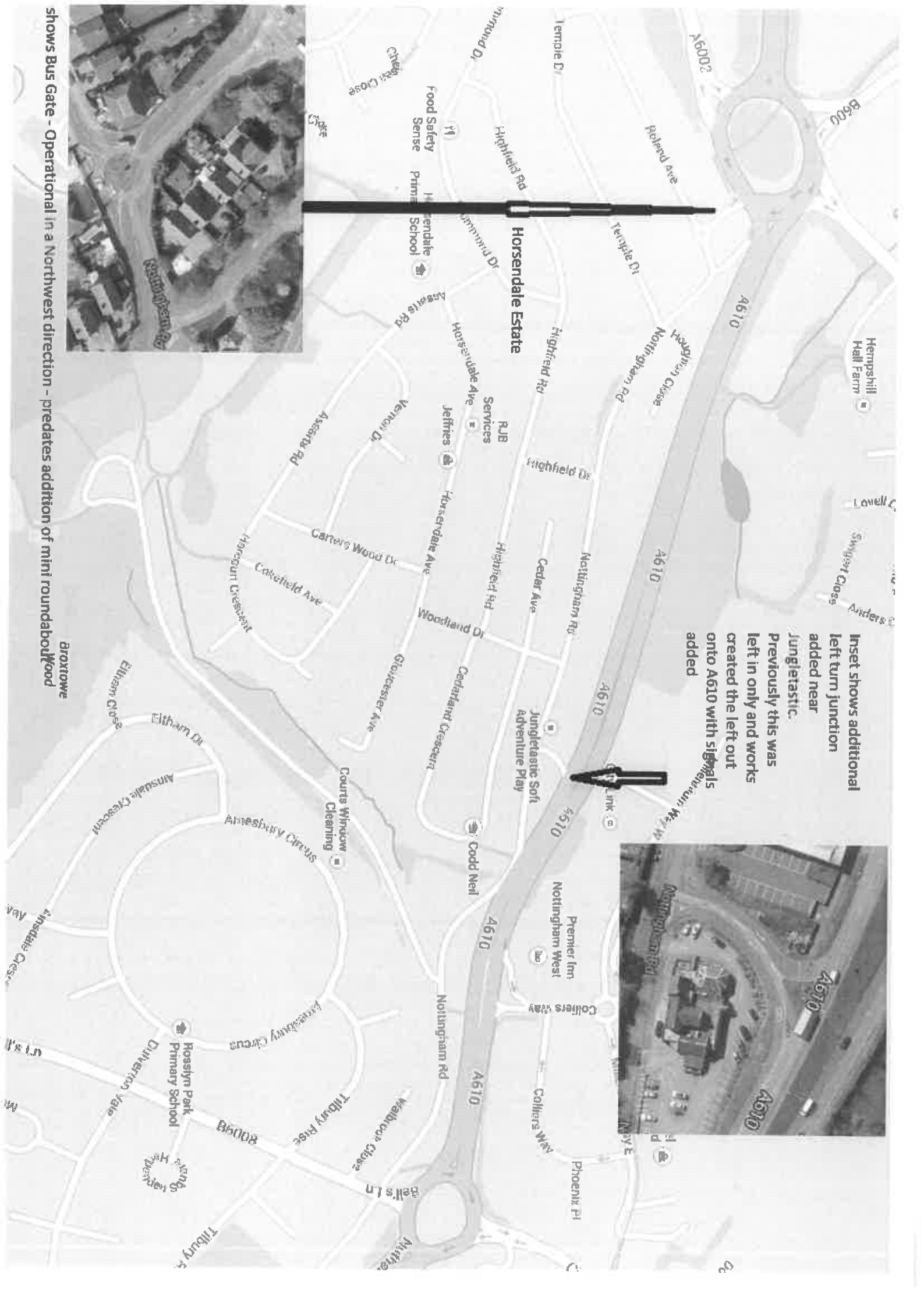
Report to Cabinet Member for Environment - 6 November 2002  
Report to Cabinet Member for Environment - 22 April 2004  
Report to Transport & Highways Committee - 21 March 2013  
Report to Full Council - 25 April 2013  
Full Council Minutes - 25 April 2013  
Report to Transport & Highways Committee - 6 June 2013

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

Nuthall – Cllr Philip Owen



**Inset shows additional left turn junction added near Jungletastic. Previously this was left in only and works created the left out onto A610 with signals added**



**shows Bus Gate - Operational in a Northwest direction - predates addition of mini roundabout Wood**





**9th January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **HIGH SPEED 2 RAIL NETWORK**

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

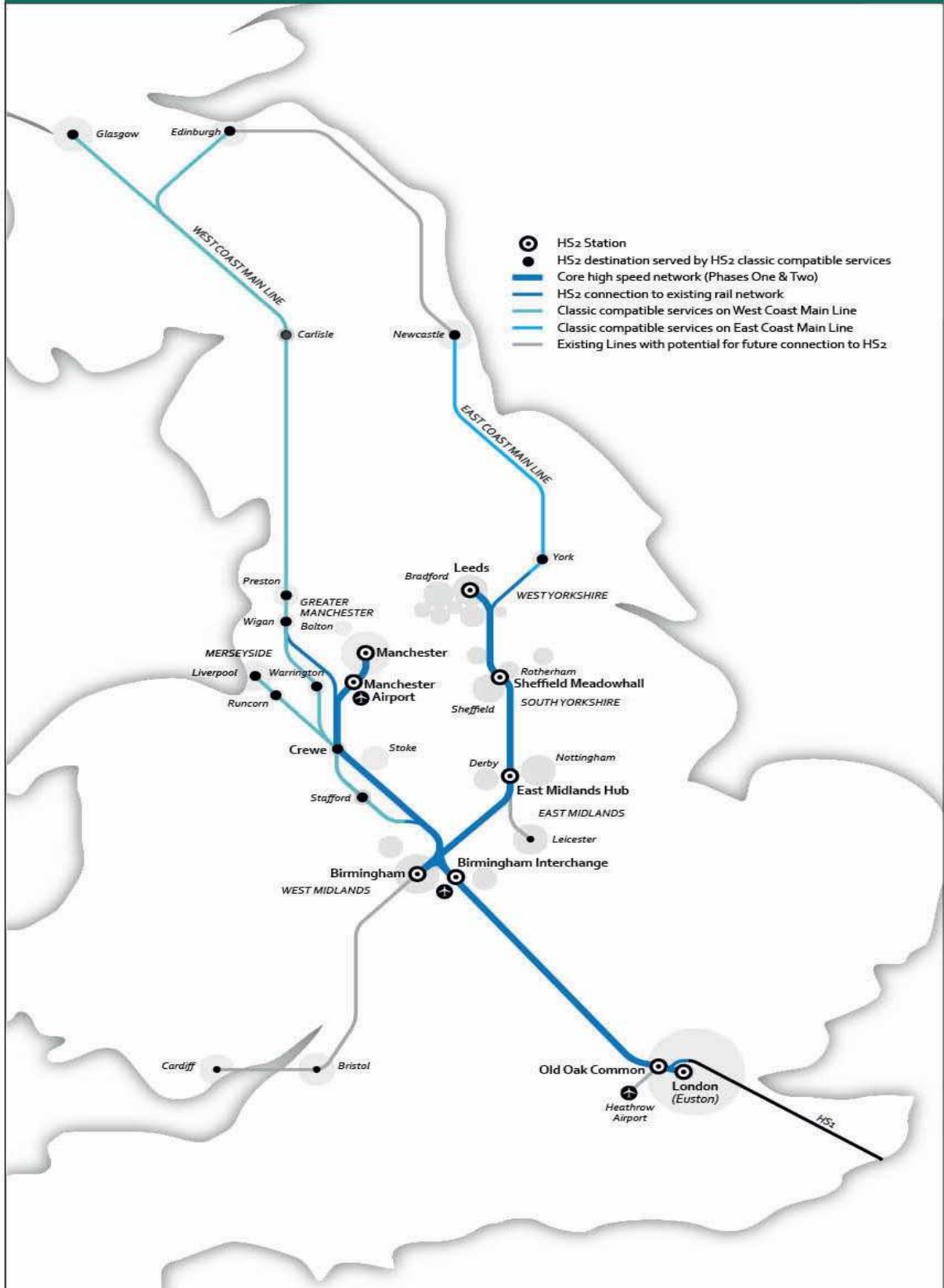
1. To seek approval for the Council's response to the consultation on plans for a High-Speed 2 rail network through the East Midlands with a station at Toton.

#### **Information and Advice**

2. In July 2013 the Government published a consultation document on its plans for a High-Speed Rail network. The proposal is for a Y-shaped network, as shown in the map on the next page, with an East Midlands station at Toton. The network is known as High-Speed 2 (or HS2 for short): HS1 is the first British High-Speed rail line from London to the Channel Tunnel.
3. The Executive Summary of the Department for Transport (DfT) document, setting out the DfT's proposals and the reasons for them, is reproduced in Appendix 1 to this report. The full document can be downloaded, including by any interested member of the public, at [www.hs2.org.uk/route-consultation](http://www.hs2.org.uk/route-consultation). Detailed maps are also available from the same website address.
4. The Government has set up a company, HS2 Ltd, to take forward its plans for the HS2 network. HS2 has published a lot of information about the proposals, which can be accessed by any member of the public at: [www.hs2.org.uk/phase-two](http://www.hs2.org.uk/phase-two). The HS2 Ltd Public Enquiries Team can be contacted on 020 7944 4908 or [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk).
5. A period of extensive consultation is now under way. It is open to any interested member of the public, or any organisation, to make whatever representations they might wish. The consultation closes at 17.00 on 31<sup>st</sup> January 2014, and any responses must be submitted by that time. Responses can be submitted
  - online through the HS2 Ltd website: [www.hs2.org.uk](http://www.hs2.org.uk).
  - by email to: [HS2PhaseTwoRoute@ipsos.com](mailto:HS2PhaseTwoRoute@ipsos.com); or
  - by post to: Freepost RTEL-YAZX-HAZT, Phase Two Route Consultation, PO Box 1152, HARROW, HA1 9LH

6. Subject to approval of this report, it is proposed that a submission from the Council will be based on the principles set out in this report, and approved by the Chair of the committee.

# A Vision for High Speed Britain



7. The Council supports in principle the HS2 network, and for it serving Nottinghamshire at Toton and proposes a response to the consultation based on the following principles :-

#### Existing rail services

That there will be no detriment to existing plans to upgrade and electrify the Midland Main Line, including enhancements at Derby, Leicester & Market Harborough, and no detriment to existing services and train frequencies at Nottingham, Beeston and Attenborough. If following the introduction of HS2 a significant shift in passenger numbers did occur then a reduction in train size should be considered before any reduction in service frequency is implemented to preserve service levels to intermediate destinations such as Derby, Leicester and Loughborough;

That if existing rail capacity is released by HS2 then this should be used to reduce journey times and develop more and improved passenger services to and from Nottingham, Newark and Retford, and for additional freight services;

#### Mitigation of adverse impacts

A high-quality iconic design for the hub station, as befits a regional gateway, is an essential requirement.

Adverse environmental impacts of the line and new Hub Station should be avoided where possible, or minimised and mitigated through excellent design and compensation made available for those adversely affected by the new line and Hub Station at the earliest opportunity.

#### Access to the Toton station

The location of the East Midlands Hub station for HS2 at Toton will require the development of high quality frequent 'classic rail' shuttle services between the new Hub Station and Nottingham Station, to Mansfield and Kirkby, as well as to Derby and Leicester.

Access arrangements to the new Hub Station will require inter-connected and improvements to the tram, bus services, and walking and cycling routes.

Detailed consideration and the early development of detailed proposals of local and strategic road connections to the new Hub Station are needed including mitigation measures that will be needed to manage the traffic impact on local and strategic roads.

The need for effective connectivity between HS2 and existing rail lines, including the option to run 'classic compatible' trains from Nottingham and Beeston to elsewhere on HS2, particularly Birmingham, Leeds, and the north-east.

### Further Economic benefits

Construction of HS2 must also ensure that rail engineering and construction companies based in the East Midlands have a fair opportunity to win contracts to build the new line and rolling stock; that procurement processes are set up to encourage and support the use of local employment and apprenticeships for young people living in Nottinghamshire; and ensure development plans for the area around the proposed East Midlands Hub Station are integrated with local planning strategies.

### The need for HS2

8. Rail travel continues to grow very strongly, having doubled over the last ten years. Increased capacity is needed on the rail network nationally to provide for this extra travel, to cater for and promote economic growth, and to improve connectivity to London, and to England's other Core Cities, particularly Birmingham, Leeds, and Newcastle in an environmentally sustainable manner. Appendix 1 gives fuller detail. For these reasons it is recommended that the Council supports the principle of a having a High-Speed rail network that would serve Nottinghamshire.
9. High-speed rail lines have the capacity to carry very large numbers of people, and to maximise their economic benefit the lines need to connect the main centres of economic activity. For both reasons it is preferable that stations should be central to the largest conurbations, including Nottingham. However, for the proposed HS2 Y-shaped network it would not be possible to have a through station in central Nottingham, because of the absence of any access/egress to/from the north. So, for the proposed Y-shaped HS2 network, Nottinghamshire County Council supports the proposed station at Toton as being the best location that is practicably achievable. A station at Toton would also be well placed to serve Ashfield and Mansfield districts, whilst Bassetlaw would be served by an HS2 station in Sheffield.

### Access to Toton

10. In order for the passenger and economic benefits of the Hub Station to be fully realised, it must be fully integrated into the public transport and road network.
11. There needs to be effective direct rail access to/from
  - the city centre station at Nottingham, and Beeston (including for the adjacent Enterprise Zone);
  - to/from Mansfield and Kirkby-in-Ashfield via the Kirkby – Pinxton – Pye Bridge line. Such a service would give a Mansfield – London journey time of around 1½ hours, compared to around 2½ hours now.
12. Nottingham, Beeston and Attenborough currently have important direct services to Derby, Leicester, Loughborough, other intermediate stations and places further afield (e.g. Matlock, Kettering, Luton). To ensure there is no detrimental effect on

the connectivity provided by these existing services, all of which are well used (over 6 million passengers per annum), the Council is strongly opposed to the diversion of existing local rail services to serve the Hub Station, as that would extend journey times and downgrade existing connectivity for Nottingham, Beeston & Attenborough to/from other stations outside Nottinghamshire.

13. HS2 Ltd will need to develop a cost effective and practical scheme to provide access to the Hub Station from the A52 trunk road (which is the responsibility of the Highways Agency).
14. Phase 2 of the Nottingham Express Transit (NET) should be extended to the proposed Hub Station, to provide fast, frequent high-quality public transport from Beeston, Nottingham University and the Queen's Medical Centre, and potentially elsewhere,
15. There must be provision for appropriate local road access, car parking, bus access and for cyclists and pedestrians in the immediate localities of Toton, Stapleford and Long Eaton.
16. There should be frequent, direct, fast bus services to Toton from those places in west Nottinghamshire not connected to Toton by rail or tram.

#### Direct services from Nottingham to Birmingham and elsewhere

17. For trains to/from Birmingham the station needs to be the existing Nottingham station, with a south-facing connection provided between the classic line and HS2 so as to allow a direct city-centre to city-centre service between Birmingham (Curzon St) and Nottingham and Beeston. HS2 has confirmed to the Council that with such a direct connection the city-centre to city-centre service (Birmingham to Nottingham) journey time would be 26 minutes, which is exactly one third of the current journey time of 78 minutes. Such a cut in journey time would be transformative to East Midlands – West Midlands connectivity: it would be the largest percentage reduction (67%) in journey time between any places served by HS2.
18. Similarly, consideration should be given to a north facing connection onto HS2 to allow direct trains to run from Nottingham city-centre and Beeston to/from Leeds in around 50 minutes, and the north-east (York, Darlington and Newcastle), in around half the time it currently takes.
19. To give every station, including Toton, a frequent service each train will call at a number of intermediate stations. That precludes a direct Nottingham – London service, because most trains will also serve places further north. However, it would be highly desirable to have a direct Nottingham – London service at the start of the morning peak.

#### Planning issues

20. The HS2 project should ensure that full consideration of current and emerging Local plans/Core Strategies across Nottinghamshire, in particular within Broxtowe Borough Council, where the Toton Station is proposed to be built.
21. The proposed line cuts across local roads, public rights of way and other access used by communities and visitors to access services, move livestock and farm produce or for recreational purposes. Extensive consultation with the Council, Nottinghamshire Local Access Forum and communities will be required to understand local patterns of movement and to develop mitigating solutions acceptable to all.
22. The HS2 will affect 15 listed buildings or their settings not shown on the HS2 maps, which the Council is asking to be indicated clearly to enable informed comment including by the Nottinghamshire Local History Association, or similar heritage groups.

### Environmental issues

23. It is noted that mitigation measures proposed by HS2 Ltd. need to take proper account of an area of woodland identified as part of the 'Indicative Core Area' for the 'prospective' Sherwood Special Protection Area (SPA); a Site of Special Scientific Interest (SSSI), and potentially a further 3 SSSI within less than 0.5km of the route.
24. It is also noted that mitigation measures need to take proper account of 21 Local Wildlife Sites (LWS), and potentially further 123 LWS located within 1km of the route; 2 Ancient Woodlands, and potentially a further 8 Ancient Woodlands located within 1km of the route; and areas of habitat including Lowland Meadow and Lowland Calcareous Grassland.
25. Whilst it is accepted that the line will be built to significantly higher engineering standards than the existing Victorian network, the trains will also be running much faster. The detailed design of the route must therefore utilise all available noise abatement technologies, including noise barriers and improvements to train aerodynamics and electric transmission, to minimise the impact on both homeowners and businesses and on the tranquillity of the countryside taking account that noise abatement barriers can themselves be visually intrusive, and attract severe graffiti, and this should also be avoided wherever possible.
26. Structures should be faced with local materials – sandstone etc – so that they blend into the countryside as conventional railway lines.

### The business case

27. The Chancellor of the Exchequer has set up a task force led by Lord Deighton to assess the benefit of HS2 to the national economy and to regional economies across England. The Deighton Task Force recently visited the East Midlands to take evidence, and the two Councils made strong representations about :-

- the need to have good rail connectivity to Toton that did not impose any journey time penalty or any other disadvantage on to the existing rail connectivity for services to/from Nottingham/Nottinghamshire i.e. that existing services should not be diverted via Toton and have their journey times extended by up to 10 minutes; and
- the need for direct city-centre to city-centre services from Nottingham to Birmingham and from Nottingham to Leeds and/or the north-east.

28. The two Councils, in conjunction with Broxtowe Borough Council, have commissioned a report from consultants Volterra about the economic impact of a station at Toton. A copy of the report is available on request.

29. East Midlands Councils in conjunction with a number of Councils including Nottingham City and Nottinghamshire has commissioned a report from consultants ARUP about the provision and value of having direct connections from the existing rail network onto the new HS2 line to enable through trains to run directly to/from Nottingham City-centre to/from Birmingham, Leeds and/or York/Darlington/Newcastle. A copy of the report is available on request.

## **Statutory and Policy Implications**

30. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health 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 approves a submission to the HS2 consultation based on the principles set out in this report, with the detailed submission to be approved by the Chair of Transport & Highways committee.

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

**For any enquiries about this report please contact:**  
 Jim Bamford – Rail Officer. (tel: 0115 9773172)

### **Constitutional Comments (SHB.11.12.13)**

31. Committee have power to decide the Recommendation.

### **Financial Comments**



32. The financial implications are contained in the body 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.

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

All

## Appendix 1

### Executive Summary of DfT document

#### **HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE**

##### Consultation on the route from the West Midlands to Manchester, Leeds and beyond

The number of people travelling by train has doubled over the last decade. Demand for intercity journeys, commuting and freight rail transport is rising fast and will continue to do so in the future. This means that Britain's railways are already over-stretched and will get more and more overcrowded over the next 10 to 20 years.

HS2 will tackle this problem by building a new railway line and the first line north of London for 120 years. Phase One will tackle the congestion and overcrowding on the West Coast Main Line. Phase Two will do the same for the East Coast and Midland Main Lines.

Not only will HS2 provide more frequent inter-city services for passengers. It will also significantly reduce journey times, provide better connections between our major towns and cities, and release capacity on the existing railway network for new inter-city, commuter and freight services.

This improvement will make our railways fit for the next 50 years and beyond. With HS2, our railways will get better and better. Journeys will be shorter, our towns and cities will be closer together, there will be more regular and reliable services, our economy will benefit, and industry will get a boost from the construction of the new railway. Without HS2, our railways will get worse. Journeys will be less reliable and more over crowded. And our economy will not benefit from a modern, high speed transport system.

That is why the Government believes that this project – expensive though it is – is vital for the future well being of our country.

### **The Project**

The HS2 network will provide high capacity, high speed links between London, Birmingham, Leeds and Manchester, with intermediate stations in the East Midlands and South Yorkshire.

Trains will be able to run onto the existing rail network, continuing at conventional speed to a wide range of additional destinations in the UK, without the need to change trains. This means that journeys to and from places including Liverpool, York, Newcastle and Glasgow and Edinburgh will be quicker than they are today.

Under HS2 many long-distance, inter-city rail services will transfer to the high speed rail network, which will allow us to use the capacity freed up on the existing network,

especially the congested lines to the north of London, to run extra commuting, regional and freight rail services.

## The Need

Our previous investment in rail infrastructure has not kept pace with the growth in our population and changes in our country. The UK has an ever increasing demand for inter-city, commuting and freight travel. Over twice as many inter-city journeys are being made today compared with 10 years ago, despite the recent challenging economic circumstances.

This will only get worse as our population grows and more of the population lives in the main cities of the UK. Our north-south transport links are amongst our most important national assets, but they will be most exposed to future pressures. For the UK to prosper and succeed in the global race, the Government needs to deliver a reliable transport network connecting our population; to allow people to travel easily and quickly between cities for business or for leisure; and to allow goods to be transported to where they are needed.

## The Options

We have already looked hard at the alternative ways of providing this capacity:

- Construction of a new motorway network;
- Greater use of domestic air travel;
- The use of telephone and internet communications replacing the need for long-distance travel;
- Investment in the existing rail network; or
- Building a new conventional speed railway line.

We have concluded that none of these options offer an effective long-term solution to the challenges we face, in particular crowding on our main transport corridors. High speed rail networks are in place around the world. The technology has been demonstrated over many years.

## The Transformation

HS2 will link eight of Britain's largest cities, with shorter journeys bringing two-thirds of the population of northern England to within two hours of London. This will radically reshape the economic geography of the nation, bringing our cities closer together and rebalancing growth and opportunities. The shorter journey times will transform peoples' opportunities to travel and work in the UK – Birmingham, the East Midlands, Sheffield and Leeds will all be connected by journeys of less than 20 minutes.

HS2 will be integrated with the nation's airports: direct services to Manchester and Birmingham; a quick, direct 11 minute link to Heathrow via a connection at Old Oak Common, with the option for a spur to Heathrow in the future; and short connections to East Midlands Airport from the East Midlands hub station at Toton.

HS2 is forecast to generate over £50 billion in benefits for the UK<sup>1</sup>. These effects will start to be felt even before the first trains start running in 2026 – some estimates suggest that Phase One alone will add £4.2 billion to the economy between 2011 and 2027<sup>2</sup>. By significantly reducing journey times and boosting capacity, HS2 will help our major cities form a national economic unit that can be globally competitive.

HS2 will help to reshape Britain's economic geography and stimulate development. Overall we estimate that in excess of 100,000 jobs will be created by HS2. However, the Core Cities group – representing eight of England's largest city economies outside London – predict that HS2 will underpin the delivery of 400,000 jobs<sup>3</sup>.

The Government is committed to realising lasting benefits from HS2 by supporting the country's engineering base in the construction of the network, bringing new jobs and opportunities for new skills. Our ambition is to make the new network an engine for growth across the country, accessible to all and providing a legacy of jobs, connectivity and growth across the UK.

## **This document**

This document explains the Government's proposals for Phase Two of HS2 which includes:

- The routes from the West Midlands to Manchester and Leeds with stations at Manchester Airport, Manchester City Centre, in the East Midlands close to Derby and Nottingham, Sheffield and Leeds; the connections to the existing railway at Crewe, south of Wigan and south of York to allow the trains to serve even more destinations; and the supporting infrastructure required, for example depots;
- Seeking your views on whether there should be any additional stations on either leg;
- An explanation of the sustainability impacts of the proposed route;
- Ideas on how the rail capacity freed up on the existing rail network could be used to spread the benefits of HS2 to other towns and cities; and
- How we could integrate HS2 with other utilities, like water or electricity, alongside the line to maximise the benefits of this investment.

9<sup>th</sup> January 2014

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (ARTHUR MEE ROAD AND WELLSPRING DALE, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013 (5155)**

#### **CONSIDERATION OF OBJECTIONS**

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

1. To consider the objections received in respect of the above Traffic Regulation Order.

##### **Information and Advice**

2. Arthur Mee Road is a residential cul-de-sac leading off Wellspring Dale in Stapleford. The street has six addressed properties with two additional houses on Wellspring Dale having driveway access off the cul-de-sac.
3. The George Spencer Academy School is located at the end of the road and has regular events / functions during the week (including evening and weekends) which generate traffic and parking problems. Concerns have been raised by local County Councillors and a local resident regarding inconsiderate parking by parents / visitors to the school causing access difficulties for large vehicles including emergency services.
4. An initial consultation was carried out between 22<sup>nd</sup> May and 21<sup>st</sup> June 2013 with all affected residents and statutory consultees. Following comments received during this exercise proposals were amended to extend restriction along Wellspring Dale by 10 metres in either direction. The reason being to prevent parking close to the junction which is affecting visibility for traffic turning onto Wellspring Dale.
5. The proposal, which can be seen on the enclosed drawing H/04078/1939 Rev A, was publicly advertised between 19<sup>th</sup> September and 19<sup>th</sup> October 2013. Overall seven responses were received, four of which are considered as objections.

##### **Objections Received**

6. Objection 1

The Academy is supportive of the proposals but request the restrictions are extended along the south side of Wellspring Dale and in addition should be installed opposite the junction with Arthur Mee Road.

#### Response

The restrictions are proposed due to access issues on the cul-de-sac section leading to the school. Wellspring Dale is a local distributor road providing access to properties and roads within this area of the housing estate. A balance is needed to provide parking for residents, visitors and parents together with maintaining safe and clear access. Additional parking restrictions are likely to generate further objections and are not necessary for highway safety. Restrictions are not required opposite Arthur Mee Road as this location has vehicular dropped crossing points which should be kept clear for access.

#### 7. Objection 2 and 3

The objectors are concerned about further displaced parking onto Wellspring Dale.

#### Response

There is always a risk of displaced parking with any restrictions. However, the proposals are required due to concerns over access to the school off Arthur Mee Road for large vehicles. Wellspring Dale has more available parking and no issues with vehicles turning.

#### 8. Objection 4

Local residents agree that there needs to be traffic control along Arthur Mee Road, but are objecting on the grounds that they are too restrictive. Concerns include the school only operating within term times whilst the proposals will be operative all year round and do not take into account family or visitors. It is suggested that restriction should apply at school start / finish times and on parents evenings.

#### Response

Limited waiting restrictions (single yellow lines) were considered but it was felt that they would be inadequate due to the nature and variance of events held at the school. Restrictions near schools run year round as term dates are not able to be written into the Traffic Regulation Order.

### **Other Options Considered**

9. Limited waiting restrictions (single yellow lines) were considered but it was felt by the majority that this would not be sufficient as the school hosts many events at all times when parking is an issue.

### **Comments from Local Members**

10. The original request for the scheme came from Councillor Heptinstall and local members raised no objections to the proposals.

### **Reasons for Recommendations**

11. The restrictions on Arthur Mee Road are required in the interests of road safety, local residents and school children and to assist the movement of traffic including emergency vehicles. The restrictions at the junction of Arthur Mee Road and Wellspring Dale are to stop vehicles parking close to the junction and causing difficulties for those entering and exiting from Arthur Mee Road.

## **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 by the Traffic Management revenue budget and will cost in the region of £1,000.

## **Crime and Disorder Implications**

14. Nottinghamshire Police raised no objections to the proposal.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Arthur Mee Road and Wellspring Dale, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2013 (5155) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

### **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 9773118

### **Constitutional Comments (SHB)**

15. Committee have power to decide the Recommendation.

### **Financial Comments (TMR)**

16. The financial implications are set out in paragraph 13 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 Bevercotes House, Ollerton.

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

Bramcote and Stapleford Councillor Stan Heptinsall and Councillor Jacky Williams





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Ordnance Survey 100019713.

Project: Arthur Mee Road / Wellspring Dale, Stapleford  
Property No.: TRO 5155  
Project No.: TRO 5155

Title: Proposed No Waiting at Any Time Restrictions (Double Yellow Lines)  
Drawing No.: H/04078/1939

George Spencer Foundation  
School and Technology College

**KEY**

Proposed No Waiting at Any Time Restrictions (Double Yellow Lines)

Additional No Waiting at Any Time Restrictions (Double Yellow Lines) following comments received during initial consultation

Rev	Description	Drawn	Chkd	Date
A	Additional lengths of Double Yellow Lines added following comments received during initial consultation	SLW	JAB	May '13
				Sept '13





**9th January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (BINGHAM TOWN CENTRE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013 (8212)**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MARKET STREET, BINGHAM) (ONE WAY) TRAFFIC REGULATION ORDER 2013 (8213)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

1. To consider the comments received in respect of the above proposed Traffic Regulation Orders for Bingham Town Centre.

### **Information and Advice**

2. Bingham has a vibrant Town Centre based around the traditional Market Place. There is a high demand for access to shops and other attractions, and the proximity of residential properties to the centre means that parking space is at a premium, and often parking comes into conflict with pedestrians, public transport operations and servicing of local businesses.
3. Problems are most severe in the area around the Market Place, with conflicting demands of short term shopper parking, long term worker and commuter parking, essential loading and parking by blue badge holders obstructing the free passage of buses as well as blocking narrow footways and other pedestrian routes.
4. These proposals have been developed to tackle some of these problems whilst maintaining a regular turnover of visitors on foot, by car and by public transport so as not to jeopardise the vitality of the area. The main aspects of the scheme involve;
  - a. Introduction of one-way system southbound on Market Street between the Market Place and Long Acre, this is to assist through movements by larger vehicles whilst maintaining parking in some locations and enabling localised improvements to footways;
  - b. 2 hour limited waiting on existing uncontrolled parking spaces within the Market Place area and along sections of Market Street and Church Street

to prevent all day parking and encourage a regular turnover of parked vehicles;

- c. A ban on loading around the Market Street / Church Street junction to prevent obstruction by loading and disabled vehicles, this will be mitigated by the provision of specific loading and disabled parking places in more suitable locations nearby;
  - d. Additional 'no waiting at any time' on Cherry Street to improve access for buses, plus a section of 'no waiting at any time' along Church Street to provide a passing place in the long length of uncontrolled parking;
  - e. No waiting Monday to Saturday between 8am and 6pm on the north side of Church Street to replace the existing Thursday (market day) only restriction and standardise with other 'working day' prohibitions in the area;
  - f. Additional 'no waiting at any time' restrictions at the Long Acre / Market Street and East Street / Fosters Lane / Rutland Road junctions, and on the east side of Market Street and sections of the Market Place and Moor Lane. This is to assist turning movements and prevent obstruction of junction areas.
5. The proposals, which can be seen on the enclosed drawings 47065882/TRO8212/401 and 402, were publicly advertised during November 2013. This included street notices, plans on deposit in the Library and Town Council office (along with feedback forms) and letters distributed to all properties fronting the proposals.
  6. During the consultation period a total of fifty-six responses were received. This included nineteen comment forms completed as a result of the consultation documentation available for public viewing in the Town Council offices.
  7. Overall twenty-four were broadly in favour of the proposals, and most responses, including those in favour, offered a number of comments and suggestions on various aspects of the proposals. The remaining thirty-six are considered objections; this is not unexpected due to the range of proposals across the town centre area. For the purposes of this report, objections will be grouped into different areas of the scheme.

## **Cherry Street**

### Objections

8. This aspect of the proposals attracted the most comment, with eight objections being received from nearby residents specifically suggesting that the proposals were too extensive and also suggesting that permit parking should be considered to give residents priority over visitors.

### Response

9. Cherry Street is used as the main access to the market area by buses, historically parking on Cherry Street obstructs bus movements to such an extent that police 'no waiting' cones are deployed on the east side. The proposed restrictions replicate the effects of the cones and provide minor modifications to restrictions near the tight junctions at either end of Cherry Street.

10. It is acknowledged that the proposals are prohibitive, and given the number of objections it is suggested that they are reviewed in discussion with affected residents to achieve a design that is more suited to local activities whilst still maintaining access for buses and larger vehicles. It is suggested therefore that proposals for Cherry Street are omitted from the final Order and implemented as an addition at a later stage.
11. The use of permit parking would give residents the option of parking on the road in preference to non-residents. However, in cases where restrictions are proposed specifically to prevent obstruction it would not be appropriate to allow any parking, and in those cases residents permit parking would be unsuitable.

### **Market Street**

#### Objection

12. A number of responses suggested extending the one way operation to include Cherry Street and Church Street, creating a full one-way system around the Market Place. A similar number of responses objected to the creation of a one-way street, suggesting that the removal of parking altogether in that area would be a better solution and would remove the need to make Market Street one-way.

#### Response

13. The left turn into Market Street from Church Street is extremely tight and demand for parking in that area is high. Although much of the road currently has daytime restrictions, this is often legitimately occupied by blue badge holders or loading vehicles, which severely obstructs bus movements around the junction, blocking the movement of traffic around the whole of the Market Place and leading to inappropriate and potentially dangerous vehicle manoeuvres.
14. The proposals will ease the situation by allowing the formalising of parking for blue badge holders in locations where traffic would not be obstructed and preventing parking and loading in locations where this would obstruct free movement.
15. The removal of parking and the retention of two way working would achieve the same thing, but this would be at the cost of parking provision where demand is high. In addition, opportunity has been taken, with the introduction of one-way operation, to make improvements to existing narrow footways in Market Street to improve the situation for pedestrians.

### **Long Acre**

#### Objection

16. A number of issues have been raised regarding parking on Long Acre. Proposals for no waiting at any time on Long Acre for a short distance to the west of Market Street are intended to improve visibility for emerging vehicles from the one-way section in an area where the road is particularly narrow and parking often takes place outside a number of small businesses, obstructing visibility and the free movement of larger vehicles.

#### Response

17. Objections have been received on the grounds that the proposals would prevent businesses operating effectively and would reduce the number of customers visiting these businesses.
18. The road here is regularly occupied by vehicles, the majority of which belong to the adjacent businesses; this in itself prevents the use of this space by casual visitors and creates a permanent obstruction to visibility and movement by larger vehicles. The introduction of no waiting at any time here would therefore remove parking but would allow the use of the road space for genuine loading and unloading activities, whilst the improvements to parking restrictions in Market Street would provide a greater level of turnover, making it easier for customers to park within a reasonable distance of these businesses.

### **Fosters Lane**

#### Objection

19. Objectors have commented that, although they recognise the problem, the removal of parking here would severely restrict parking close to their homes, and have suggested residents' parking to give them priority over non-residents and the shortening of the extent of the restrictions to allow parking closer to their homes. Other responses have commented that restrictions should go even further, and should also be considered around the Fosters Lane / Long Acre junction.

#### Response

20. The junction around Fosters Lane / Rutland Road / East Street is narrow and regularly obstructed by parked vehicles; the proposals therefore seek to remove this problem by introducing no waiting at any time around this junction.
21. The problem here is severe, with parking occurring on bends, around junction radii and on footways. Restrictions are needed to prevent obstruction for through traffic and maintain safe and unobstructed pedestrian routes. Whilst residents' parking would give preference to residents over non-residents, any level of parking here would be obstructive and residents parking would therefore not be appropriate.
22. There is a high demand for parking in the area and it is considered that the proposals cover the most severe sections without overly-inconveniencing residents. Observations have also been carried out at the Fosters Lane / Long Acre junction and whilst parking does take place in this area, the junction is sufficiently wide that good visibility is maintained and obstruction rarely occurs.

### **Parking Displacement**

#### Objection

23. A number of responses expressed concern that the introduction of timed restrictions in the central area will displace vehicles into other streets where there are currently no restrictions, creating additional problems for residents. Those parking all day to work in local businesses or to travel further afield would seek out unrestricted space in residential streets, making it difficult for residents to park. Particular problems have been highlighted in The Paddock

and Fisher Lane, where it is reported that significant all-day parking already takes place.

## Response

24. The proposals are partly aimed at reducing the level of all-day parking within the central area, and creating turnover for shorter-stay visitors; it is acknowledged that this could displace more vehicles into nearby residential areas. It is recommended, therefore, that these streets are identified and monitored, and any significant increase in displacement considered for further action at a future date.

### **General Comments**

25. As well as the above, a number of general comments were received, including:
- a. Provide more timed restrictions;
  - b. Introduce longer lengths of no waiting on Church Street;
  - c. Provide longer waiting times (3 or 4 hours) in limited waiting bays;
  - d. Provide more parking space in the Market Place;
  - e. Take a wider view of the problems in Bingham and introduce a more comprehensive scheme to tackle all the issues.
26. The scheme is clearly not designed to be a comprehensive solution to all parking and traffic problems in Bingham; rather it is designed to combat some of the more common occurrences of obstruction through a simple re-arrangement of parking and traffic patterns, while maintaining the essential character of Bingham.
27. The suggestion for a more comprehensive one way system in the Market Place has been considered by the County Council on a number of occasions. It has never been supported as it is forecast that it would have a significant detrimental effect on traffic patterns in the town centre.
28. It is considered, therefore, that whilst minor changes could have been made to extents, types and times of restrictions, the scheme as proposed represents the best compromise to improve the situation in the short term. Further traffic surveys can be undertaken in the future to monitor the effectiveness of the proposals.

### **Other Options Considered**

29. The scheme is considered to be the most appropriate to meet the many and varied requirements of local residents and road safety concerns. This follows discussions with the local member, town council and local businesses.

### **Reasons for Recommendations**

30. The recommendations are made in view of the comments received. County Councillor Martin Suthers supports the proposals, and expressions of support have also been received from the Police and Rushcliffe Borough Council. In addition, the proposals have been developed in discussion and with the input of the Town Council.



## **Statutory and Policy Implications**

31. 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**

32. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) budget for 2013/14. The cost of implementing the scheme the restrictions advertised changes to make a section of Market Street one way including footways and the associated works will be in the region of £60,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

34. It is recommended that:
- a. The Nottinghamshire County Council (Market Street, Bingham) (One Way) Traffic Regulation Order 2013 (8213) is made as advertised;
  - b. The Nottinghamshire County Council (Bingham Town Centre) (Prohibition of Waiting) Traffic Regulation Order 2013 (8212) is made as advertised in part, with the exception of the proposals for Cherry Street;
  - c. The issues on Cherry Street are discussed further with residents and amended proposals are introduced at a later date;
  - d. The issues of parking transfer are monitored and, if necessary, action considered at a later date;
  - e. The objectors are informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

**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 (SB)**

35. Committee have the power to decide the Recommendation.

## **Financial Comments (IC)**

36. The financial implications are stated in paragraph 32 of the report.

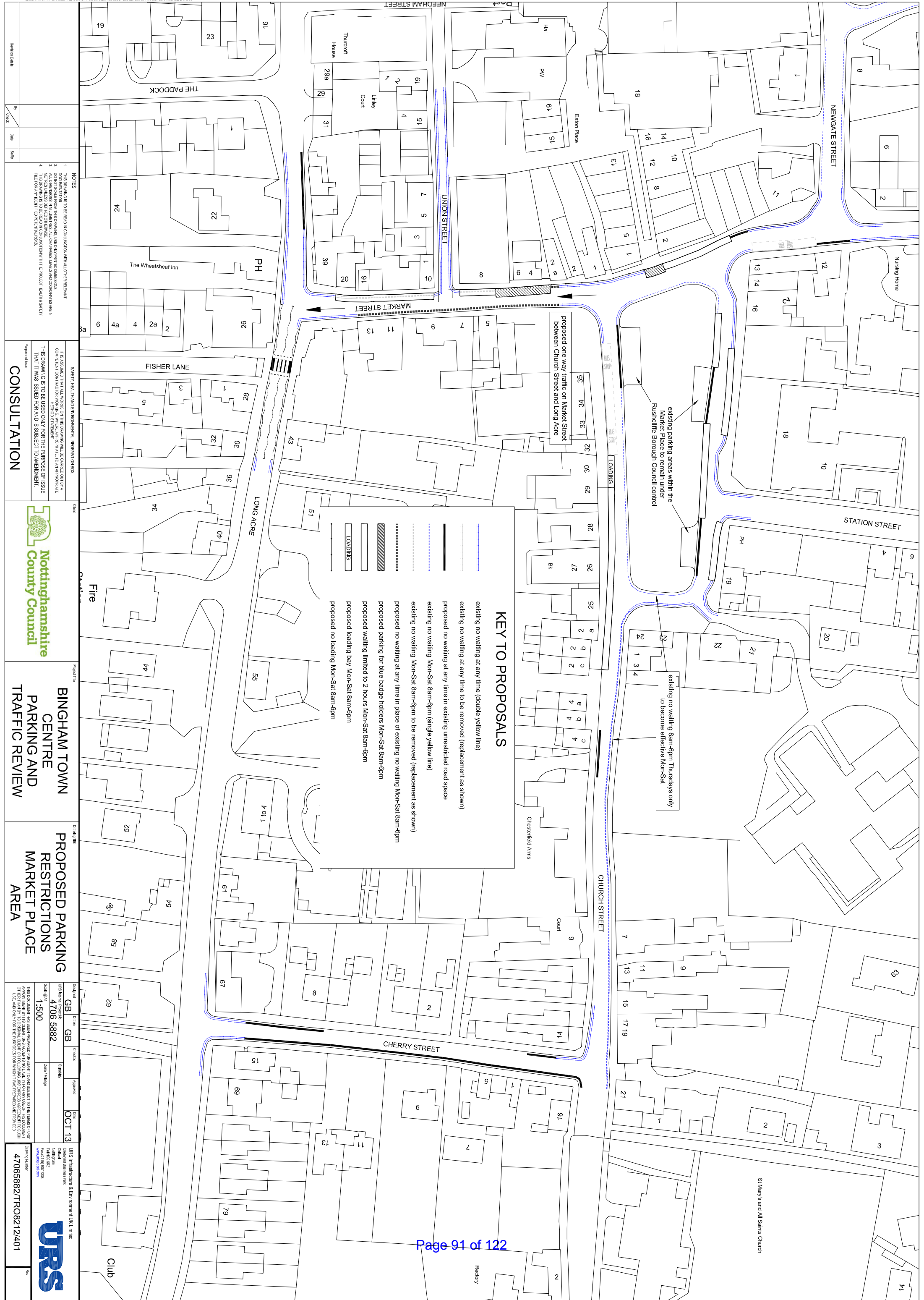
## **Background Papers**

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 section at Trent Bridge House.

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

Bingham                      Councillor Martin Suthers



proposed one way traffic on Market Street between Church Street and Long Acre

existing parking areas within the Market Place to remain under Ruscliffe Borough Council control

existing no waiting 8am-6pm Thursdays only to become effective Mon-Sat

### KEY TO PROPOSALS

- existing no waiting at any time (double yellow line)
- existing no waiting at any time to be removed (replacement as shown)
- proposed no waiting at any time in existing unrestricted road space
- existing no waiting Mon-Sat 8am-6pm (single yellow line)
- existing no waiting Mon-Sat 8am-6pm to be removed (replacement as shown)
- proposed parking for blue badge holders Mon-Sat 8am-6pm
- proposed parking for blue badge holders Mon-Sat 8am-6pm
- proposed waiting limited to 2 hours Mon-Sat 8am-6pm
- proposed loading bay Mon-Sat 8am-6pm
- proposed no loading Mon-Sat 8am-6pm

- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION FROM THIS DRAWING. USE ONLY PERMITTED DIMENSIONS.
  2. ALL DIMENSIONS IN MILLIMETRES. ALL CHANGES, LISTED AND UNLISTED ARE IN RED UNLESS OTHERWISE SPECIFIED.
  3. THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.
  4. FILE FOR ANY DELETED OR OPTIONAL WORK.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX**

IT IS ASSUMED THAT ALL WORKING ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING UNDER THE SUPERVISION OF AN APPROPRIATE METHOD STATEMENT.

**CONSULTATION**



**BINGHAM TOWN CENTRE PARKING AND TRAFFIC REVIEW**

**PROPOSED PARKING RESTRICTIONS MARKET PLACE AREA**

Designed	GB	Drawn	GB	Checked	Approved	Date	OCT 13
URS Internal Reference	4706 5882	Scale	A1	Zone 1	Map		
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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX**

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THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

Purpose of Issue

**CONSULTATION**

Check

Project Title

**BINGHAM TOWN CENTRE PARKING AND TRAFFIC REVIEW**

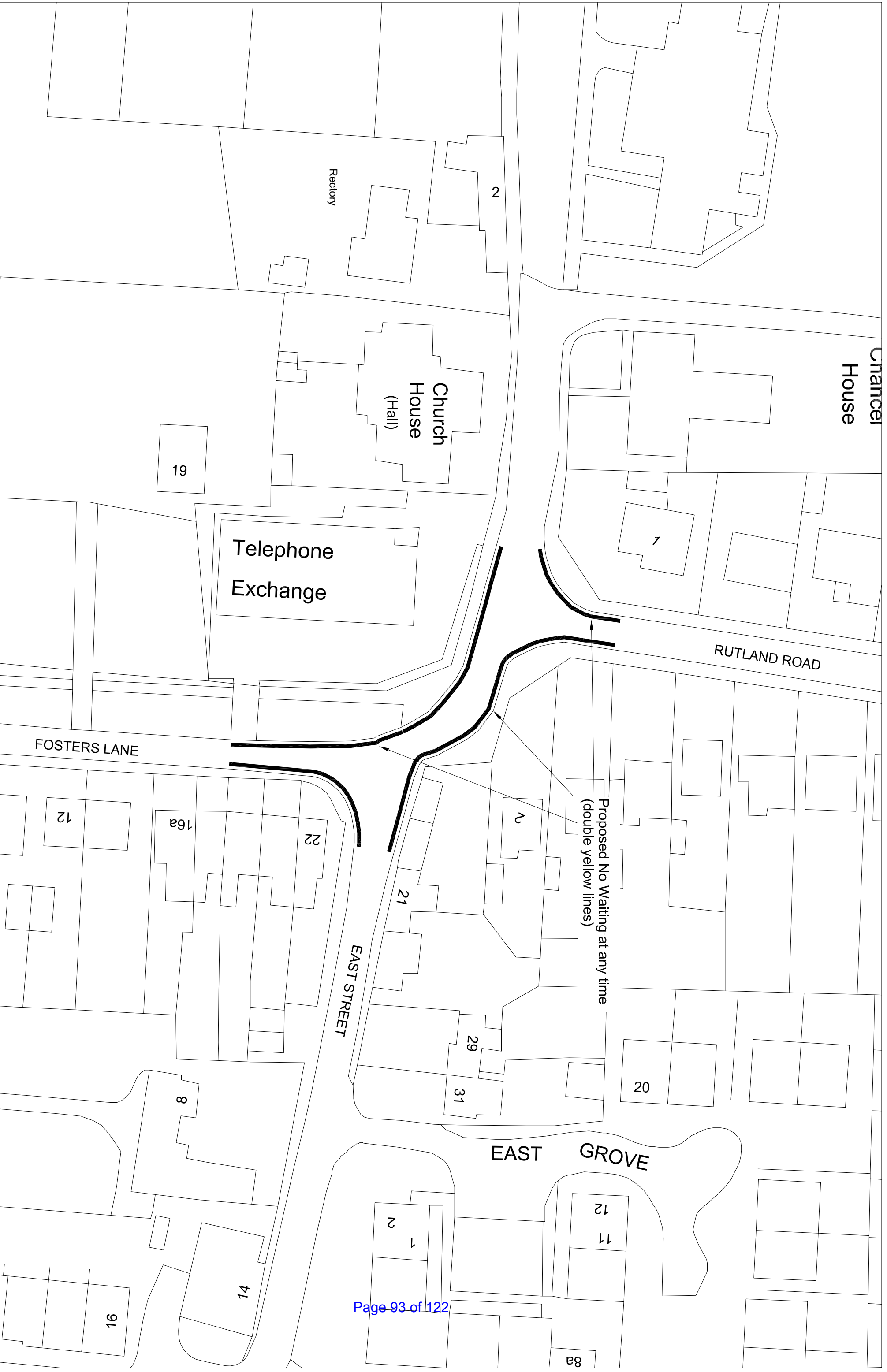
Drawing Title

**PROPOSED PARKING RESTRICTIONS FOSTERS LANE/EAST STREET JUNCTION**

Designed By: GB  
 Drawn By: GB  
 Checked By: GB  
 Scale: 1:500  
 Date: OCT 13

URS Infrastructure & Environment UK Limited  
 Central Business Park  
 Warrington  
 Cheshire WA9 9GT  
 Tel: 01902 728111  
 www.urscorp.com

47065882/TRO8212/402





**9<sup>th</sup> January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CALVERTON, LAMBLEY AND WOODBOROUGH AREA) (WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013 (7153)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

### **Information and Advice**

2. The County Council is implementing a programme of environmental weight limits (EWLs) to remove Heavy Goods Vehicle (HGV) traffic from inappropriate routes, therefore reducing damage to the County road network and improving the environment for residents in towns and villages.
3. The area-wide proposal for Calverton, Lambley and Woodborough was included in the programme of EWLs following a review of requests in 2012. The area was identified as being at potential risk of significant HGV intrusion based on its location with regard to the strategic highway network. Local councillors had also been reporting concerns about on-going problems from HGVs that local signing in the area had not resolved.
4. An initial consultation was sent on 24<sup>th</sup> May 2013 to statutory consultees including local Parish Councils and also affected businesses in the industrial areas of Calverton.
5. During this consultation a resident of Old Epperstone Road near Lowdham requested this road to be included within the weight limit boundary. This request was incorporated in the design and the proposal, which can be seen on the enclosed drawing H/04078/1935/15, was publicly advertised and consulted on between 7<sup>th</sup> August and 16<sup>th</sup> September 2013.
6. During the statutory consultation process there were 16 responses received, five of which are considered as objections. One objection was from Calverton Parish Council. The other two parishes of Woodborough and Lambley supported the scheme.





## Objections Received

### 7. Objections 1, 2, 3 and 4

These objectors consider that the implementation of the EWL as proposed will result in an increase of HGV movements along Mansfield Lane in Calverton. This is due to this becoming the only permitted route into the industrial areas on Park Road via the B6386 and then Mansfield Lane as a result of the proposals. Preferred access to all industrial units on Park Road is to be via Hoyle Road. The objectors suggest that Mansfield Lane is included in the area wide EWL and this view is supported by Calverton Parish Council.

#### Response

It is not considered that the introduction of the weight limit will significantly increase the numbers of HGVs using Mansfield Lane as this is already the current signed lorry route off the B6386 linking movements from the A614 or A6097 and providing the most direct route from the B6386 to Park Road.

The proposal means that all HGVs requiring access to units on Park Road will have to come in via the B6386 Oxtan Road, Flatts Lane, Mansfield Lane and then right onto Park Road. Leaving the units would also be via the same route. If the route off the B6386 (Flatts Lane, Mansfield Lane and Park Road) were included in the weight limit then any overweight vehicles requiring access to this area could do so via any route within the area wide restriction including through Calverton village centre. This is because any vehicle with legitimate access to visit a property or business within the weight limit boundary is exempt from the order.

There is no physical link between businesses on Park Road and the end of Hoyle Road; there is no possibility of this being established in the future due to established business units at the end of Hoyle Road.

### 8. Objection 5

The objector feels that Mansfield Lane should be widened to make it wide enough for residents to park on street and for two HGVs to pass each other, the speed limit lowered to 20mph and road resurfaced to improve the drainage. This is on the basis the road is currently in poor condition and the increase in traffic, especially from HGVs will significantly increase the damage to the road. The speed of traffic travelling along Mansfield Lane was also raised by another objector.

#### Response

Mansfield Lane is currently inspected monthly as part of routes safety inspection carried out by the county council's highway inspectors. Concerns regarding the overall condition of the road will be raised with the area maintenance team for monitoring. Most properties along this section of road have off street parking and the current road layout has not caused any known issues. Mansfield Lane is being considered for the installation of an interactive speed sign.

## Other Options Considered

9. The option of including Mansfield Lane and Park Road within the boundary of the EWL was considered. This was excluded on the basis that this is the current signed lorry route for the industrial area and provides the most direct route off the B6386 to Park Road (via Flatts Lane and Mansfield Lane). It would also open up permitted travel for overweight vehicles accessing businesses on Park Road to travel through the village centre.

## **Comments from Local Members**

10. The County Councillors affected did not raise any objection to the proposals.

## **Reasons for Recommendations**

11. The EWL is being proposed to prevent the use of unsuitable routes by HGVs. The weight limit will stop unnecessary journeys (including intrusion of HGVs diverting from strategic route network) through the village centres of Calverton, Lambley and Woodborough.

## **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 by the Integrated Transport Measures – Environmental Weight Limit budget for 2013-14. The cost of implementing the scheme and associated works will be in the region of £20,000.

## **Crime and Disorder Implications**

14. Nottinghamshire Police raised no objections to the proposal.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Calverton, Lambley and Woodborough Area) (Weight Restriction) Traffic Regulation Order 2013 (7153) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

**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)**

15. Committee have power to decide the Recommendation.

**Financial Comments (TMR)**

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

**Background Papers**

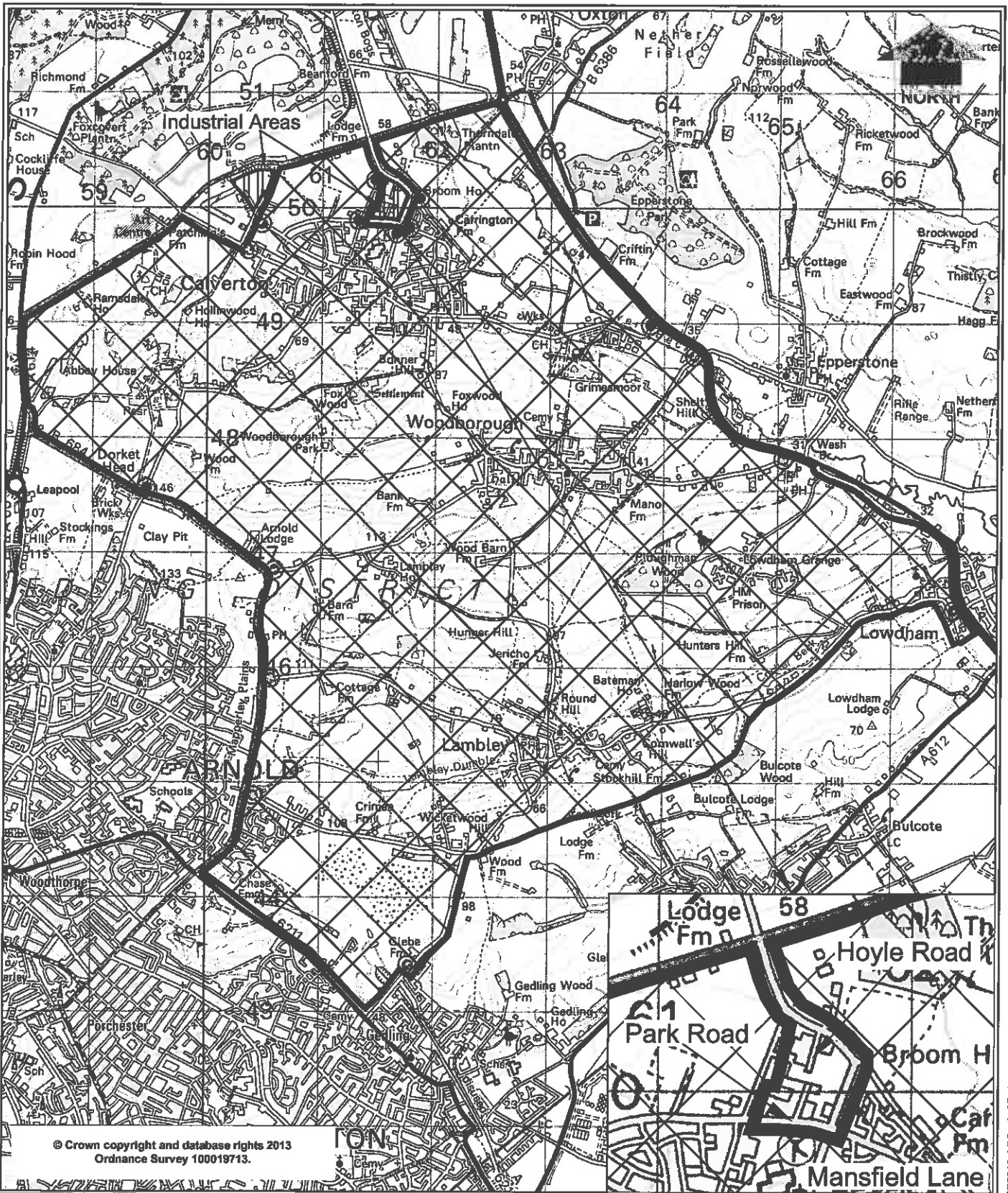
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.


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 Bevercotes House, Ollerton.

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

Arnold North	Councillor Pauline Allan
Arnold North	Councillor Michael Payne
Calverton	Councillor Boyd Elliott
Carlton East	Councillor Nikki Brooks
Carlton East	Councillor John Clarke
Farnsfield and Lowdham	Councillor Roger Jackson





 <p><b>Nottinghamshire County Council</b> Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project <b>Calverton, Lambley and Woodborough Environmental Weight Limit</b>		Drawn J.A.Burton	Date June 13	
	Property No.	Project No. <b>P.H.IE.70000.01</b>	Chkd	Date	
	Title <b>Map Showing Location of Sign Sections</b>			Auth	Traced
	Drawing No. <b>H/04078/1935/15</b>			Scale <b>1:1000</b>	Rev

Dec 11, 2013 - 12:28pm N:\Highways\Highway Projects\2013-14\Captain P.H.I.E.70000.01 Calverton-Woodborough-Lambley\Improvements\CAD\Map\lambley E.M.L. 1250 plans.DWG



**9<sup>th</sup> January 2014****Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH LANE / MAIN  
STREET, HARWORTH) (PROHIBITION OF WAITING) TRAFFIC  
REGULATION ORDER 2013 (1150)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

**Information and Advice**

2. The B6463 Main Street in Harworth is the main route through the village. At the vicinity of the junction with Church Lane it is straight and level, the actual Church Lane junction enters at almost 90 degrees to the B6463. The footway along the north side of Main Street is relatively narrow with high brick walls bounding the adjacent properties which do not allow any visibility splay. The development fronting Main Street opposite the Church Lane junction is a mixture of residential and commercial including hairdressers, beauty salon and a Public House.
3. Church Lane is a short cul-de-sac serving eight residential properties and an entrance to the Parish Church (though there is no parking available). There are a further ten residential properties on Gregory Crescent.
4. The local County Councillor, Cllr. Sheila Place, has received complaints from residents of Church Lane and Gregory Crescent (off Church Lane) regarding visibility problems when exiting Church Lane onto Main Street. There have been no accidents involving injury reported at the junction.
5. The proposal, which can be seen on the enclosed drawing no. NJG/ChurchHar, was consulted on and publicly advertised between March and July 2013. During the statutory consultation process there were ten responses received, eight of which are considered as objections. There were two comments in support of the proposals one of which was from Harworth Town Council.

## Objections Received

### 6. Objections 1, 2, and 3 – Local Businesses

Two local businesses object on the grounds that the proposed restrictions are directly outside the business which has no off-street parking facilities. The proprietor considers that the restrictions will have an adverse effect on the business and that removal of parking in the area will lead to increased traffic speeds. A suggestion from one of the objectors is all that is needed to solve the problem is a traffic mirror.

A further commercial property owner considers that waiting restrictions outside the property will result in the property becoming less attractive commercially and will therefore be more difficult to rent to prospective businesses.

#### Response

The location of the businesses opposite the junction means any 'no waiting restrictions' will result in visitors unable to park directly outside. However, the proposed restrictions are kept to a minimum length to help with visibility issues of roaduses exiting from Church Lane onto Main Street. Alternative unrestricted parking is available further along Main Street in both directions.

It is the County Council's policy that traffic mirrors will not be permitted on the highways except in very exceptional circumstances and subject to special authorisation from the Department for Transport (DfT), there are also issues regarding liability and maintenance. Due to changes in regulations no special authorisations are being granted by the DfT and the proposed restrictions are aimed at improving visibility therefore not requiring a traffic mirror in addition or as an alternative.

It is considered that the restrictions proposed will clear enough parked vehicles around the Church Lane junction area to provide sufficient visibility for a safe exit from Church Lane. Traffic currently parking in this area will be displaced further along Main Street so traffic speeds shouldn't increase as a result of the proposals.

### 7. Objection 4 – Resident of Main Street

The objectors suggest that vehicles should be banned from Church Lane thus eliminating the problems of poor visibility exiting the road. He also suggests that the introduction of these restrictions will only move the problem farther along the road and that a Residents' Parking scheme should be introduced to prevent customers at the businesses parking on the road.

#### Response

Church Lane provides vehicular access to the local church and residential properties both directly off the lane and also Gregory Crescent (can only be accessed via Church Lane). Banning vehicle access along this section would receive significant local opposition and also displace more vehicles onto Main Street.



Currently parking on Main Street, Harworth is unrestricted. A balance needs to be provided to provide parking for residents, visitors and local businesses. Objections have already been received from local businesses over the loss of parking due to the restrictions and further restrictions would have a negative impact for these businesses.

8. Objection 5 and 6 – Residents of Gregory Crescent

One objector suggests that the restrictions are not enough and should extend to 50 metres each side of the junction and that a traffic mirror should be provided. The other objector suggests that the speed of traffic along Main Street is the problem and that there should be more 30 mph signs or a reduction in the speed limit to 20mph, a traffic mirror or traffic calming.

Response

It is considered the proposed restrictions will clear traffic from the junction area enough to enable safe exiting of traffic from Church Lane. Further restrictions would have a negative impact on local businesses and also have the potential of increasing traffic speeds. As stated previously it is not the policy of the County Council to install traffic mirrors on the highway.

Traffic calming is outside the scope of this consultation. Enquiries logged within the authority's Highway Asset Management System, and most reports involving traffic issues, are linked to visibility issues around the Church Lane junction.

9. Objection 7 – Residents of Church Lane

A resident of Church Lane considers that the restrictions should cover the full length of Church Lane to prevent any parking for the church.

Response

Church Lane is a narrow section of road with no footways, it is not wide enough to park and maintain access so additional restrictions are considered not to be required.

10. Objection 8 – Nottinghamshire Transport and Travel Service

The objection is on the grounds that migration of parking is likely to affect nearby bus stops.

Response

The introduction of Bus Stop Clearways will be considered for implementation along with these restrictions. Formal consultation for clearways is not required, although notification is provided to properties with a frontage affected by the works. This may raise objections, being outside residential properties.

## **Other Options Considered**

11. Consideration was given to the introduction of restrictions along only the north side of Main Street near the Church Lane junction. This was considered unsafe as vehicles exiting Church Lane might be confronted by vehicles on their side of the road passing vehicles parked on the south side.

## **Comments from Local Members**

12. The local County Councillor Sheila Place supports the proposals.

## **Reasons for Recommendations**

13. The waiting restrictions are being proposed to stop parking in a location that causes visibility problems for residents exiting a residential cul-de-sac.

## **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 Traffic Management Revenue budget - Bassetlaw for 2013-14. The cost of implementing the scheme and associated works will be in the region of £1,000.

## **Crime and Disorder Implications**

16. Nottinghamshire Police raised no objections to the proposal.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Church Lane/Main Street, Harworth) (Prohibition of Waiting) Traffic Regulation Order 2013 (1150) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

### **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)**

17. Committee have power to decide the Recommendation.

**Financial Comments (TMR)**

18. The financial implications are set out in paragraph 15 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 Bevercotes House, Ollerton.

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

Blyth and Harworth

Councillor Sheila Place



9<sup>th</sup> January 2014

Agenda Item:

**REPORT OF SERVICE DIRECTORS, HIGHWAYS, AND TRANSPORT,  
PROPERTY & ENVIRONMENT**

**RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE  
COUNTY COUNCIL ON 26<sup>TH</sup> SEPTEMBER 2013 AND 21<sup>ST</sup> NOVEMBER 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 26<sup>th</sup> September and 21<sup>st</sup> November:

- A. Petition requesting the reinstatement of the original termination point of the Coddington bus service (Ref 2013/034)
- B. Petition Requesting Gritting On Various Named Roads in Sutton in Ashfield (Ref 2013/040)
- C. Petition – Removal of Planters – Gladstone Street, Mansfield (Ref 2013/041)
- D. Petition requesting the registering of a pathway as a right of way in Mansfield (Ref 2013/042)
- E. Petition regarding traffic issues (linked to taxi rank) outside Asda store on Front Street in Arnold (Ref 2013/043)
- F. Petition requesting reinstatement of direct bus service to Doncaster via Misterton (Ref 2013/044)
- G. Petition concerning No. 22 bus service to Langar-cum Barnstone (Ref 2013/045)
- H. Petition Requesting Traffic Calming on Warwick Avenue, Beeston (Ref 2013/047)
- I. Petition Requesting Introduction of a 20mph speed limit on Cow Lane Bramcote (Ref 2013/048)
- J. Petition Requesting Traffic Calming on Forest Avenue, Mansfield (Ref 2013/049)
- K. Petition Requesting Extension of Speed Limit in Collingham (Ref 2013/050)

L. Petition for a zebra crossing outside St Peters C of E primary and nursery school (Ref:2013/051)

**A. Petition requesting the reinstatement of the original termination point of the Coddington bus service (Ref 2013/034)**

1. The County Council will raise this issue with the service operator at the next regular liaison meeting. Previous talks have taken place regarding the punctuality of the service and these will be reviewed as part of the discussion. The County Council currently makes a limited financial contribution to the service which is currently being reviewed as part of the Transport & Travel Service Outline Business Case B17.
2. It is recommended that the lead petitioner be informed.

**B. Petition Requesting Gritting On Various Named Roads in Sutton in Ashfield (Ref 2013/040)**

3. A 139 signature petition from residents of various Ashfield estates was presented to the 21<sup>st</sup> November County Council meeting by Councillor Tom Hollis. The petitioners request that their roads are added to the 'formal' gritting routes this winter and they express concerns of neglect and no longer feeling safe during adverse weather conditions.
4. The aim of the Winter Maintenance Service is to permit the safe movement of essential vehicular and pedestrian traffic on the highway network whilst minimising delays and accidents directly attributable to adverse weather conditions.
5. The County Council salts as a matter of routine (i.e. on every occasion when ice is predicted to form on road surfaces) approximately 34% of the County Road network.
6. The remaining 66% of roads therefore have ice present on occasion. The approach, shared by the Police, Motoring Organisations and Local Authorities is that it is the duty of the road user to be aware of the prevailing conditions and to drive accordingly.
7. Many of the roads mentioned in the petition are minor estate roads and culs-de-sac. They carry very low volumes of traffic and have no strategic importance. However, Woodland Way, Redbarn Way and Castlewood Grove are secondary distributor roads and form part of a severe weather route that provides a link to the B6023 Alfreton Road and Kirkby Road. These roads would therefore be gritted on occasions when severe and prolonged ice or snow is forecast.

8. It is recommended that the lead petitioner be informed.

**C. Petition – Removal of Planters – Gladstone Street, Mansfield (Ref 2013/041)**

9. A 30 signature petition was presented to the 21 November 2013 meeting of the County Council by Councillor Kevin Greaves. The petition is from residents of Gladstone Street, Mansfield and surrounding streets.
10. There have been several complaints and enquires from residents requesting the overgrown planters to be cut back/maintained or removed to create additional parking spaces since 2008.
11. A bid has been submitted to LIS by Councillor Bosnjak to have the planters removed but in the meantime the new Mansfield Woodhouse Community Lengthsman scheme will be asked to cut back and maintain the planting.
12. It is recommended that the lead petitioner be informed.

**D. Petition requesting the registering of a pathway as a right of way in Mansfield (Ref 2013/042)**

13. A petition was presented to the County Council meeting on 21<sup>st</sup> November 2013 by County Councillor Kevin Greaves on behalf of 77 signatures. The petition requests that;

“We, the undersigned, are in support of a request for the pathway between Balmoral Drive and Chesterfield Road North to become a registered ‘right of way’. The actions of the ‘cost cutter (Post Office) owner have denied access for wheelchair users – also baby buggies, by installing knee high barriers and reducing the width of the footpath by erecting fencing and extending his property. We consider this action to be unreasonable”.

14. The petition refers to an unregistered footpath in Mansfield. The Countryside Access Team has received an application from North Sherwood Tenants and Residents Association to record this path on Nottinghamshire’s legal record of public rights of way, the Definitive Map and Statement. The application will be considered along with all the available evidence regarding the existence (or not) of the path. Petitioners and the landowner(s) will be kept advised of progress and recommendations will be made to the Rights of Way Committee in due course.
15. It is recommended that the lead petitioner be informed.

**E. Petition regarding traffic issues (linked to taxi rank) outside Asda store on Front Street in Arnold (Ref 2013/043)**

16. A petition of 172 signatures from taxi drivers and shoppers along Front Street was presented to the Chairman at the meeting of the County Council on 21<sup>st</sup> November 2013 by Councillor Michael Payne. The petition is linked to the taxi rank situated outside the Asda store on Front Street, Arnold and concerns raised regarding traffic congestion caused by the rank and safety issues to the general public.
17. A scheme is included in the 2013/14 Highways Integrated Transport Measures programme to deal with the conflicts between vehicles (including taxis) and pedestrians on Front Street following complaints. Proposals have been consulted and publicly advertised during December with a closing date of 6<sup>th</sup> January 2014, details of the scheme changes include:
  - Remove the existing zebra crossing outside ASDA, along with its associated road hump, and reconstruct the hump and zebra near the stepped access to the car park. This is a safer and more appropriate location on main pedestrian desire lines and well away from busy parking areas.
  - Extend the taxi rank to accommodate another 4-5 vehicles, and the disabled bay to accommodate another 1-2 vehicles.
  - Relocate bus stand 4 further along Front Street to avoid conflicts between buses and pedestrians using the new crossing.
18. The consultation includes street notices, plans on deposit in Arnold Library and County Hall, letters to all the frontages on Front Street plus statutory consultees. To further ensure consultation with a wide range of stakeholders a plan and feedback forms were made available within the Asda store. The lead petitioner has been included in the consultation therefore had an opportunity to comment or object on the proposals advertised.
19. It is recommended that the lead petitioner be informed.

**F. Petition requesting reinstatement of direct bus service to Doncaster via Misterton (Ref 2013/044)**

20. As part of the current bus service review Transport & Travel Services are currently discussing bus services in the Bassetlaw area including a proposed service from Gainsborough to Doncaster via Misterton. This could be achieved as part of a wider review of services in the Retford and Gainsborough area and a report will be made to Transport & Highways Committee during 2014 with any proposed service changes. Consultation on all bus service proposals is open until 17<sup>th</sup> January 2014 as part of the County Council budget consultation process.
21. It is recommended that the lead petitioner be informed.



**G. Petition concerning No. 22 bus service to Langar-cum Barnstone (Ref 2013/045)**

22. As part of the current bus service review a number of proposals have been made to revise services in the Rushcliffe area. A number of consultation events and meetings with the Parishes involved have resulted in the current proposals. These ensure the continued access for employment, health and essential shopping in a revised network of services which will connect with the high frequency commercial networks operating close by. Consultation on these proposals is open until 17<sup>th</sup> January 2014 as part of the County Council budget consultation process.
23. It is recommended that the lead petitioner be informed.

**H. Petition Requesting Traffic Calming on Warwick Avenue, Beeston (Ref 2013/047)**

24. A 23 signature petition was presented to the 21<sup>st</sup> November meeting of the County Council by Councillor Steve Carr. The petitioners requested the introduction of traffic calming on Warwick Avenue Beeston.
25. Increasingly the development and public consultation on proposed physical traffic calming schemes (road humps etc.) has led to significant concerns from local residents about the impact these have on their daily travel. These schemes are also an expensive investment for the County Council.
26. Where there are personal injury accidents already taking place the need to introduce such measures more quickly may be unavoidable. However, this is not the case for Warwick Avenue and therefore the suggested initial approach is for a local speed watch to be established. This is led by the local community and supported by the Police and can bring immediate benefits.
27. It is recommended that the lead petitioner be informed.

**I. Petition Requesting Introduction of a 20mph speed limit on Cow Lane Bramcote (Ref 2013/048)**

28. A 168 signature petition was presented to the 21<sup>st</sup> November meeting of the County Council by Councillor Stan Heptinstall. The petitioners requested the introduction of a 20mph limit on Cow Lane Bramcote.
29. It is proposed to introduce advisory 20mph speed limits outside all schools between September 2013 and March 2016. These will be 24 hour speed limits outside schools on residential roads such as Cow Lane.

30. The 20mph speed limit on Cow Lane is likely to be programmed for 2014/15.
31. Surveys to determine speeds outside the remaining schools are currently being undertaken to support the implementation of the programme of 20mph speed limits. The survey for Cow Lane planned in January 2014 will also inform the most effective and appropriate length of the 20mph speed limit.
32. It is recommended that the lead petitioner be informed.

**J. Petition Requesting Traffic Calming on Forest Avenue, Mansfield (Ref 2013/049)**

33. A 16 signature petition was presented to the 21<sup>st</sup> November meeting of the County Council by Councillor Andy Sissons. The petitioners request the introduction of traffic calming on Forest Avenue, Mansfield.
34. Increasingly the development and public consultation on proposed physical traffic calming schemes (road humps etc.) has led to significant concerns from local residents about the impact these have on their daily travel. These schemes are also an expensive investment for the County Council.
35. Where there are personal injury accidents already taking place the need to introduce such measures more quickly may be unavoidable. However, this is not the case for Forest Avenue and therefore the suggested initial approach is for a local speed watch to be established. This is led by the local community and supported by the Police and can bring immediate benefits.
36. The Police will also be asked to investigate the allegations made by the petitioners of inappropriate speeds by drivers from the new housing development at the end of Forest Avenue.
37. It is recommended that the lead petitioner be informed.

**K. Petition Requesting Extension of Speed Limit in Collingham (Ref 2013/050)**

38. At the County Council meeting on 21st November 2013 a petition with 239 signatures was presented by County Councillor Maureen Dobson. The petition from residents of Collingham requests that the 30mph limits at all the entrances and exits be extended to help slow down the speeds within the village.
39. An assessment will be carried out on each entrance to the village including a visual survey, speed surveys and an investigation of the speed related injury accidents to determine whether there is justification for extending the 30mph

speed limits in line with Department for Transport guidelines for setting speed limits.

40. If appropriate and funding is available any alterations can be included in a future programme. The response to the petition should be noted and the petition organiser informed.
41. It is recommended that the lead petitioner be informed.

**L. Petition for a zebra crossing outside St Peter's C of E primary and nursery school (Ref:2013/051)**

42. A 90 signature petition requesting a zebra crossing outside St Peter's school was presented to the County Council by Councillor Colleen Harwood. A survey to determine the volume of traffic and numbers of pedestrians crossing throughout the day will be undertaken at this location during January 2014 and the petitioner advised accordingly. The results of the survey will be used to determine if a zebra crossing is suitable at this location and whether it should be considered for a future safer route to school scheme. A 20mph speed limit outside the school is, however, planned to be introduced on Bellamy Road before the end of March 2014 which should help improve road safety in the vicinity of the school entrance.
43. It is recommended that the lead petitioner be informed.

**Reason for Recommendation**

44. To recommend responses to issues raised in petitions presented to the County Council on 26<sup>TH</sup> September 2013 and 21<sup>st</sup> November 2013.

**Statutory and Policy Implications**

45. 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)**

Collingham, Sutton in Ashfield West, Worksop West, Misterton, Cotgrave, Beeston South & Attenborough, Bramcote & Stapleford, Mansfield South, Mansfield East.

**9 January 2014**

**Agenda Item:**

**REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND  
CORPORATE SERVICES**

**WORK PROGRAMME**

**Purpose of the Report**

1. To consider the Committee's work programme for 2014.

**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 1/11/2013)**

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

### **Financial Comments (MA 1/11/2013)**

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**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information ?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>13 Feb 2014</b>				
Charging for Highway Services	Review of charges	Decision	Andy Warrington	Andy Warrington
NET	Policy Review	Decision	Andy Warrington	Andy Warrington
Rail Update	Update Report	Info.	Andy Warrington	Jim Bamford
Final Concessionary Travel Scheme	Final Scheme 2014/15	Decision	Mark Hudson	Mary Roche
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
Local Bus Services	Consultation Summary	Info.	Mark Hudson	Mark Hudson
Bus Service Operators Grant	DfT Final Devolved Funding	Info.	Mark Hudson	Mary Roche
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
Prohibition of Waiting and Parking Places - Various Roads in Ruddington	TRO Report	Decision	Andy Warrington	Neil Hodgson
<b>20 Mar 2014</b>				
Rail Update	Update Report	Info.	Andy Warrington	Jim Bamford
Integrated Passenger	Update Report	Info.	Andy	Andy Warrington

<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>
Transport Strategy			Warrington	
Highways Major Projects	Update Report	Info.	Andy Warrington	Andy Warrington
Highways Event Management	Policy Review	Decision	Andy Warrington	Peter Goode
Local Transport Plan	Update Report	Info.	Andy Warrington	Andy Warrington
TROs	Schemes requiring Committee approval	Decision	Andy Warrington	Neil Hodgson
Integrated Ticketing Strategy	Update Report	Info.	Mark Hudson	Pete Mathieson
Fleet Operations	Business Plan	Info.	Mark Hudson	Chris Ward
Fleet Management	Business Plan	Info.	Mark Hudson	Chris Holland
<b>24 Apr 2014</b>				
Passenger Transport	Appraisal Framework	Decision	Mark Hudson	Pete Mathieson
<b>22 May 2014</b>				
Travelsmart	Update report.	Info.	Mark Hudson	Pete Mathieson
Local Bus Service	Contract Awards	Info.	Mark Hudson	Chris Ward
TTS	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan





