Nottinghamshire County Council

Transport and Highways Committee

Thursday, 17 July 2014 at 10:30

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

AGENDA

1	minutes of the last meeting held on 19 June 2014	3 - 4
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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Notes

(1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

(2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.

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

(5) This agenda and its associated reports are available to view online via an online calendar - http://www.nottinghamshire.gov.uk/dms/Meetings.aspx

Nottinghamshire County Council

minutes

Meeting	Transport and Highways Committee
Date	19 June 2014 (commencing at 10.30 am)

Membership
Persons absent are marked with an 'A'

COUNCILLORS

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

	Roy Allan		Richard Butler
	Ian Campbell	A	Stephen Garner
	Steve Calvert		Collen Harwood
A	Steve Carr		Richard Jackson
	Steve Carroll		

OFFICERS IN ATTENDANCE

David Forster - Planning Policy and Corporate Services
Tim Gregory - Corporate Director Environment and Resources
Andrew Warrington - Service Director Highways

COMMITTEE MEMBERSHIP

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

MINUTES OF THE LAST MEETING

The minutes of the meeting held on 21 May 2014, having been circulated to all Members, were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

None

DECLARATIONS OF INTEREST

None

INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2014/15

RESOLVED 2014/055

1. That the revised integrated transport programme as set out in the report and appendix 1 be approved.

2. That the revised capital maintenance programme as detailed in the report and appendix 2 be noted

SHERWOOD ENERGY VILLAGE / OLLERTON SOUTH TIP, NEW OLLERTON : PROPOSED ACQUISITIONS AND DISOSAL

RESOLVED2014/ 056

That the decision of the Finance and Property Committee on 19 May along withthose matters that have an impact on Transport be noted.

RESPONSE TO PETITION PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 15 May 2014

RESOLVED 2014/057

That the proposed action be approved and that the lead petitioner be informed accordingly and a report be presented to Full Council for the actions to be noted

WORK PROGRAMME

RESOLVED 2014/058

That the work programme be noted.

The meeting closed at 10 55 am

Chairman

Nottinghamshire County Council

Report to Transport and Highways Committee

17 July 2014

Agenda Item:

REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY & ENVIRONMENT

BEESTON BUS STATION AND NEW INTERCHANGE

Purpose of the Report

1. To provide an update on the closure of Beeston Bus Station.

2. To consider the options for buses not using the tram interchange to turn in Beeston town centre.

3. To approve the allocation of the Local Transport Plan – Integrated Transport Measures (Bus Improvements) funding for Beeston Bus Station to implement improvements on Humber Road, Regent Street and High Road.

Information and Advice

4. Broxtowe Borough Council, the current owners of Beeston Bus Station have advised the County Council that it will close when the new Beeston Interchange is opened. To facilitate the re-development of the Bus Station site Broxtowe Borough Council offered to keep the bus station open for a further three months to allow for a smooth transition to the Interchange. However, this would require significant modifications to the current site and for the County Council to fund the remedial work.

5. The new tram Interchange will have six bus bays accommodating through bus services which is more than adequate. However, the Interchange cannot accommodate Nottingham buses terminating at Beeston because there is no turning facility within the Interchange area. This would affect 10 bus services per hour.

6. Discussions have been held with the bus operators and Borough Council to consider the implications of the closure for terminating services, to identify all possible options and formulate a satisfactory solution.

7. During the discussions it was agreed with the bus operators that a permanent solution was required and in place for the opening of the tram, thus minimising disruption to customers and to ensure effective use of County Council funding.

Buses will, therefore, cease to use the existing Bus Station as soon as the new interchange is in use.

8. The closure of the Bus Station therefore, removes the facility and would prevent the Nottingham to Beeston terminating services from turning around and therefore a different solution is required.

9. The discussions considered a number of options to allow Nottingham to Beeston terminating buses to turn (See Appendix A – Bus Turnaround Options).

Options Considered

1. Commercial Avenue, Foster Avenue – Option A
   This was deemed to have many problems including proposed restricted access to all vehicles apart from taxis and disabled badge holders; tight turns; limited visibility; pedestrian conflict and dense parking.

2. Station Road, Queens Road, Meadow Lane, Chilwell Road – Option B
   This would involve a significant increase in operating costs through higher mileage and running time and compromised reliability.

3. Broughton Street, Bramcote Road, Devonshire Avenue – Option C
   It was acknowledged that mini buses do currently operate along this route but serious capacity concerns were raised with using larger buses and increasing the volume of buses.

4. Newcastle Avenue, Vicarage Street, Devonshire Avenue – Option D
   It was agreed that this was physically possible but serious concerns were raised about low hanging trees, existing parking arrangements; tight turns and possible resident concerns.

5. Church Street – Option E
   To make this viable significant highway modification would need to be made and it was agreed that this was not a quick solution and would be very expensive to deliver.

6. Humber Road Loop (Humber Road, Regent St and High Road) – Option F
   No significant challenges were identified but the meeting noted that using the Humber Road Loop would prevent the Nottingham to Beeston terminating buses from using the new interchange and so reduce the frequency of Nottingham bound services. All through buses to destinations beyond Beeston will use the new interchange.

7. Lace Road – Option G
   Concerns were raised about additional mileage; running time and reliability.

8. Right turn from Middle Street onto Chilwell Road – Option H
   This would require significant highways works which would be very costly, difficult to deliver and impact on tram journey times.

9. It was therefore, agreed that Option F was the most practicable, permanent solution which could be delivered in time for the opening of the new Interchange and further feasibility work on this option would be undertaken.

Proposals for Humber Road Loop – Option F

10. A Nottingham to Beeston terminating bus will turn left into Humber Road and right into Middle Street to Regent Street. The bus will stop at a new bus stand on Regent Street, allow passengers to alight the service and wait time according to the timetable. The bus will then proceed to Marlborough Road bus stop on High Road to pick up passengers bound for Nottingham.

11. Further feasibility work, including an onsite meeting with the bus operators identified the following improvements to take forward this option as shown in Appendix B. A copy of the proposals has been shared with the Borough Council.

12. The proposals will also require a number of permanent amendments to existing parking places restrictions on High Road and Regent Street. Whilst there are some uncertainties about the possible future changes to bus services in the area as a result of the integration with the tram, changes are needed for the continued safe operation of bus services in the area. An Experimental Traffic Regulation Order (ETRO) is not suitable in this case under the Road Traffic Regulations Act 1984.

13. Two possible options for Regent Street have been identified and initial consultation will be undertaken to determine the preferred layout:

    a. Plan one (Appendix B) to install a bus stand at the bottom of Regent Street and a second half way up. This would result in the loss of up to 18m of 2 hour limited waiting bay (approximately 3 car parking spaces).
    b. Plan two (Appendix B) to install an extended bus stand at the bottom of Regent Street. This would result in the loss of approximately 11m of 2 hour limited waiting bay (approximately 2 car parking spaces)
    Options a and b are shown on the enclosed drawings.

14. Proposed permanent amendments to the current Traffic Regulation Order will be subject to statutory consultation / public advert and consideration of any objections received as part of this process. A brief summary of changes include:

    a. Regent Street – either option one or two will result in the loss of 2 hour limited waiting bay to facilitate traffic movements around stationary buses using the new bus stand.
    b. Regent Street – introduction of a bus stand for up to two bus services
    c. High Road - To improve traffic flow, which has been highlighted as an issue previously, the proposals is to extend the current bus stop clearway by relocating the existing loading bay, the exact length of the loading bay will be assessed following detailed analysis of traffic movements.

d. High Road – Proposal is for existing designated disabled parking bay to be utilised as a loading bay as extending the clearway will result in the loss of loading facilities further along High Road. Alternative disabled parking is available in a local Borough Council car park on Regent Street.

15. As part of the proposed works the opportunity will be taken to replace the existing shelter and turn it 180 degrees to improve passenger access onto the bus services. The existing shelter will be relocated elsewhere on the bus network.

16. The bus operators also requested that the County Council relocate the pedestrian crossing, to the west of the bus shelter, but this was not deemed to be a proportionate response to the challenge and would have exceeded the budget available.

Financial Implications

17. The cost for Option F is £27,000 for the highway works, this includes a provision for night working required to minimise impact on network and enable works to be completed in conjunction with the Tram works. The costs for alteration to bus shelters and real time equipment is £12,000, so the total estimate is £39,000.

18. Transport and Highways Committee on 13 February 2014 approved the use of funding to carry out remedial works to the old Beeston Bus Station as part of the Bus Improvements Sub-Block and it is recommended this money is now utilised to meet the costs of the Humber Road Loop option.

Other Options Considered

Do nothing – Leave operators to determine a solution to turning Nottingham to Beeston terminating buses

19. Bus operators would use the existing road network in an attempt to turn Nottingham to Beeston terminating buses. This could increase the risk of road traffic collisions; damage to the Highway; disruption to residents; congestion and bus passenger inconvenience.

20. The bus operators could decide not to use the new interchange for any through buses as well as buses terminating in Beeston- this would not benefit passengers wishing to interchange between bus services and the tram.

Do minimum- Install a bus stand in Regent Street but no extension of the bus bay in High Road

21. Missed opportunity to improve traffic flow along High Road; bus operations and the waiting environment for passengers.

Statutory and Policy Implications

22. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS

Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required. .

Implications for Sustainability and the Environment

23. The interventions will help to promote alternative ways of travel, resulting in an overall reduction in mileage and travel and reduced CO^2 emissions.

Implications for service users

24. The Scheme will allow current bus services to be maintained and enhance waiting facilities for bus passengers. Passengers using services from Beeston to Nottingham will have the option to board buses/trams at the Interchange or High Road.

25. The proposed changes to parking provisions will as discussed be subject to detailed consultation and consideration of any comments / objection received. However, at this stage is considered that:

26. The relocation of the loading bay will have minimal impact on deliveries to local businesses. The loss of the two disabled bays on High Road will be accommodated by the existing disabled parking capacity in Beeston Town Centre or by utilising nearby limited waiting bays on Regent Street. This will be considered as part of the consultation and subject to an Equality Impact Assessment.

27. The loss of two limited parking bays on Regent Street will be mitigated by existing parking capacity in Beeston Town Centre.

RECOMMENDATIONS

It is recommended that Committee:

1) Note the closure of Beeston Bus Station when the new Interchange opens and the discussions held with the bus operators and the Borough Council.

2) Approve the Humber Road Loop proposal (Option F) including Options one or two in Regent Street and the utilisation of the budget previously approved for old Beeston Bus Station improvements in the Transport and Highways Committee Report on 17 February 2014.

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 [CEH 08.07.14]

36) Recommendation 1 is for noting only. Recommendation 2 falls within the remit of the Transport and Highways Committee by virtue of its terms of reference.

Financial Comments (TMR 08.07.14)

37) The financial implications are set out in paragraph 17 and 18 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.

Transport and Highways Committee Report on 17 February 2014.

Proposed Integrated Transport and Highways Capital Programmes – Capital Programmes Appendices 1 & 2, Transport and Highways Committee Report 17 February 2014

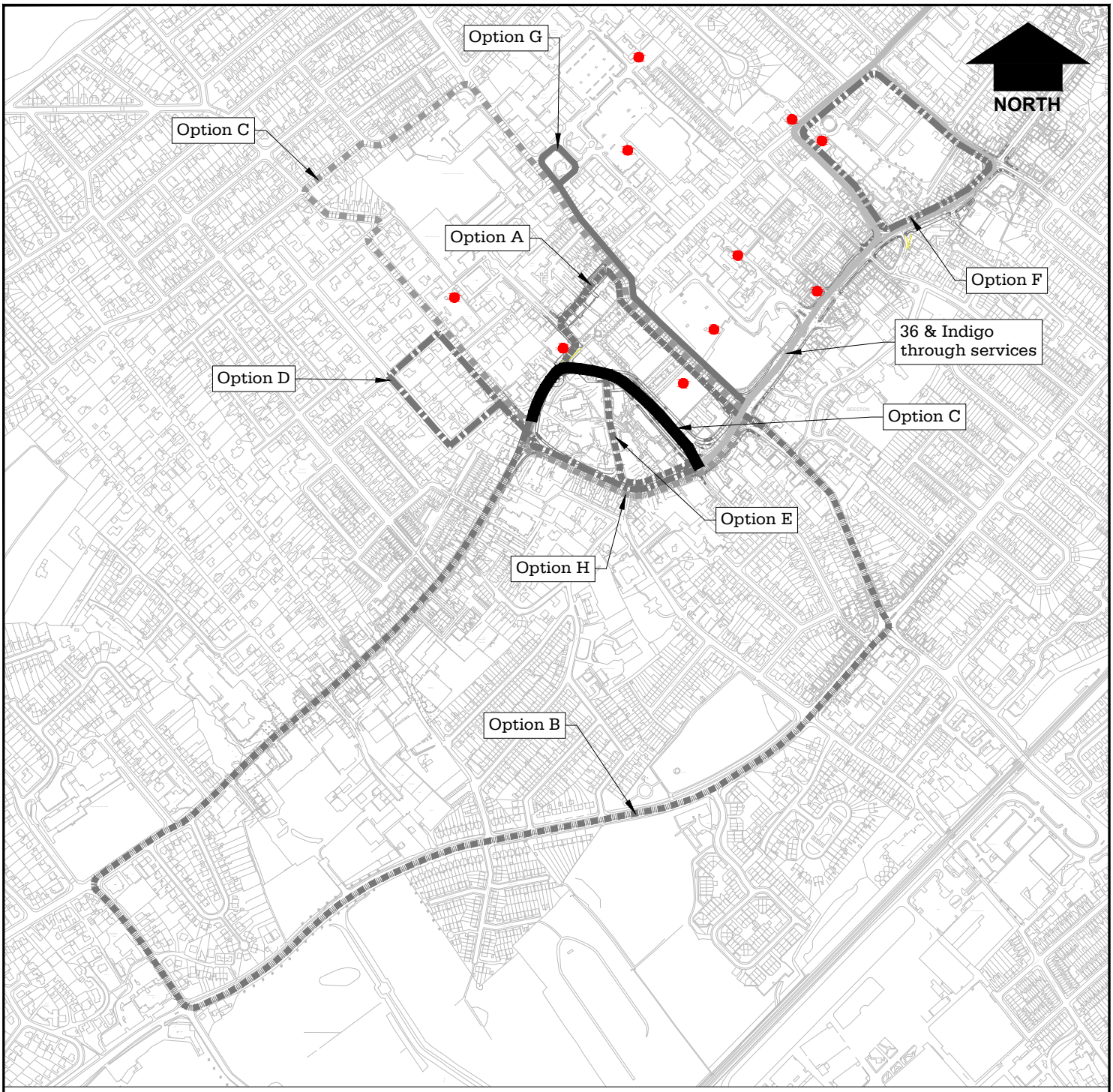
Broxtowe Borough Council Cabinet Minutes 13 May 2014
Appendices

Appendix A - Bus Turnaround Options Considered

Appendix B - Plans of Humber Road Loop including:
- Plan 1 - Layover Option 1a Regent Street
- Plan 2 - Layover Option 1b Regent Street
- Plan 3 - High Road Bus Stop Improvements

Electoral Members and Affected

All Beeston/Chilwell Members



KEY

- Beeston Interchange
- Existing Disabled Parking (not all shown)
- 36 & Indigo through services inbound & outbound route
- Option A - Commercial Av., Foster Av.
- Option B - Station Rd., Queens Rd., Meadow Ln., Chilwell Rd.
- Option C - Broughton St., Bramcote Rd., Devonshire Av.
- Option D - Newcastle Av., Vicarage St., Devonshire Av.
- Option E - Church St.
- Option F - Humber Rd., Middle St., Regent St. loop (short journeys only)
- Option G - Lace Rd.
- Option H - Middle St., Chilwell Rd.

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Tel: 0300 500 80 80

Project	Drawn	Date
BEESTON INTERCHANGE	JWB	07/15
	Ch'kd	Date
Property No. / Project No. P.H.II.01800.02	Auth	Traced
Title: Appendix A - Bus Turnaround Options Considered		Scale: N.T.S.
Drawing No.		Rev

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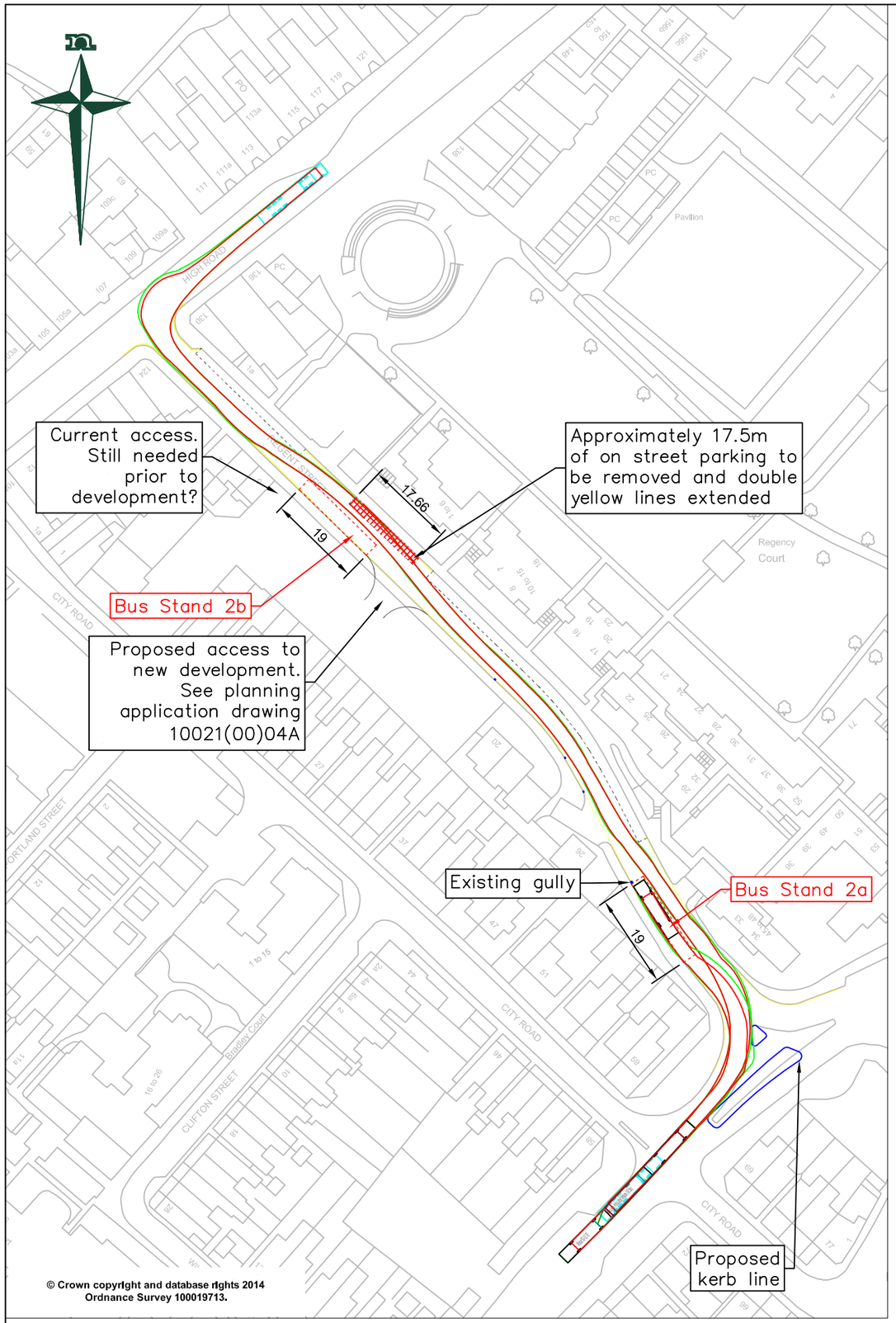
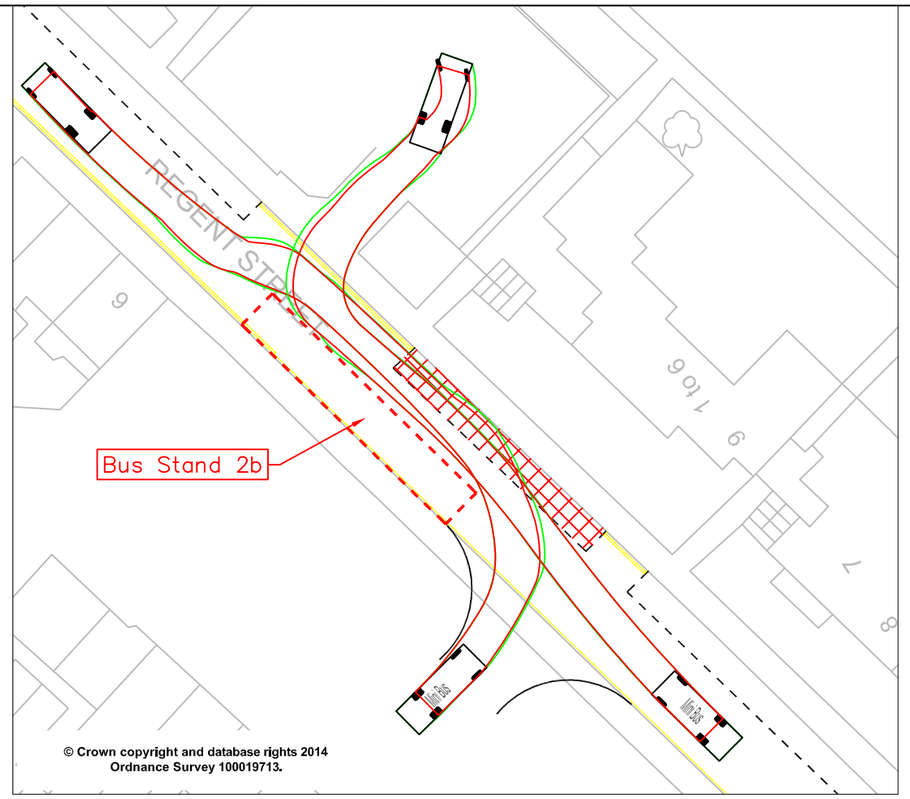
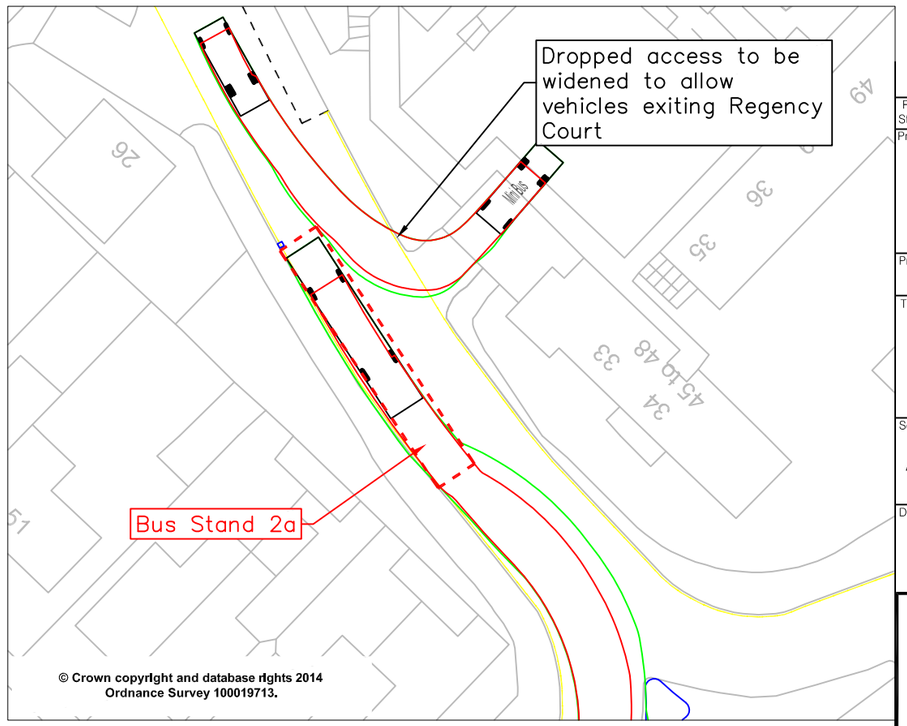


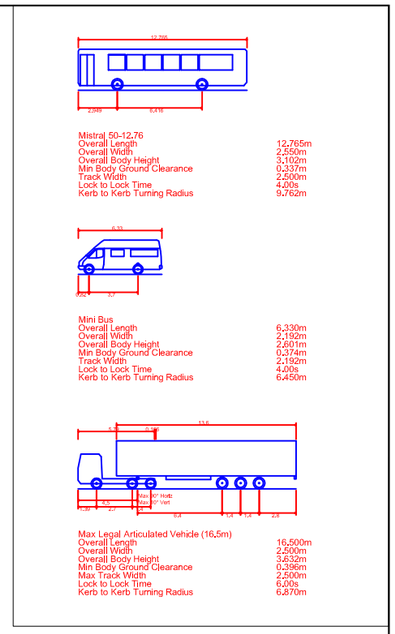
PROPOSED BUS STAND LOCATION PLAN
1:1000



VEHICLE TURNING MANOEUVRES FOR REGENT STREET CAR PARK
1:400



VEHICLE TURNING MANOEUVRES EXITING REGENCY COURT
1:400



VEHICLE TRACKING SPECIFICATION
N.T.S.

NOTES
1. All dimensions are given in metres unless otherwise stated.
2. All proposed bus stands are 19.0x2.9m unless otherwise stated

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project
BEESTON INTERCHANGE

Property No. | Project No.

Title
Regent Street Bus Layover Option 2a

Scale	Drawn	Date
AS SHOWN	JWB	06/14
	Ch'kd	Date
	Auth MB	Traced

Drawing No. H/PH.II.01800.02/09 Rev

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A3

Approximately 10.5m of on street parking to be removed and double yellow lines extended

All busses to always pull to the front of the bay when stopped.

Bus Stand

10.53

14.6

14.7

Proposed kerb line

Dropped access to be widened to allow vehicles exiting Regency Court

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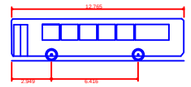
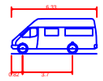
VEHICLE TURNING MANOEUVRE EXITING REGENCY COURT
1:400



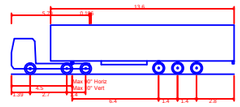
Mistral 50-12.76

Overall Length	12.765m
Overall Width	2.550m
Overall Body Height	3.102m
Min Body Ground Clearance	0.337m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.762m



Mini Bus

Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.450m



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

VEHICLE TRACKING SPECIFICATION
N.T.S.

NOTES

1. All dimensions are given in metres unless otherwise stated.

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project
BEESTON INTERCHANGE

Property No. | Project No.

Title
Regent Street Bus Layover Option 1b

Scale	Drawn	Date
1:500	JWB	06/14
	Ch'kd	Date
	Auth MB	Traced

Drawing No. H/PHII.01800.02/08 Rev

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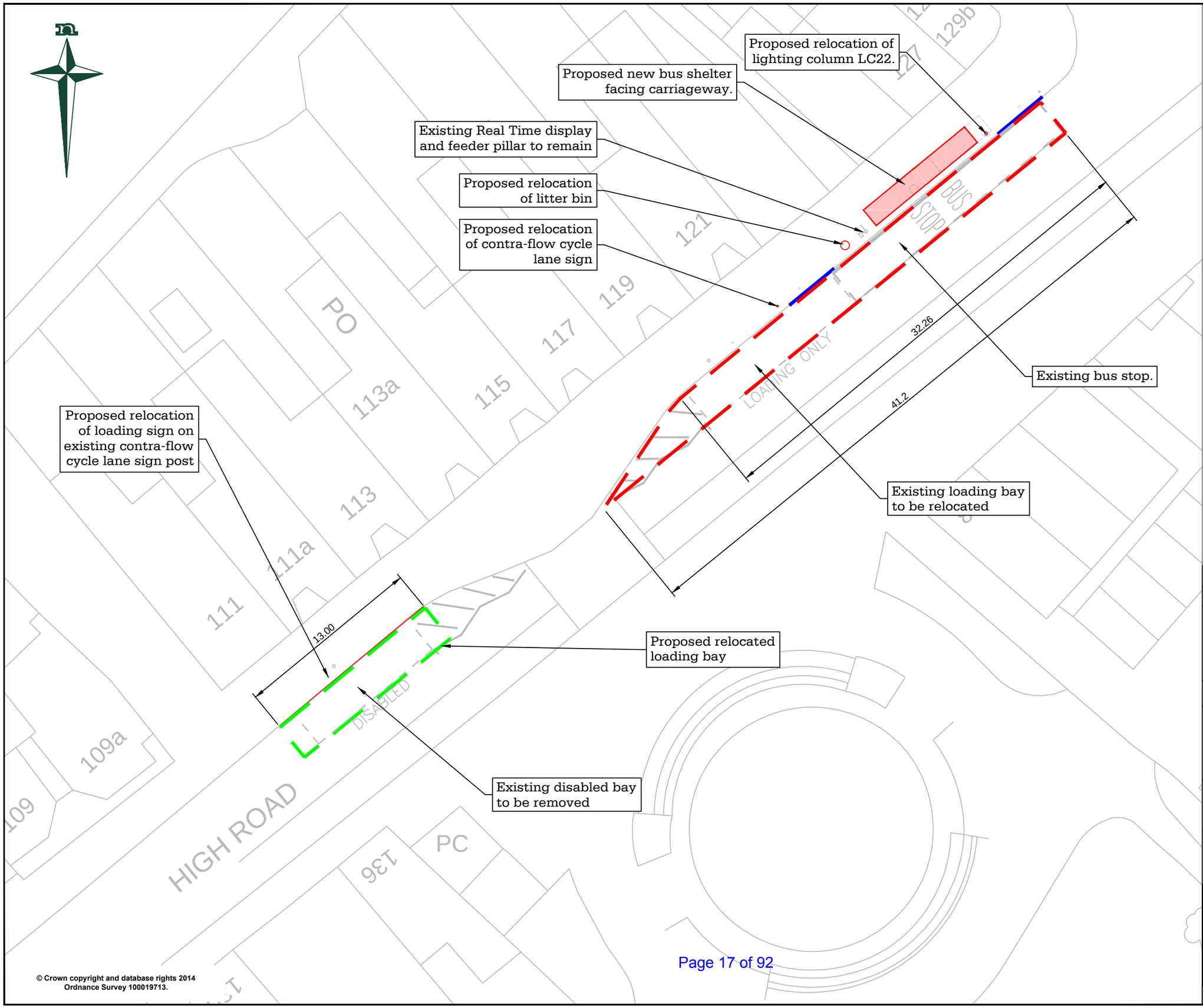

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KEY

	Proposed Bus Stop bay extents
	Proposed Loading bay extents
	Proposed new bus stop shelter
	Proposed raised bus stop kerbs (location subject to on site tracking).
	Existing Road markings (not all shown)

NOTES

1. All given dimensions are shown in metres unless otherwise stated.
2. This drawing is not to be scaled from.
3. Existing road markings are shown as illustrative only.

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project
BEESTON INTERCHANGE

Property No. | Project No.

Title
High Road
Bus Stop Improvements
General Layout

Scale	Drawn	Date
1:250 @A3	JWB	06/14
	Ch'kd	Date
	Auth	Traced

Drawing No. | Rev
H/PHII.01800.02/11

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Nottinghamshire County Council

Report to Transport and Highways Committee
17.07.2014

Agenda Item:5

REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY & ENVIRONMENT

CLEAN VEHICLE TECHNOLOGY FUND – INVITATION TO BID

Purpose of the Report

1. To seek approval to submit a bid to the DfT Clean Vehicle Technology Fund (CVTF)

Information and Advice

2. On 2nd June 2014 the Department for Transport announced the CVTF invitation to bid. This fund is available to local authorities to upgrade their own fleets and/or to work in partnership with local transport operators. This fund follows on from the Clean Bus Technology Fund from 2013/14 but can now be used for all types of vehicles including NCC fleet.

3. Individual bids of up to £500,000 can be submitted from the overall pot of £5m available to local authorities in England with local partnerships being actively encouraged and match funding will be looked upon favourably in any bid submission. Bids are to be submitted by Friday 25 July with awards likely in September 2014.

4. Applications can cover up to 100% of the capital cost of retrofitting older vehicles with new and emerging technologies in order to reduce Nitrogen Oxide (NO_x) emissions in areas of poor air quality, particularly in specific Air Quality Management Areas (AQMA's) of which there are 8 in the County. The AQMA's are located as follows:

   - Broxtowe Borough – 4 AQMA's (These are associated with motorway traffic)
   - Gedling Borough – 2 AQMA's (1 Nitrogen Oxide, 1 Sulphur Dioxide)
   - Rushcliffe – 2 AQMA's

   In addition there are 2 further areas of poor air quality that are close to being designated AQMA's, these are along the A617 to Pleasley and Beaumont Cross in Newark & Sherwood District between Bowbridge Road and London Road.

5. Any technology implemented should not currently be widely used as the fund is looking to deliver a wider adoption of these up and coming technologies. Any new

technologies implemented should have a lifetime of at least 5 years and should be monitored during this period.

6. Two technologies are being considered as part of the bid, these being a Hydrogen Cleaning Technology and an eFan technology that is combined with SCRT technology (a selective catalytic reduction & continuously regenerating technology). Both these technologies result in significant reductions in NO_x emissions, the cause of much air pollution, along with other benefits such as reduced CO_2 emissions and improved miles per gallon. These technologies can be retrofitted to a variety of vehicles, of which the County Council has a 500 strong fleet.

7. After asking for expressions of interest from local bus companies, Stagecoach indicated that they would like to explore bid opportunities.

8. Analysis of both the County Council's fleet and Stagecoach's vehicles operating in the above areas is being undertaken to determine which vehicles and technology are most appropriate for formulating any potential bid. Stagecoach has been selected as a potential partner due to their operations in areas of poor air quality, age profile of parts of their fleet and a number of their services being under contract to The County Council.

Other Options Considered

9. Do nothing – this would mean missing out on the opportunity to significantly reduce NO_x emissions in the selected area of poor air quality and improve the fuel efficiency of selected vehicles, which in turn will have a positive impact on revenue budgets.

Reason/s for Recommendation/s

10. To reduce the emissions of NO_x and CO_2 in 1 or more areas of poor air quality within the County using emerging technology paid for by the DfT. This would enhance the County as an exemplar authority of technological advancement through retrofitting vehicles in order to reduce the impacts of harmful emissions. Tackling areas of poor air quality also has positive health benefits for local residents in the affected areas and beyond.

Statutory and Policy Implications

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

Financial Implications

12. Match funding will be looked at favourably in any bid submission, and any County Council capital contribution will be offset with a revenue saving through improved fuel efficiency, so this is an invest to save initiative. Any capital contribution will be met from the existing capital allocation for vehicles.

Implications in relation to the NHS Constitution

13. Improved air quality would occur as a result of the implementation of the technologies set out within this report having a positive impact on the health of residents in the affected areas.

Implications for Service Users

14. Service users would benefit from cleaner, more fuel efficient vehicles that are less likely to break down as a result of the retrofitted technology.

Implications for Sustainability and the Environment

15. The implementation of these technologies would have a positive impact on the environment by decreasing the level of NO_x and CO_2 emissions.

RECOMMENDATION/S

1) The Service Director for Transport, Property and Environment, be authorised to submit a bid to the Clean Vehicle Technology Fund upon consultation with the Chair of Transport and Highways Committee.

Insert name of report author(s) here
Insert title of report author(s) here, e.g. Chairman of Policy Committee or Corporate Director Policy Planning and Corporate Services

For any enquiries about this report please contact:

Constitutional Comments (CEH 08.07.2014)

16. "The recommendation falls within the remit of the Transport and Highways Committee.

Financial Comments (TMR 08.07.2014)

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

The guidance notes for applications and the application form can be found at;

https://www.gov.uk/government/publications/clean-vehicle-technology-fund-proforma-and-guidelines-for-local-and-transport-authorities

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014

Agenda Item 6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

A NEW APPROACH TO CARRIAGEWAY REPAIRS AND POT HOLES

Purpose of the Report

1. This report is to advise Committee of a new approach to carriageway repairs and pot holes.

Information and Advice

2. Nottinghamshire is the 11th largest county in the UK and the County Council looks after a network of around 2,600 miles of road.

3. The condition of the County road network continues to deteriorate in particular the unclassified residential roads where over 21% are in need of repair. Whilst there was little snow last winter the very wet weather and localised flooding continued to damage the surface and foundations of the roads including creating more potholes.

4. An asset management strategy - 'prevention rather than cure' - is followed in the County with programmes of surface dressing to preserve the condition of existing sound road surfaces and resurfacing of worn out roads but this still leaves many roads in need of patching works pending funding for more substantial work.

5. The County Council budgets include over £2.8m per year for carriageway repairs such as patching and filling in pot holes with nearly 34,000 pot holes and carriageway repairs in 2013/14. In addition for this year (2014/15 only) the County Council has been allocated £1.65m from the Government's Severe Weather Recovery Scheme and has won through competition an additional above average award of £2.78m from the Government's Pot Hole Fund, providing a total of £7.23M this year. This will lead to approximately 86,000 pot hole and carriageway repairs being completed in 2014/15. However, whilst this is welcomed it must be noted that this is mainly treating the symptom rather than the cause – worn out road surfaces – which only a long term increase and certainty of government funding for resurfacing will properly address.

6. The additional repairs will be delivered by the Council's Highways Operations group and its current supply chain arrangements.

A New Approach

7. A new approach to repairing carriageway defects and pot holes has been developed which incorporates many of the principles and guidance from the national pot hole review published by the Department for Transport's (DfT) Highway Maintenance Efficiency Programme (HMEP).
   The basic principles of this new approach are to put as many carriageway repairs as possible into planned patching programmes - to batch together patching works into small areas and introduce new repair methods where appropriate. For smaller or more urgent pot holes repairs a 'right first time' approach is to be adopted with the use of 'find and fix' teams, to undertake repairs quickly and include nearby pot holes at the same time.

   <u>Batching together of patching works</u>

8. There are many roads in the County where the concentration and number of pot holes is so great that it would not be efficient to repair all the pot holes on an individual basis as they are reported. There are also many locations where a repair with the new cold asphalt is not appropriate because of the size of the pothole. In these situations the repairs are batched together and a new repair method used called Nu-phalt. This involves an infra-red unit heating up the road surface around the pot hole, mixing the resultant 'putty' with a proprietary material and then relaying the mixture. This new material fuses with the adjacent road surface to give a water-tight repair and can be completed in 20 minutes. There will still be many locations where it is more appropriate to use the conventional method of repair but overall this new method of repair will mean many more carriageway defects and pot holes can be repaired in a more cost effective way.

   <u>Right first time</u>

9. The County Council currently aims to fix potholes which are deeper than 40 mm within a day in the busiest locations and within a few days in other locations. 40 mm is used as the 'intervention level' for repair as at that depth the damage has often penetrated the top layer of asphalt and will deteriorate even further if it is not repaired.

10. The conventional method of filling pot holes has involved cutting out the surface around the pot hole, filling the hole with hot asphalt, rolling the new surface so that it is level and then sealing the patch around the edge so that water cannot get between the old surface and the new. This method is time consuming, labour intensive and expensive but gives a high quality neat repair. Temporary repairs to the worst pot holes with cold asphalt pending a more permanent repair with hot asphalt also gave the impression of

inefficiency because two visits (often weeks apart) had to be made to repair each pot hole.

11. New mixtures of cold asphalt have now been developed which have similar properties to postcrete – the material comes in bags, is tipped into the pot hole, compacted with a hand rammer and then dries into a very hard surface in two minutes. Pot hole repairs with this new material can be completed in less than five minutes by one person and can be done in the rain because the material soaks up water within the pot hole. The repairs are not as neat as conventional repairs but are high quality, permanent and right first time with no repeat visits.

Find and fix

12. The new cold asphalt material is now used throughout the County by the nineteen Highway Inspectors. The vast majority of pot holes are found by Inspectors as part of routine safety inspections and they now fill in these pot holes there and then with the cold asphalt rather than ordering a repair from a conventional patching gang.

13. In addition, four Find and fix teams are now operating around the County responding to customer reports of pot holes and repairing any found with the new material. These improved methods are expected to dramatically reduce the time taken to repair most pot holes and create a much more responsive service to customers. In addition, the service is more cost effective with the new approach contributing to the efficiency savings already planned for 2015/16. Early indications are that residents and road users are very supportive of this approach and improvements in repair times will be included in the quarterly performance report to Committee.

Customer Reports

14. The County Council is encouraging people to report potholes via its Customer Service Centre and website. All such reports now come straight through to the Highway Inspector's iPad for action. If the pot hole is filled in there and then a message can be sent back to the customer confirming the pot hole has been filled. Since it was launched in 2010 the number of potholes reported by residents rather than by inspection has risen from 8% (2,282) to 28% (9,211). Over the last two years the number of pot holes repaired has increased from 27605 in 2011/12 to 33892 in 2013/14. Whilst routine inspections by the Council's highway inspectors continue to find most pot holes, unclassified roads are often inspected just once a year. Therefore without customer reports it is likely that a pothole could be left untreated for some time.

15. Reports of a pothole can be made – ideally online at www.nottinghamshire.gov.uk (this is more direct and less cost) - or by phoning 0300 500 80 80.

Statutory and Policy Implications

16. 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.

RECOMMENDATION/S

17. It is recommended that Committee note this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Andrew Warrington 0115 9774681

Constitutional Comments

18. Report for information.

Financial Comments

19. Report for information.

Electoral Division(s) and Member(s) Affected

20. All

Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014

Agenda Item: 7

REPORT OF SERVICE DIRECTOR, HIGHWAYS

NOTTINGHAMSHIRE EXPRESS TRANSIT:

NOTTINGHAM TO TOTON EXTENSION, UPDATE TO SPECIAL HARDSHIP FUND

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider an additional contribution of £25,000 to the established Special Hardship Fund that has been set up to complement the current Financial Assistance Package in place for Local Traders and Business.

Background

2. Members will recall that at the Transport and Highways Committee Meetings of October 2013 and March 2014 it was agreed to contribute £25,000 on each occasion towards the NET special hardship fund.

3. The Special Hardship Fund is in place to complement the Financial Assistance Package and is jointly funded by Nottinghamshire County Council and Nottingham City Council with the fund being administered by Broxtowe Borough Council. This follows representation from local business supported by the Beeston Improvement District (BID) who put forward the suggestion to address short term cash flow issues creating hardship that could have a terminal effect on more marginal businesses within the identified FAP area. It is intended to keep the Hardship fund available to business within the previously defined FAP area only in keeping with previous agreements as essentially these will be the businesses considered to be at most risk of ceasing to trade as a consequence of the works.

4. Since the inception of the fund in October 2013 sixteen local business have benefitted from it in providing direct support where financial difficulties are being experienced for example in terms of purchasing stock or being in rent arrears.

5. Given that works are continuing to impact upon local business it has been suggested that an additional £25,000 be allocated by the County Council, to be matched by The City Council towards the hardship fund to cover the period through to the end of significant town centre works.

Reason for Recommendation

6. It is recognised that the period during the NET extension construction is a worrying one for some local business proprietors due to the works. Despite many initiatives to alleviate the fears and maintain a healthy shopping environment along the High Road there is evidence that a number of smaller businesses in the area are operating at the margins of profitability. This has led to some short term cash flow problems which the FAP has been able to resolve.

7. As a result of the extended time of significant construction works it is considered appropriate for NCC to contribute a further £25,000 to the established Special Hardship Fund to continue to help those in most need of support during the works.

Statutory and Policy Implications

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

Financial Comments

9. It is intended that the additional £25,000 contribution towards the established special hardship fund be made from existing budgets held within the Highways division.

RECOMMENDATION/S

10. It is recommended that

    Nottinghamshire County Council makes an additional contribution of £25,000 (subject to an equal contribution by the Nottingham City Council). This is in addition to the previous contribution of £25,000 made by NCC for the now established Special Hardship Fund with Broxtowe Borough Council continuing to administer which will assist businesses in most need of support within the identified Financial Assistance Package area.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Neil Hodgson, Group Manager (Highway Programmes Design & Delivery)

Tel: 0115 97 72720

Constitutional Comments (SR 01/07/14)

Committee have the power to decide the recommendations.

Financial Implications (GB 24/6/14)

The financial implications are set out in paragraph 9 of the report

Electoral Division(s) and Member(s) Affected

Beeston North

Beeston South & Attenborough

Chilwell & Toton

Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CORONATION ROAD AREA, NUTHALL) (VARIOUS STATIC RESTRICTIONS AND PROHIBITIONS) TRAFFIC REGULATION ORDER 2014 (5157)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order (TRO) and whether it should be made as advertised with the amendments as detailed in the recommendation.

Information and Advice

The County Council continues to address concerns regarding parking and drop off/pick up in the vicinity of schools across the County through its on-going programme of introducing enforceable "School Keep Clear" road markings, and to improve road safety in the vicinity of schools through its on-going programme of introducing 20 mph speed limits outside every school in the County. The Council's Road Safety Education Programme, including Junior Road Safety Officers, also provides good encouragement for students to choose to walk to school instead of travelling by car even if occasionally. However in some locations further measures will need to be considered subject to funding availability and competing priorities.

2. Coronation Road is in the residential area of Nuthall and on the section between Larkfield Road and Sedley Avenue there is a common campus of two schools, these being Larkfields Junior and Infants Schools.

3. The County Council has received requests through the local member, Councillor Philip Owen for restrictions to be considered around the Coronation Road area due to issues with parked vehicles along the road outside the school when parents are taking or picking children up from school. Issues include the following:

   - Parked vehicles blocking access to residential driveways;
   - Safety of school children crossing and using the section of road where the number of children are at its highest concentration;

- Parking along both sides of Coronation Road causing traffic conflict for vehicles travelling in opposing directions and this has resulted in an informal one-way system at school start and finish times.

4. The proposals have been subject to two rounds of consultation, the first between 25th June and 23rd July 2013 with further consultation and public advertisement between 14th November and 5th December 2013. Comments received as part of the consultation have generated competing demands for which a balanced solution has been sought. The proposals that are recommended in the report can be seen on the enclosed drawing 102594/4023550/02/0 D.

Objections Received

5. During the consultation rounds 37 responses were received, 33 of these are considered as outstanding objections to the final advertised proposals. Outstanding objections by street are as follows:

• Larkfield Road	1	• Kimberley Road	1
• Glebe Road	2	• Coronation Drive	15
• Sedley Avenue	8	• Oak Drive	1
• Maple Drive	3	• Other – Parents	2

6. Comments were also received via the 'Larkfield Infant and Junior Joint Travel Plans Steering Group' and a School Governor. Some of the issues raised are similar to objections from residents and a summary is included for completeness. The objections have been summarised and responses grouped by common issues due to individual response objections containing a range of issues.

7. <u>Objections – Displaced Parking</u>
Twenty-one residents have objected to the proposals on the basis that by preventing cars parking on the roads closest to the schools it will cause the same problems on nearby streets. From the first round of consultation this included Sedley Avenue, Glebe Road and length of Coronation Road between Sedley Avenue and Maple Drive. The second consultation generated similar issues regarding displaced parking for Maple Drive and Larkfield Drive.

<u>Response – Displaced Parking</u>
The introduction of any parking restrictions around a school will naturally displace traffic further away. The initial consultation included restrictions fronting the schools on Coronation Road between Larkfield Road and Sedley Avenue, at the time seventeen objections were received and residents suggested that restrictions be extended further along Coronation Road, Sedley Avenue and Glebe Road. Following discussions with the local member, the second consultation included additional restrictions along the named roads. However, this generated a further four objections about displaced parking on onto Maple Drive and Larkfield Road. In addition concerns were raised that more restrictions would continue to urbanise the area.

Following a review of all comments received the proposals have been reviewed. The recommended proposals will be focused on the section of Coronation Road fronting the school as well as junctions and crossing points in the vicinity. This focuses restrictions and controls on the section closest to the school where the maximum numbers of children congregate.

Whilst it is accepted that some parking will be displaced from outside the school it is envisaged that this will disperse into the wider area rather than focused on a single location.

8. Objections – Restrictions Out of Character for the Area
Five residents are concerned that the restrictions will urbanise a pleasant residential area, they are out of character for the area, impact upon local aesthetics and have a detrimental effect on property values.

Response – Restrictions Out of Character for the Area
The area covered by the proposals does not form part of a conservation area or have any other designated status. The proposals recommended are considered the minimum required to help alleviate the problems raised in the immediate vicinity of the two schools. The smallest possible signs will be located on existing street furniture, wherever possible, with the minimum number required to ensure restrictions are clear but still legally enforceable.

9. Objections – School Parking and Related Issues
Eight residents commented that school staff and visitors make up a significant number of cars parked on Coronation Road, particularly opposite the school and suggest that restrictions will then push these vehicles onto surrounding streets all day.

Ten residents have suggested that a better option would be for the schools to provide additional car parking both for parents, school staff and visitors. A further seven have recommended the installation of a lay-by on Coronation Road to allow for parents to pick up and drop off.

Four residents have suggested the school bus service is reinstated and one states that the problem is the catchment area for the school with children travelling to the school from outside the local area.

Response – School Parking and Related Issues
Both head teachers from the schools are part of the 'Larkfield Infant and Junior Travel Plans Steering Group' and have been included as part of the consultation. The steering group are willing to consider alternative use of school grounds for small amounts of additional parking to help address the issue of staff parking. However, the group have stated that the school's budgets are too limited to finance such work.

The proposals advertised are within the public highway and suggestions for car parks and lay-bys are outside of the parameters of the proposed scheme.

There are currently no plans to reinstate a school bus service. Catchment areas help schools to identify their communities and give parents an indication of their local school. Setting of catchment areas is outside the scope of this consultation process.

10. Objections – Removal of Corner Bollards
Twelve comments have been received regarding the appearance and purpose of bollards installed on the junctions of Coronation Road / Sedley Avenue and Coronation Road / Larkfield Road. It has been suggested by one resident that the proposed pedestrian crossing points are protected at the junctions with guard railings.

Response – Removal of Corner Bollards
The removal of the bollards was agreed following early rounds of consultation. The installation 'No Waiting At Any Time' (double yellow lines) at these junction will allow enforcement to take place for parking on these junctions. This is also applicable if vehicles are fully parked on the pavements as the restrictions are applicable to the limits of public highway. Whilst guard railings could be installed, if done so at the junctions these would be visually intrusive and it is considered that due to the residential nature and possible traffic speeds these are not required on the junctions and the double yellow lines proposed should provide satisfactory protection from parking.

11. Objections – Restrictions Penalising Local Residents
Six residents have objected on the basis that the restrictions are penalising local residents for parking near and outside their own property and residents shouldn't suffer from parents not walking to pick up children and other illegal or ill-mannered behaviour of others.

Response - Restrictions Penalising Local Residents
The restrictions have been proposed following reports from local residents to the local member regarding traffic issues in the area around school drop off and pick up times.

12. Objections – Effective Enforcement
Eight residents have objected on the basis that restrictions are only worthwhile if effectively enforced. Some residents have suggested that enforcement should be carried out now using existing highway rules covered by the Highway Code.

Response - Effective Enforcement
The proposals follow complaints about parking and once introduced will enable the Broxtowe Parking Manager to carry out enforcement in accordance with the restrictions. This is a far more effective approach than relying upon the Highway Code which is limited in powers.

13. Objections – Restrictions Term Time Only
Six objections are on the basis that restrictions are all-year round and suggest that they should be term time only. One resident has also queried where the school bus will pick up children and concerned that this will be on nearby roads.

Response - Restrictions Term Time Only

No waiting restrictions are used nationally and no provision exists to sign double or single yellow lines in 'term time' only that could be legally enforced. School Keep Clears markings have an exemption in the order to ensure that they are only enforced in 'term time'.

An exemption for school buses to pick up and drop off school children on the School Keep Clear markings for excursion purposes only will be included in the Traffic Order.

14. Objections – Parents

Two parents of pupils at the schools have objected. They are concerned that the proposals will restrict their parking options, create more problems than it solves, displace traffic and mean having to park further away including Kimberley Road that one parent considers more dangerous for children to be using. One of the parents has also reported vehicles being damaged when parking on a nearby street.

Response – Parents

The proposed restrictions have been reduced to minimise displacement onto nearby street. Parking opportunities will still exist within unrestricted areas on nearby streets. However, it is important that parking is done in a considerate and in locations not to provide obstruction.

There is a link footpath from Kimberley Road that leads to Coronation Road close to Selby Avenue. This can be utilised by members of the public if walking from this side of the area. However, there is a bus lane on the north side of Kimberley Road towards Nottingham that operates from 0730 – 0930am that will restrict parking options.

15. Objections – Others

Through the consultation exercise residents highlighted a number of issues raised by individuals, these include:

- The proposals will restrict visitor parking at key times;
- A form of residents' only parking should be introduced following implementation of the scheme to enable residents and visitors to park;
- Households have more cars than space on driveways and as a result will have to move vehicles around during restricted hours;
- Where will delivery vehicles and tradesmen park;
- Driveways are being blocked and requested for double yellow lines to be extended;
- Pedestrian railings installed are causing access issues on and off driveway when vehicles are parked adjacent to entrance, resident questioning the railings purpose;
- Lowering pavements for pedestrian crossings will make it easier to vehicles to pull up and these are not worth installing as pedestrians use vehicular crossing instead;
- A local resident of Larkfield Road feels that due to proposed restrictions and reduced parking availability then they will need additional off-street parking, as a result it is suggested that an additional vehicular crossing to

the residential property is installed by the County Council as part of the scheme. Furthermore, the resident feels that double yellow lines at this location are not required and a single yellow line would suffice.

- Restrictions proposed at the side of 1 and 29 Coronation Road are not necessary;
- Proposed crossing point outside 28 / 29 Coronation Road is in the wrong location and will adversely affect residents or visitors who require facilities to park nearby.

Response - Others

Restrictions have been reduced to minimise impact for residents and visitors, although as previously discussed, it is accepted that some displacement will occur. Loading / unloading for deliveries, tradesman and services such as community ambulances is permitted. However, once loading or unloading is complete, tradesman would either have to park elsewhere or using off-street provision at the property providing this is available.

There are potential issues for properties with multiple vehicles, but restrictions proposed are considered the minimum required to help alleviate traffic issues raised. There are no current plans to introduce a residents' parking scheme in the area.

The proposed crossing point outside of 28 / 29 Coronation Road was removed from the scheme as a result of comments received. Whilst parents might use existing driveways to cross the road, the County Council has installed or upgraded a number of pedestrian crossing points at junctions and other locations where it is considered safe and appropriate to use. These crossing points are protected with double yellow lines that are applicable to the limits of public highway. If vehicles park on the pavement behind these then there is a risk to the motorist of being issued with a Penalty Charge Notice.

It is not intended to provide additional restrictions across driveways other than those shown on the enclosed plan. However, it has been agreed that residents close to the school will be given a one off opportunity for advisory 'H bars' to be installed across driveways as part of the scheme.

The Larkfield Road resident has been informed that there is no obligation on the County Council to provide a vehicular crossing and has been provided with information regarding the procedure to install a vehicular access together with approximate costs. The double yellow lines at this location are proposed to provide junction protection and to protect school crossing patrol at a pedestrian crossing point. To install single yellow lines across the pedestrian crossing point infers it is acceptable to park across it at times when the restriction in not in operation, which is not the case.

Pedestrian guard railings have been installed long Coronation Road at a number of locations at the end of footpaths leading from the schools. Whilst school children exiting the school may use open areas either side, the railings are considered necessary to prevent children going directly into the road at this designated points. The proposed single yellow line restriction opposite should

help prevent parking during the school times so should assist residents in using driveways at their properties.

Restrictions at either end of the 'School Keep Clear' markings will be reduced to no waiting Monday to Friday from 8 – 9am and 3 – 4pm as indicated on the enclosed plan to minimise the impact out of school times. The proposed timing of the 'School Keep Clear' restriction will also be reduced to Monday to Friday 8am – 4:30pm in line with current countywide programme. The 'School Keep Clear' restriction will also be continuous and centralised to ensure consistency and clarity for road users.

16. Comments - 'Larkfield Infant and Junior Joint Travel Plans Steering Group' and a School Governor
Responses were received by the Steering Group and a School Governor to the consultations undertaken and a summary is points made as follows:

- Members of the group were unanimous in their support for the proposed double yellow lines on the corners of Coronation Road / Larkfield Road and Coronation Road / Selby Avenue;
- Members of the group were unanimous that any restrictions should be supported by effective enforcement;
- Group is willing to discuss alternative use of schools grounds for small amounts of additional parking – as discussed in section 9;
- Group is in support of barriers at end of school footpaths;
- Concerns were raised about staff parking and why residents should not be able to park outside their own properties and whether a permit scheme could be introduced in restricted areas;
- Concerns were raised that the restrictions would displace parking onto nearby streets with some support for these to be extended further down Coronation Road, Sedley Avenue and Glebe Road;
- Group felt that guard railings should replace the existing bollards;
- Following a parish council meeting, feedback from Larkfields Junior School was support for the revised proposals. However, the school still considered that there is an outstanding issue for staff parking particular for those who can't get in the car park and need to transport teaching materials.

Responses to points raised have been covered within the report. The option of parking in Basil Russell Park has been discussed, this facility is operated by Nuthall Parish Council and it is recommended that further discussions take place between school representatives and the Parish Council to ascertain whether an arrangement can be made.

Other Options Considered

17. Other options considered relate to the extents / types of restrictions and these have been reflected in the multiple rounds of consultation undertaken by the County Council.

Comments from Local Members

18. County Councillor Philip Owen promoted the scheme, has been kept informed regarding modifications and supports the proposals.

19. Nuthall Parish Council also supports the proposals not to include single yellow lines at the end of Coronation Road, Glebe Avenue or Selby Avenue. This is reflected in the amended proposals recommended in this report.

Reasons for Recommendations

20. The proposed restrictions on roads in the vicinity of the two Larkfields primary schools are primarily intended to keep them clear of parked cars during the morning and afternoon peaks when parents are taking or picking up children from the schools and to allow traffic to flow freely and safely along the roads. In addition further restrictions are intended to prevent vehicles parking at all times on junctions' areas and within two bus stops along Larkfield Road.

Statutory and Policy Implications

21. 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

22. The scheme is being funded through the 2014/15 Traffic Management revenue budget – Broxtowe at a cost of £3,000.

Crime and Disorder Implications

23. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Coronation Road Area, Nuthall) (Various Static Restrictions and Prohibitions) Traffic Regulation Order 2014 (5157) is made as advertised with amendments and objectors advised accordingly.

Amendments are:

a) Exclude the proposed Single Yellow Lines (No Waiting 8 - 9am and 3 - 4pm Monday to Friday Restrictions) along Sedley Avenue, Glebe Road and Coronation Road (section between Sedley Avenue and Maple Drive junction protection);
b) Reduce the time of operation for proposed 'School Keep Clear' restrictions from being applicable At All Times to a reduced time period Monday to Friday 8am – 4:30pm (Term Time Only);
c) Install sets of the proposed 'School Keep Clear' restrictions continuously along Coronation Road between the two car park entrances for the Infant and Junior Schools;
d) Provide No Waiting At Any Time restrictions across the Larkfileds Infants School car park access road;
e) Include an exception in 'School Keep Clear' restrictions for school buses to pick up and drop off school children for excursion purposes will be included in the Traffic Order;
f) Lengths of 'No Waiting At Any Time' restrictions reduced at side of 1 and 29 Coronation Road and replaced with 'No Waiting 8 - 9am and 3 - 4pm Monday to Friday Restrictions' – these will extend to tie into proposed junction protection on Coronation Road / Sedley Avenue and Coronation Road / Larkfield Road

The revised scheme layout is shown in drawing 102594/4023550/02/01 D.

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 977 3118

Constitutional Comments (LM 26/06/14)

The Transport and Highways Committee has responsibility for transport and highways including the planning, management and maintenance of highways including traffic management and road safety. The proposals in this report fall within the remit of this Committee.

Financial Comments (TMR 26/06/14)

24. The financial implications are set out in paragraph 23 of the report.

Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Nuthall ED	Councillor Philip Owen

Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (NORTH STREET AREA, HUTHWAITE) (PROHIBITION OF WAITING) ORDER 2014 (4117)

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised with the amendments as detailed in the recommendation.

Information and Advice

2. The North Street area in Huthwaite has had a residents' parking scheme in operation since 15 March 1989 and covers the roads of North Street, King Street, Duke Street and High Street. The current scheme is a mixture of residents parking, unrestricted parking and 2 hour limited waiting which applies Monday to Saturday between 8am and 6pm, excluding bank holidays.

3. Nottinghamshire County Council has received a number of queries relating to the existing residents' parking scheme which include:

   - Whether the location and details of the current lines and signs within the current restrictions are correct;
   - Requests for unrestricted parking spaces within the scheme;
   - Requests for additional residents' parking places to be provided;
   - Requests for additional restrictions outside of the existing scheme;
   - Requests for provision of loading facilities for the existing businesses and additional enforcement patrols.

4. As a result of concerns raised a review of the scheme was carried out in February 2012 in which residents and businesses were asked to respond to a questionnaire. Results from the questionnaire indicated that 80% of respondents requested that the scheme remain but raised a number of issues. Based on feedback provided a proposal was sent out for consultation in 2012 providing more residents parking places. However, this did not resolve all the issues raised and the consultation highlighted the different needs between individual residents and businesses.

5. As a result of the County elections in 2013 the scheme was put on hold due to the previous member not standing for re-election, residents were advised at the time.

Feedback from the newly elected local member Councillor Hollis indicated that the general consensus from his own detailed consultation was that the residents' parking scheme was no longer required and that removal was the favoured option which he supported.

6. Further consultation with all the residents was conducted during October and November 2013 to establish if there was support for the removal of the residents' parking scheme. This was done in the form of postcard questionnaires and a total of 67 postcards were issued to the residents and businesses eligible for a residents' parking permit. A total of 42% of those residents/businesses consulted responded with 75% supporting the removal of the scheme. Therefore, both criteria set by Nottinghamshire County Council (35% response rate is required, of these 65% of respondents need to be in support) have been met for the residents' parking scheme to be removed.

7. The final proposals, which can be seen on the enclosed drawing 47059385.4117.405 were consulted on and publicly advertised between 15th January 2014 and 21st February 2014. The document packages were held at Huthwaite Library and County Hall and copies of the notice were erected at a number of locations in the area. All those residents / businesses entitled to a residents' parking permit were consulted as were the properties between 13 and 19 Sutton Road.

8. As part of the scheme, the following parking restrictions were proposed as the replacement to the residents' parking scheme:
   - The introduction of a continuous single yellow line restriction operating between 8am and 6pm Monday to Saturday on both sides of Duke Street to enable safe and unobstructed loading and unloading to the businesses and ensure traffic movement is maintained;
   - The provision of a loading bay outside numbers 2 to 6 King Street to enable safe and unobstructed loading and unloading to the business premises;
   - The provision of 2 hour limited waiting with no return in 2 hours within the existing parking bay outside 13 to 19 Sutton Road;
   - The removal of parking bays on Duke Street, North Street, King Street and High Street;
   - The retention of all the other existing single yellow line restrictions operating between 8am and 6pm Monday to Saturday on Duke Street, North Street, King Street and High Street in order that parking does not cause an obstruction and road safety is maintained;
   - The retention of the double yellow line restrictions on North Street and King Street

Objection Received

9. During the consultation and advertisement period, seven comments were received with six considered as outstanding objections.

10. <u>Objections 1 and 2</u>
    Two objections were received, one anonymously and the other as a resident of North Street regarding the location of restrictions outside 35-39 North Street.

One resident requested that the residents' parking scheme be retained at this location and the current single yellow line (8am to 6pm Mon – Sat) restrictions outside their house be removed to allow parking. However, another objector requested that the existing restriction be increased to a 24 hour restriction (double yellow line) to ensure that the factory can maintain heavy goods vehicle access.

Response

This location is opposite the entrance to the factory and it is proposed to maintain the existing 8am – 6 pm restriction (single yellow line) to allow access to the factory during the day but parking for the residents during the evening and overnight. The proposed scheme is the same as the existing restriction and is a compromise between the objections received.

11. Objection 3

A resident on Sutton Road is objecting to the proposals and requesting that existing visitor parking bays on North Street close to the Sutton Road junction are altered to residents' parking bays. This is to offer the resident greater opportunity to park outside their house for limited periods during the day.

Response

The Nottinghamshire County Council criteria have been met to remove the residents' parking scheme, providing a scheme to enable one resident to park for limited periods is not practical. Currently the parking on North Street between Sutton Road and Duke Street is designated as visitor parking and as part of the proposals this will be unrestricted. In addition areas previously requiring a permit will be available for any road user subject to the availability of space. The introduction of limited waiting bays further along Sutton Road should also provide a higher turnover of parking and possible capacity to park for up to 2 hours within the proposed time restrictions.

12. Objection 4

A business owner on King Street is objecting to the proposals on the basis that the proposed loading bay outside 2-6 King Street does not suit the business needs. This area is utilised by the employees of the business for parking at this location.

Response

The proposed loading bay is in place of an existing single yellow line parking restriction that has been illegally blacked out enabling the business to park across the existing dropped kerbs at this location. This arrangement is not supported by any regulations.

Providing a loading bay would enable the business to access their premises, and prevent indiscriminate parking. Removing the single yellow line restriction would allow anyone to park in this area unless causing an obstruction and would not ensure the business access.

However, based on feedback from the business and also concerns from another objector about displaced parking the recommendation is to exclude this element of the proposals and part make the traffic regulation order with the option to reintroduce the advertised loading bay within two years of making the Traffic Regulation Order should issues / problems with access be encountered.

13. Objection 5

A local business owner is concerned about the future plans for the factory which is currently empty and that this might result in the reintroduction of another scheme in the future. The limited waiting outside the businesses on Sutton Road between North Street and King Street is welcomed but have commented that the 2 hour time restriction is reduced to 30 minutes. The business owner also wants to be able to park their van outside the shop from 2pm until the next morning due to concerns about vehicle damage.

Response

The proposed times of operation and duration were derived to consider the mix of businesses situated at this location. Therefore providing a 2 hour limited waiting period accounts for the differing mix of businesses. However, the recommendation will include a proposals to reduce the time of operation from 6pm to 4pm. This would allow parking from 2pm and throughout the evening and overnight subject to availability of space.

14. Objection 6

A local resident on King Street is objecting stating that the residents parking scheme should not be removed as the proposed changes will increase the pressure on the available parking on King Street making the residents' parking scheme essential. Issues raised by the objector include:

- Vehicles that currently park in the area of the proposed loading bay on King Street and on Duke Street (in area of proposed no waiting restrictions) will be further displaced into the residential area;
- The resident believes that the survey completed at the end of 2012 was more accurate and representative of the needs of residents and businesses;
- Disputes the findings of the questionnaire carried out during October and November 2013 and due to the change in opinion on retaining the residents' parking scheme states that there must be an error in the data and has no confidence with the results. In addition the objector has queried why the local member was provided with copies of the questionnaires as part of this process;
- The local resident has concerns that the questionnaire asking for opinion on removing the scheme was misleading. This was because it did not include details of the proposed additional restrictions within the area that the resident considers will have a large impact on parking;
- Consultation responses have been provided to the objector through a Freedom of Information (FOI) request. Based on information provide the resident feels that scheme should be left as it is with a few minor alterations;
- Feels that residents on King Street do not support the proposed removal and if considered on its own would not meet the criteria set out by the County Council;
- Prefers to see residents parking retained outside the objectors property

Response

Whilst previous consultations did indicate support for the scheme, views can change as a result to differences in parking behaviour and needs. This is reflected in the fact that criteria set by Nottinghamshire County Council has been met to remove the residents' parking scheme. As part of a FOI request data provided to the objector confirmed that responses from residents on King Street, if considered independently did meet the County Council's criteria for scheme removal. From 31 matching address, 16 responses with received with 13 respondents agreeing that the current RPS is no longer required and should be removed, this represents a response rate of 52% and 81% of respondents supporting the proposal.

It is correct that the local member, Councillor Hollis did ask for copies of the questionnaires sent out in October 2013 to hand out as part of his routine door knocking of local constituents. Copies were provided on the understanding that additional ones were only handed out to any residents claiming to have lost or not received them. All returns were checked for duplicates and that they were from valid address on return to the designer. As part of an FOI request copies were provided to the objector with personal information removed.

The questionnaire sent out during 2013 was designed to simply confirm views on the retention of the residents' parking scheme. Detailed proposals were subsequently included in consultation and public advertisement documents, at which stage anybody can comment or object.

Assurances have been provided by County Council officers directly to the objector that the process followed is correct and that results have not been manipulated. These assurances have also been confirmed through correspondence via the Ashfield MP and also the Chair of Transport and Highways Committee.

A key concern raised by the objector is the displacement of parked vehicles from the proposed single yellow lines on Duke Street, loading bay on King Street and limited waiting bay on Sutton Road. The proposed restrictions should provide greater flexibility within the North Street area for residents and businesses on the basis that any areas of unrestricted highway can be utilised. Clearly, with the road being a public highway and without specific permit bays road users can choose to park anywhere so there is a risk that vehicles may be displaced outside residential properties. It is suggested that given the results of the last set of questionnaires completed the opinions on intrusive parking previously encountered in this area are not the same as previously held.

However, in order to minimise displacement and alleviate concerns raised the County Council proposes to modify the advertised proposals by not introducing the following restrictions:

- Limited waiting restrictions (single yellow lines) on north side of Duke Street in place of existing visitors parking places;
- Loading bay outside units 2-6 King Street (as detailed in section 12);

- In addition the time limit of the parking bay on Sutton Road (as detailed in section 13);

The County Council proposes to retain the option to reintroduce these restrictions within two years of making the permanent Traffic Regulation Order to respond to any issues caused by parking at these locations. The resident has been notified of the process the County Council uses to report and consider objections and has been provided with details of the date and time of the Committee meeting.

Other Options Considered

15. Other options considered relate to the extents / types of restrictions and the have been reflected in the multiple rounds of consultation undertaken by the County Council.

Comments from Local Members

16. The local County Councillor Tom Hollis promoted the removal of residents' parking schemes and supports the proposals.

Reason for Recommendation

17. The recommendations represent the most appropriate action to satisfy the majority view.

Statutory and Policy Implications

18. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

19. The scheme was originally planned to be funded by the 2013/14 Integrated Transport Measures (ITM) Highways budget. Due to delays and issues raised through consultation, funding provision has been made from the 2014/15 ITM budget and will cost in the region of £5,000.

Crime and Disorder Implications

20. Nottinghamshire Police have raised no objection to the proposals.

RECOMMENDATIONS

It is recommended that:

The Nottinghamshire County Council (North Street Area, Huthwaite) (Prohibition of Waiting) Order 2014 (4117) is made as advertised with amendments and objectors advised accordingly.

Amendments are:

a) The provision of 2 hour limited waiting with no return in 2 hours within the existing parking bay outside 13 to 19 Sutton Road to be enforced between 8am and 4pm Monday – Saturday;
b) Exclude a length of 25 metres of the single yellow line restriction on the north side of Duke Street;
c) Exclude the removal of the loading bay outside units 2 – 6 King Street.

In accordance with 'Guidance on the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the above amendments may be introduced in a time period of up to two years from the making of the TRO4117 subject to review and confirmation that parking is causing issues with access, safety or congestion.

Recommendations amendments to the advertised Traffic Regulation Order are shown on enclosed drawing 4705385.4117.406

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

Constitutional Comments (LM 25/06/14)

21. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (GB 25/06/14)

22. The financial implications are as contained in paragraph 19 of this report.

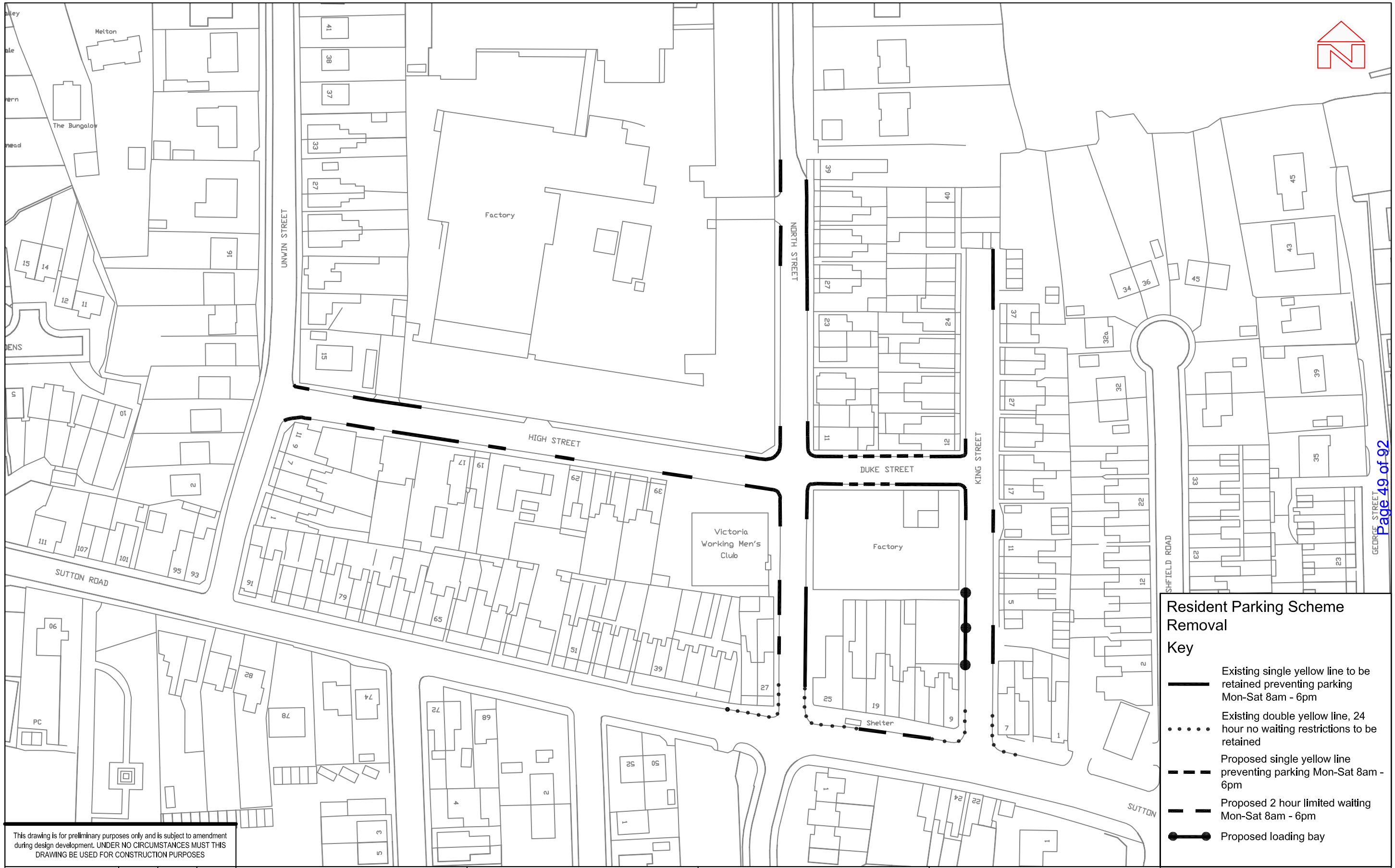
Background Papers

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

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

Electoral Division (s) and Member(s) Affected

Huthwaite ED	Councillor Tom Hollis



Resident Parking Scheme Removal

Key

- Existing single yellow line to be retained preventing parking Mon-Sat 8am - 6pm
- Existing double yellow line, 24 hour no waiting restrictions to be retained
- Proposed single yellow line preventing parking Mon-Sat 8am - 6pm
- Proposed 2 hour limited waiting Mon-Sat 8am - 6pm
- Proposed loading bay

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By / Check	Date	Suffix

Project Title: NCC TRAFFIC REGULATION ORDER PROGRAMME 2012-13

Client: Nottinghamshire County Council

Drawing Title: 4117 NORTH STREET AREA, HUTHWAITE RESIDENTS PARKING REMOVAL PROPOSED ADVERTISED SCHEME OBJECTION REPORT

Purpose of issue: OBJECTION REPORT

Designed	Drawn	Checked	Approved	Date
TF	TF	GB	GB	16/06/14

URS Internal Project No.: 47059385

Suitability:

Scale @ A3: 1:1000

Zone / Mileage:

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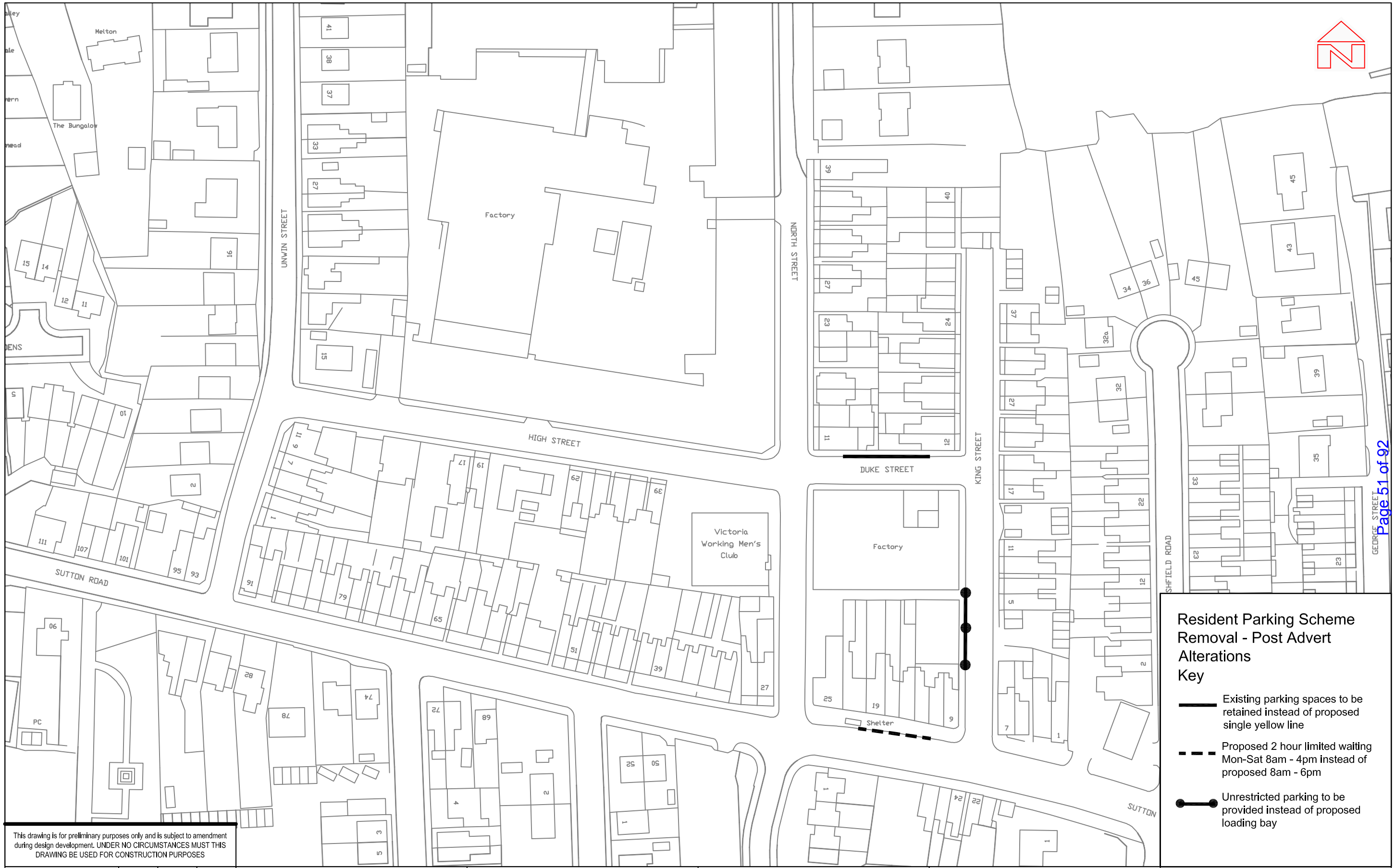

Resident Parking Scheme Removal - Post Advert Alterations

Key

- Existing parking spaces to be retained instead of proposed single yellow line
- Proposed 2 hour limited waiting Mon-Sat 8am - 4pm instead of proposed 8am - 6pm
- Unrestricted parking to be provided instead of proposed loading bay

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Revision Details	By / Check	Date	Suffix

Project Title: NCC TRAFFIC REGULATION ORDER PROGRAMME 2012-13

Client: Nottinghamshire County Council

Drawing Title: 4117 NORTH STREET AREA, HUTHWAITE RESIDENTS PARKING REMOVAL PROPOSED ALTERATIONS TO ADVERTISED SCHEME

Purpose of issue: OBJECTION REPORT

Designed	Drawn	Checked	Approved	Date
TF	TF	GB	GB	16/06/14

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Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014
Agenda Item 10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (LIME GROVE AND JUBILEE STREET NEWARK) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2014 (3189)

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. Lime Grove and Jubilee Street are residential streets close to Newark Town Centre, each street with a mixture of housing type. The County Council has received requests through the local member, Councillor Stuart Wallace that residents of Lime Grove were concerned about congestion and inconvenience stating that they were unable to park their vehicles on Lime Grove as it was being used by workers, shoppers and commuters to avoid car park charges in the town centre.

3. The proposals for a Residents' Parking Scheme (RPS) followed consultation undertaken by County Councillor Stuart Wallace and a petition from the residents of Lime Grove, Newark was presented to full council in 2012. The consultation carried out by the local member involved the completion of a questionnaire in which residents could indicate support for such a scheme accompanied by a covering letter giving an introduction and explanation of the workings of such a scheme from Councillor Wallace. A 65% response rate was achieved with 77% of those in favour.

4. As a result of the level of support a RPS was included in the Highway Capital programme for 2013/14. On 24th April 2013 residents of both Lime Grove and Jubilee Street were sent questionnaires by the County Council asking them to confirm whether or not they were still in support of a RPS. At this stage Jubilee Street was included due to its proximity, concerns about displaced parking and to provide a consistent approach on the area between London Road, Bowbridge Road and Boundary Road. In total 199 questionnaires were sent to residents with 82 (41%) returned of which 54 (66%) supporting the introduction of a scheme. The results across both streets exceed the criteria of 35% response rate with

65% of respondents in supports that the County Council uses to progress the development of a scheme.

5. The residents of both Lime Grove and Jubilee Street were consulted between the 10th October 2013 and 7th November 2013 on proposals for a Residents Parking Scheme that would be in operation on Monday to Saturday from 8am – 6pm. These proposals were then publicly advertised between 11th December 2013 and 9th January 2014, these can be seen on the enclosed drawing H/04078/1930/01.

6. The recommendation made in this report is to remove the inclusion of the Jubilee Street from the controlled zone and the final proposals are shown on the enclosed drawing H/04078/1930/01 Rev A.

Objections received

7. During the consultation period 32 individual responses were received with 28 of these being considered and objections with one being in the form of a petition. Objections have been summarised and responses grouped by street and each contains various issues raised by residents. Overall the number of objections by street are as follows:
   - Lime Grove – 11
   - Jubilee Street – 4 (including 32 name petition)
   - Bowbridge Road – 10
   - Boundary Road - 3

8. At the County Council meeting on 16th January 2014 a petition (2013/056) of 32 signatures was presented by County Councillor Stuart Wallace. This petition was reported to Transport and Highways Committee (THC) on 20th March 2014 with a recommendation that this is treated as an objection to the proposals advertised and included in the future as part of a 'Consideration of Objections' report to THC.

9. <u>Objections – Jubilee Street</u>
   Four objections were received including the petition with three residents also objecting independently raising a number of issues. These issues include that residents shouldn't have to pay for permits, wanting a guaranteed parking space outside their property and that the scheme would be an inconvenience to visitors during the hours of operation. Furthermore it is suggested that the same problem of intrusive parking doesn't exist on Jubilee Street as it does on Lime Groves and details for the level of support from the questionnaires for Jubilee Street was requested as part of the consultation.

   The thirty-two name petition is on the grounds that the whole street is against any restrictions and it also reflects the view that any restriction on Lime Grove would cause parking problems on Jubilee Street, on this basis the petitioners are also against the Lime Grove proposals.

   One resident supported the scheme but raised concerns and requested clarification on permits, whether restrictions included pavements and issues with

parked vehicles blocking garage access – these were clarified through correspondence.

Response – Jubilee Street

The proposals followed concerns raised by local residents on Lime Grove about congestion and inconvenience caused by commuters and shoppers parking in the area. At the time Jubilee Street was included due to its proximity and concerns over displaced parking. As stated previously the required criteria was met on the questionnaires undertaken by the County Council. However, when considering Jubilee Street alone only 16 responses were received from 59 properties (27%) and of these 62% supported the scheme. These results show the response rate and level of support as not being achieved.

As a result of the petition and overall lack of support it is not proposed to include Jubilee Street within the RPS. The original petition and scheme promoted by the local member was for Lime Grove only so on this basis the proposals for a RPS along this road are recommended.

A key issue raised by objectors is the requirement to pay for parking permits. This is a requirement of the Authority and on 25th February 2010 the council's budget included a recommendation that a charge should be made for permits issued for use in residents' parking schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits would cost £25 each and will usually be valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over. Properties can also purchase additional visitors permits at a cost of £25 each, these are not specific to the vehicle. Detailed information on permits was provided as part of the questionnaire process and can be resent to individuals on request.

10. Objections – Bowbridge Road

Bowbridge Road is a 'C-class' road and one end of Jubilee Street is accessed from it. Eleven objections have been received raising a number of issues. The main issue raised is that the proposals are likely to displace vehicles from Lime Grove and Jubilee Street onto Bowbridge Road. Objectors state that this road is already busy and has the same issues with people parking to visit to shops in town. Alternative solutions put forward by residents include a section Bowbridge Road being part of the proposals or not progressing with the Jubilee Street element of the restrictions. A number of objectors have also raised the fact that some of the properties within the proposed area also have off-street parking provision.

One resident also raised an issue that they had not seen any form of improvements to Bowbridge Road whilst Lime Grove and Jubilee Street has been resurfaced and included within the proposed traffic scheme.

One resident is concerned about the proposed double yellow line restrictions on the junction of Bowbridge Road and Jubilee Street. The resident has requested either to be included in the controlled zone or excluded from the double yellow line restrictions.

Response – Bowbridge Road
The inclusion of Bowbridge Road as part of this RPS proposal was outside the scope of the project. However, following representations from residents on Jubilee Street this section of the controlled RPS zone will be removed from the proposals. This should minimise displacement onto Bowbridge Road.

Maintenance works are planned for a section of the C3 Bowbridge Road around the Boundary Road junction as part of the 2014/15 highway maintenance programme.

Double yellow lines on the junction of Bowbridge Road and Jubilee Street were included as junction traffic to aid visibility and vehicle movements in / out of the junction. Exemptions for residents cannot be included in these types of restrictions, however as it is intended to exclude Jubilee Street from the controlled zone current access arrangements will be maintained.

The County Council continues to monitor reports of traffic issues following the implementation of new proposals.

11. Objections – Boundary Road

Three objections have been received from residents of Boundary Road. In all cases residents have raised concerns about increasing congestion and displacing parking along Boundary Road and other local roads. This follows the recent introduction of double yellow lines near to Newark Hospital and the proposals for Lime Grove. Other suggestions included widening the proposed RPS, implementation of a weight restriction on Boundary Road and lowering or removing parking charges at Newark Hospital.

Response – Boundary Road
The inclusion of Boundary Road as part of this RPS proposals was outside the scope of the project. As this section of Boundary Road is further away from the town centre it is considered that displacement from commuters and local shoppers will be minimal.

The restrictions outside Newark Hospital were advertised as part of a separate Traffic Regulation Order and have been recently introduced; this follows a report presented to Transport and Highways Committee on 20th March 2014 to consider objection received as part the consultation.

The County Council does not currently have a scheme planned to implement a weight restriction along Boundary Road. Parking charges within the grounds of Newark Hospital will be set by the Sherwood Forest Hospitals NHS Trust and the County Council have no jurisdiction in setting these charges.

12. Objections – Lime Grove

A number of residents have suggested that the section from Jubilee Street and Boundary Road is much busier and there are too many cars for number of spaces, particularly at night. Other issues include:

- The County Council should remove charges for permits;
- The issue is with people not parking properly;
- Residents having to pay for permits on a Saturday even though they do not require daytime parking Monday to Friday and some properties having off-street parking;
- Likely to displace parking on Boundary Road and concerned over increasing congestion and road safety;
- A number of residents have also queried visitor permits and where tradesmen can park when undertaking building works;
- Personal experience form residents suggests spaces are available within the proposed time restrictions;
- A resident has commented that H-bars across driveway access would help formulise parking.

Response – Lime Grove

It is the County Council's current policy to charge for permits and this is to cover the administration and management of the permit scheme and the direct costs of the permits. The permit scheme will run from Monday to Saturday 0800 – 1800 hrs and the operating hour's proposed following feedback from questionnaires responses. It is the decision for residents to decide whether the permit provides value for money based on individual circumstances; however it is considered that timings proposed will help keep the road clear of all day commuters and shoppers thus making road space available towards the end of the working day when it is reported that parking is difficult.

Issues with displaced parking on Boundary Road have also been reported by residents on this road and response given in section 11 above.

Residents will be eligible to purchase a visitors permit which can be purchased at a cost of £25 each. Alternatively visitors can park on other sections of public highway where parking unrestricted parking providing it is in a safe and not causing obstruction or in off-street public car parks. If work is being undertaken on a property it is advised that the resident contacts the Newark Parking Manager who will be able to provide advice. Loading / unloading is still permitted within the scheme boundary.

The type of scheme implemented is classed as a 'Type 3' Residential Parking Scheme. This involves signing the controlled zone at the entry and exit points with repeater signs, lining works are minimal. Parking within this type of scheme is self-managed and whilst H-bar markings are available these will not be included as part of the scheme. Residents will be notified of the procedure to request and pay for an H-bar as part of the scheme.

Other Options Considered

13. Other options considered related to the days and times of operation of the scheme. The times chosen for the scheme represented the most requested in the

questionnaire. The advertised proposals also included Jubilee Street which is proposed to be excluded from the final scheme.

Comments from Local Members

14. The local County Councillor Stuart Wallace is in support of the revised scheme to exclude Jubilee Street based on the majority view of residents on this road.

15. Newark Town Council is supportive of the proposals.

Reasons for Recommendations

16. The proposals are to be introduced to remove the parking problems caused by non-residential parking on Lime Grove and Jubilee Street.

Statutory and Policy Implications

17. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

18. The scheme was originally planned to be funded by the 2013/14 Integrated Transport Measures (ITM) Highways budget. Due to delays and issues raised through consultation, funding provision has been made from the 2014/15 ITM budget and will cost in the region of £6,000.

Crime and Disorder Implications

19. Nottinghamshire Police have made no comments on the proposal.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Lime Grove and Jubilee Street, Newark) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2014 (3189) is to be made with the following amendments:

- Removal of Jubilee Street, Newark from the Residents' Controlled Zone

The revised scheme layout is shown is drawing H/04078/1930/03 Rev A.

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:

Steph Walford – Senior Improvements Officer Tel: 0115 9774742

Constitutional Comments (LM 24/06/14)

20. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (GB 24/06/14)

21. The financial implications are stated in paragraph 18 of the report.

Background Papers

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

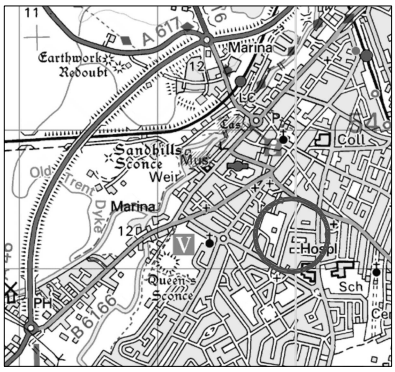
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

Newark East ED Councillor Stuart Wallace

NORTH

LOCATION PLAN



KEY

Boundary of Proposed Residents Parking Scheme (properties eligible to apply for permits)

Area of Highway where a permit will be required to park
Mon - Sat 8 am - 6 pm

Existing Double Yellow Lines

Proposed Double Yellow Lines

Rev	Description	Drawn	Ch'kd	Auth	Date
A	Jubilee Street removed from scheme because of a review of objections	SLW			June '14

Nottinghamshire County Council

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

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Project: Lime Grove, Newark - Proposed RPS		Drawn: SLW	Date: Oct '13
		Ch'kd: JAB	Date: Oct 13
Property No.	Project No. TRO 3189	Auth	Traced
Title: Recommended Proposals			Scale: N.T.S.
Drawing No. H/04078/1930/03			Rev: A

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Nottinghamshire County Council

REPORT TO TRANSPORT AND HIGHWAYS COMMITTEE

17th July 2014

Agenda Item:11

REPORT OF SERVICE DIRECTOR, HIGHWAYS

BRIDGE STREET, BRIDGE PLACE AND CASTLE STREET WORKSOP CONSULTATION UPDATE

Purpose of the Report

1. The purpose of this report is to provide an update to Committee on the initial consultation carried out during June 2014 for the permanent Traffic Regulation Order in respect of the pedestrianised lengths of Bridge Street, Bridge Place and Castle Street in Worksop.

Information and Advice

2. Members will recall that at the Transport and Highways Committee of 31st October 2013 approval was given to commence a revised consultation and subsequent statutory procedure to develop a permanent Traffic Regulation Order in respect of the pedestrianised lengths of Bridge Street, Bridge Place and Castle Street in Worksop.

3. This follows approval by this Committee on 16th April2012 to make two Experimental Traffic Regulation Orders (ETRO's) that were in place from 22nd May 2012 to 4th July 2012 and subsequent consultation that was carried out during the autumn of 2012 to establish a proposal which will balance the needs of all users of the town centre.

4. As previously reported following the introduction of the ETRO the effects were monitored to determine the impact upon the town and its users. Observations demonstrated that there was a significantly reduced number of vehicle manoeuvres taking place within the pedestrianised area. Whilst at the time it was evident that pedestrian activity was being encouraged several representations were received from holders of Special Access Permits (SAP's) that the changes were causing severe difficulty. The objections were supported by Disability Nottinghamshire. In view of these concerns a decision was taken in 2012 to remove the ETOR's and revert back to the original prohibitions/ restrictions.

5. The current proposals reflect comments and feedback from the consultation exercise that was undertaken during 2012 following the removal of the ETRO.

The consultation finished in Autumn 2012 and generated an excellent response with almost 1000 comments returned. 26% of those who responded were holders of Special Access Permits (SAP) and 37% blue badge holders.

6. Key findings from the previous consultation included:

- The majority of respondents agree that traffic in the pedestrianised zone is a concern. Many believe this is exacerbated by abuse of the blue badge system and illegal parking by other drivers in the zone and could be relieved by better enforcement.
- Most respondents, including the majority of those with a disability, agree that blue badge holders should not be given access to the zone as there is adequate disabled blue badge parking elsewhere within the town.
- The majority of respondents disagreed with allowing access to SAP's holders. However, the majority of these respondents are not disabled and do not have problems in accessing the facilities of the town. The majority of disabled respondents would prefer access given to SAP's holders on all non-market days although over half would be happy with access on limited days.

Proposed Arrangements

7. The proposed arrangements which is subject to further statutory consultation and public advertisement consist of:

Bridge Street (between Newcastle Street and Potter Street):

- Allow access for Special Access Permit Holders at all times except market days;
- Allow access for loading vehicles on all days before 10am and after 4pm;
- No access at any time for disabled blue badge holders.

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

- No access at any time for special access permit holders;
- No access at any time for disabled blue badge holders;
- Allows access for loading vehicles on all days before 10am and after 4pm.

Access to private off street parking spaces (primarily off Bridge Street between Newcastle Street and Potter Street) would be similar to the current arrangement with entry permitted to the restricted area before 10am and after 4pm with exit at any time. On market days exiting these areas may be restricted, but this would be no different to the current situation.

To maintain convenient access for disabled people, Nottinghamshire County Council propose to introduce a number of designated on street disabled parking bays outside of the pedstrianised area to allow continued access to shops and facilities within the existing pedestrianised area. Initial suggestions for the location of these spaces are

shown on the enclosed plan JB/BridgeSt/01A, these will be finalised following this consultation and included in the future public advertisement. The enclosed plan JB/BridgeSt/01B shows the location of Bridge Street in context of the wider area.

2014 Consultation Update

8. During June 2014 an initial consultation has been carried out, with letters sent to the following:

    - 483 'Special Access Permit' holders in Worksop;
    - 101 'Special Access Permit' holders, this represented a random 20% sample of remaining SAP holders in Nottinghamshire with a Sheffield or Doncaster postcode (residents in north of county);
    - 24 Disability Groups, the same list has been used from 2012;
    - Market Traders;
    - Businesses and residential properties on Bridge Place and Bridge Street;
    - Bassetlaw District Council;
    - County Councillors for Worksop;
    - Nottinghamshire County Council press release on 11th June 2014;
    - Consultation available on County Council website under current consultations;
    - County Council sent out information via social media regarding the consultation providing details of the exhibition dates.

9. Worksop Guardian and Gainsborough Standard published articles related to the proposals on 24th June 2014.

10. As part of the consultation Nottinghamshire County Council Officers exhibited the proposals at 'The Crossing' , Newcastle Street, Worksop, S80 2AT on Wednesday 18th June 2pm – 7pm and Saturday 21st June 10am – 2pm.

11. Eight people attended the event of Wednesday 18th June with one objecting, three supporting the proposals and four comments being recorded. On Saturday 21st June six people attended with three objecting and three comments. Given previous levels of interest, these numbers were disappointingly low in spite of the efforts made to encourage attendance.

12. Over both exhibitions eight of the visitors stated that they held SAP's personally or had family members were holders of the permits. Of these two specifically objected to the proposals. Numerous comments were made to Officers and these are being collated and considered, key issues raised include:

    - The proposed restrictions cover areas which contains shops and services used regularly when visiting the town;
    - Suggestion that limited access still maintained on the two sections between the Priory Centre and Newcastle Street;
    - Enforcement is really important and there is confusion around the restrictions ;
    - Concerned about impact on blue badge holders.

13. During the June 2014 initial consultation the County Council has received eleven telephone calls with five supporting the proposals, four objections and two comments. Objections include comments that full access should be maintained one day per week. Comments included a query about parking on double yellow lines and a suggestion that provision for rear loading is included in the designated disabled bays.

14. A formal objection has been received from an Optician on Bridge Street, it is suggested that the proposals will have a detrimental effect on disabled blue badge holders who do not hold a SAP and require access to the business. An option put forward is the use of vouchers that the business can give out if required that would enable access to the Opticians.

15. Three formal objections have been received from Worksop residents who object to not being able to drive and park along the proposed restricted sections as this will prevent them from parking outside shops that they visit regularly and due the distance that can be walked not be able to use if the proposed restrictions are implemented, reference has been made that not everyone can use mobility scooters.

16. A local Solicitor on Bridge Street has also commented on the proposals. Whilst in general the business support the proposals it suggests that as the heart of the retail areas is found between Ryton Street and the Priory Centre then SAP should be permitted here rather than on the section between Potter Street and Newcastle Street and without this those with disabilities will be disadvantaged.

17. The consultation documents available on the authorities' website up to 25th June 2014 received a total of 41 unique views.

18. As part of the initial consultation a total of eleven formal (seven written) objections have been received and eight in support.

Next Steps

19. The next step as part of the procedure to implement a permanent Traffic Regulation Order is to carry out a statutory consultation and public advertisement of the proposals.

20. It is recommended that this next stage is undertaken during August and early September to allow comments and objections to be received and to avoid this being done entirely within the summer holiday period.

21. Based on feedback as part of the consultation the exact location of designated disabled bays will be fixed with consideration given to both traffic movements and the provision for rear loading. Further discussions are taking place with Bassetlaw District Council with reference to the use of bollards to enforce the restrictions between 10am and 4pm on the sections of Bridge Place / Bridge Street between the Priory Centre / Ryton Street and Ryton Street / Newcastle Avenue.

22. A future report will be brought to Transport and Highways Committee with full details of objections received and recommendations based on the full consultation process and completion of an updated Equality Impact Assessment.

Other Options Considered

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

Comments from Local Member

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

Reasons for Recommendations

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

Statutory and Policy Implications

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

Equality Implications

27. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.

28. As the revised scheme is developed and consultation undertaken, their needs will continue to be assessed and will be incorporated into a revised equality impact assessment that will be included in a future committee report. Previous equality impact assessments are available on request.

Financial Implications

29. Funding provision has been made from the 2014/15 Integrated Transport Measures block and will cost in the region of £20,000.

RECOMMENDATION/S

It is RECOMMENDED that the Transport & Highways Committee:

- Note the progress on the consultation to date
- Approve proposals for the making of a permanent Traffic Regulation order to progress to formal advertisement and statutory consultation; and:
- Note that the permanent Traffic Regulation Order will consist of:

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

- Allows access for Special Access Permit Holders at all times except Market Days (which are Wednesday, Friday and Saturday) on the inclined section of Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street;
- Allows access for loading vehicles on all days before 10am and after 4.00pm;
- No permit access at any time for Disabled Blue Badge Holders.

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

- No permit access at any time for Special Access Permit Holders;
- No permit access at any time for Disabled Blue Badge Holders;
- Allows access for loading vehicles on all days before 10am and after 4.00pm.

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

Name of Report Author
Mike Barnett

Title of Report Author
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (KSK 01.07.14)

30. The proposals in this report are within the remit of the Transport and Highways Committee.

Financial Comments (TMR 01.07.14)

31. The financial implications are set out in paragraph 29 of the report.

Background Papers

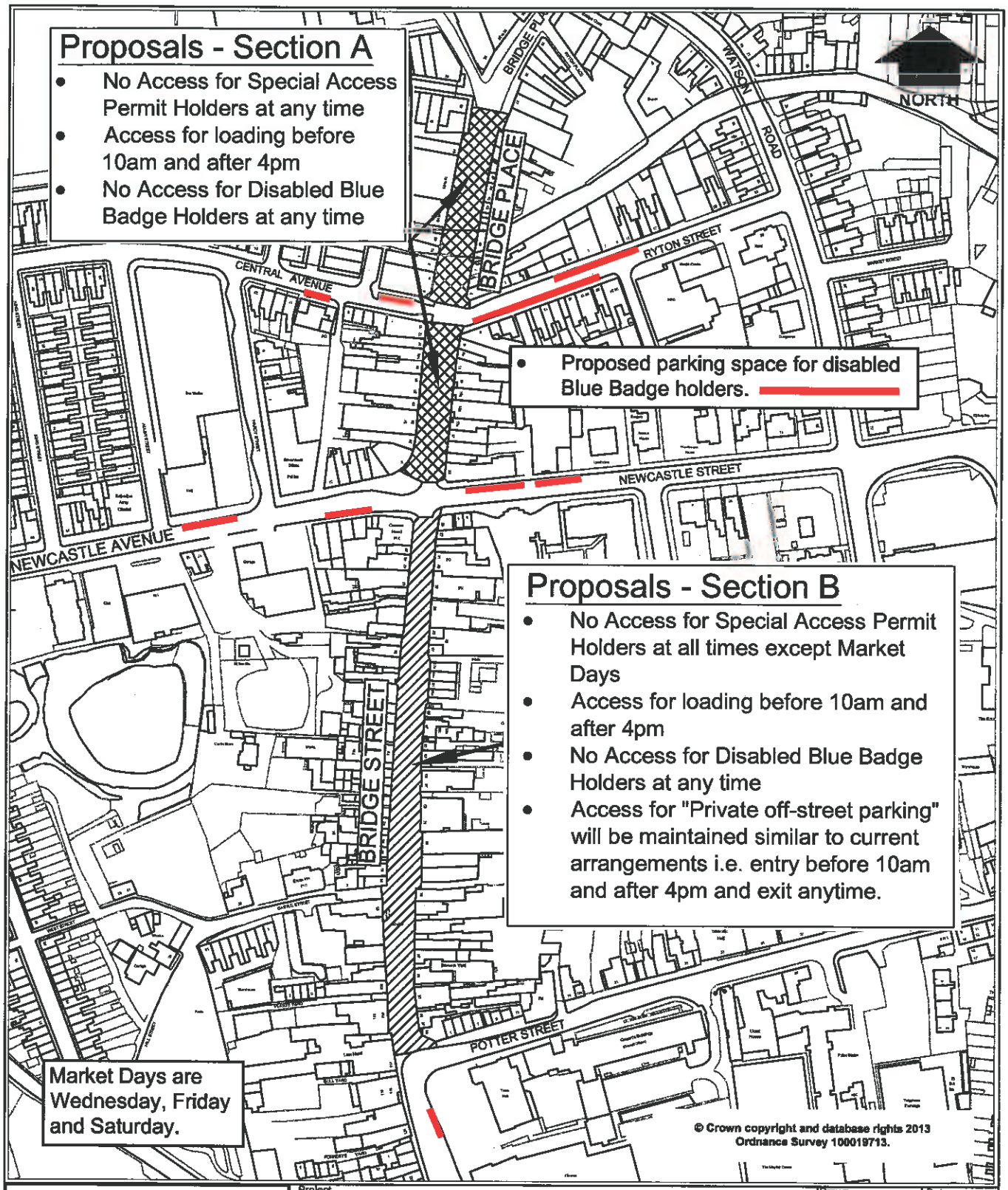
Report to Transport and Highways Committee Meeting: 31st October 2013
Report to Transport and Highways Portfolio Meeting: 7th February 2012

Report to Transport and Highways Portfolio Meeting 16th April 2012
Report to Transport and Highways Committee 12th July 2012

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

Electoral Division(s) and Member(s) Affected

Worksop West, Councillor Greaves
Worksop East, Councillor Gilfoyle
Worksop North, Councillor Fielding
Worksop North East and Carlton, Councillor Rhodes



Nottinghamshire County Council

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

Project: Bridge Street, Bridge Place and Castle Street, Worksop Proposed Traffic Regulation Order		Drawn: Nick Gibson	Date: Jun 14
		Ch'kd	Date
Property No.	Project No.	Auth	Traced
Title: Consultation Plan			Scale: 1:1000
Drawing No. JB/BridgeSt/01A			Rev

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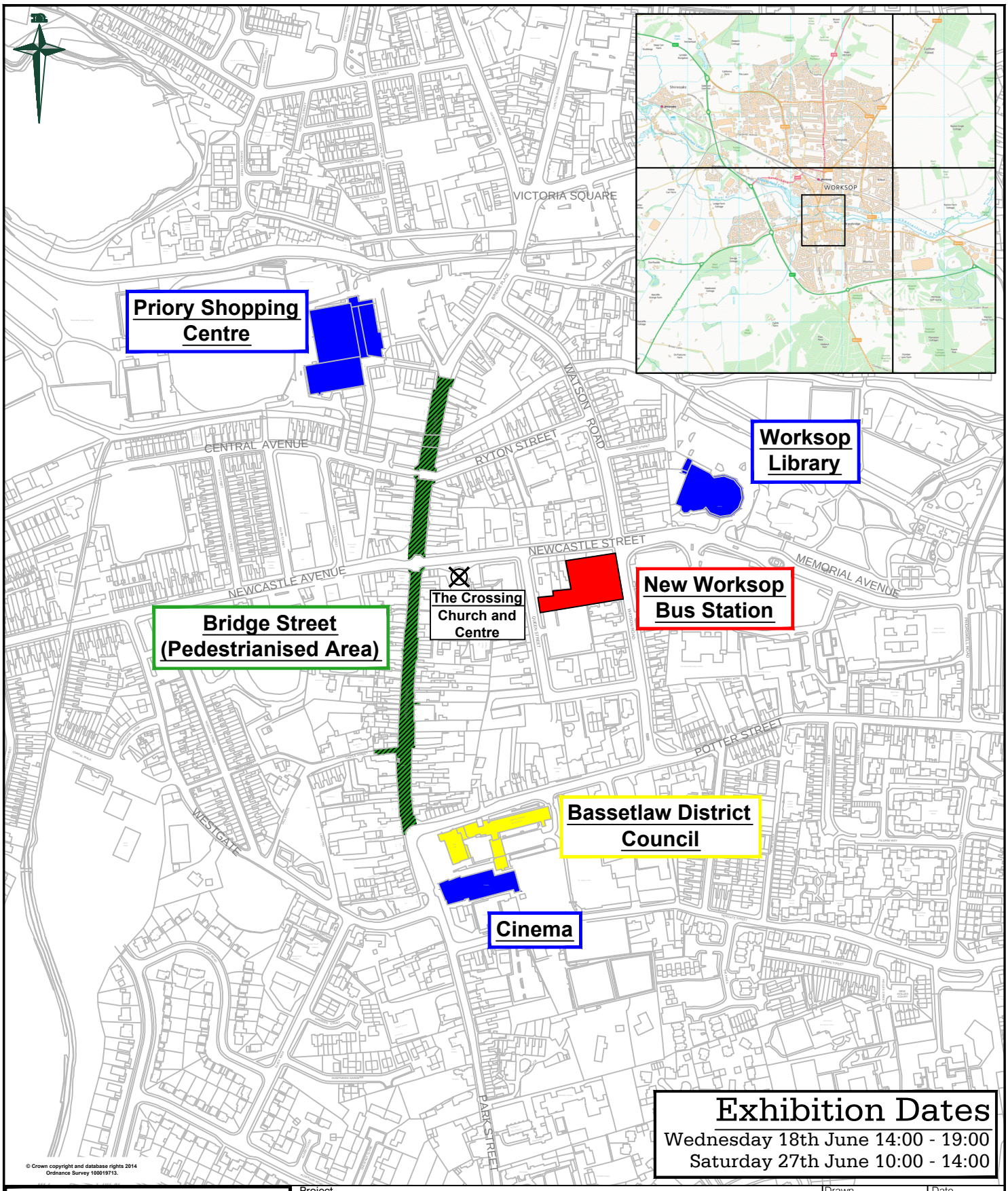

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Project: Bridge Street, Bridge Place and Castle Street, Worksop Proposed Traffic Regulation Order		Drawn: JWB	Date: 06/14
		Ch'kd: MB	Date: 06/15
Property No.	Project No.	Auth: MB	Traced
Title: Bridge Street Location Plan			Scale: N.T.S.
Drawing No.: JB/BridgeSt/01B			Rev

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Jun 04,2014 - 11:28am I:\Highways\Old N Drive\Highways\Highway Projects\P2012-13\Capital\P.H.II.01800.21 Worksop Bus Stn\Design\CAD\JWB Working\Bridge Street Presentation.dwg

Nottinghamshire County Council

Report to Transport and Highways Committee

17th July 2014
Agenda item 12

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (AURILLAC WAY, HALLCROFT ESTATE, RETFORD) (PARKING AND WAITING RESTRICTIONS) TRAFFIC REGULATION ORDER 2014 (1155)

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. Aurillac Way is on the Hallcroft Industrial Estate on the edge of the market town of Retford. The Hallcroft estate is located off the A638 to the North West side of Retford with the A1 / A1M approximately 3 miles away (J34 Blyth). Aurillac Way contains a variety of businesses examples include haulage companies, blast cleaners, marquee hire, builders merchants, vehicles repairs, post office delivery office and a café.

3. The County Council has received a complaint through the local member, Councillor Ian Campbell that parking on the estate is causing issues with vehicle access for day to day operations and deliveries that is resulting in the company losing trade due to difficulties encountered. Other points raised include companies using available space onsite for business activities rather than providing employee parking provision as stipulated under planning conditions and vehicles parked on footways obstructing pedestrians.

4. As a result of these concerns the County Council has completed a statutory consultation, two rounds of public advertisements and met with local businesses, these exercises have generated competing demands for which a balanced solution has been sought. The final proposals, which can be seen on the enclosed drawing B/TM/DAS/TRO1155/3 were publicly advertised from the 12th June 2014 to 3rd July 2014.

Objections received

5. During the consultation period 12 individual responses were received with 8 of these being considered as objections. Four local businesses support the proposals with one business commenting that they had concerns about displaced

parking causing access difficulties and requested double yellow lines installed on the entrance. It has been suggested that an appropriate measure is the provision of an advisory 'H bar marking' and this could be provided in line with the County Council's charging policy and this has been agreed by the business. The original complainant objected to the initial proposals but following further discussions and changes incorporated into the latest set of proposals has now confirmed support.

6. Objection 1, 2 and 3

Objections have been received from the owner of Units 1 to 10 and proprietors of two of the units. The objectors suggests that congestion is not a problem on the estate and any issues caused are due to large commercial vehicles attempting difficult manoeuvres into business premises utilising and blocking the available road space for minutes at a time. The business proprietor is objecting on the basis that any reduction in the availability of on-street parking would be detrimental to trade and furthermore suggests that vehicle parking will be displaced to other areas of the estate and Hallcroft Road itself. It is acknowledged by the objectors that the revised proposals to include waiting time restrictions outside the units may help with turnover and availability of space they suggest the same restrictions should apply opposite where double yellow lines are proposed.

Response

Units 1 to 10 are situated close to the only entrance to Aurillac Way off Hallcroft Road. Restrictions were modified to include a 2 hour limited waiting parking bay (originally the proposal was to leave unrestricted outside the units) as a result of comments received. The intention being to provide an area where there is a turnover of parking and 2 hours proposed to meet the needs of different businesses.

No waiting at any time restrictions are proposed opposite the units to provide a clear and unobstructed passage for vehicles requiring access further into the estate. Reports and evidence provided indicate that this area can on occasion become congested when vehicles are parked on both sides, bays have been positioned to maximise limited waiting parking opportunities whilst maintaining a clear and safe access into the site.

Further unrestricted parking and limited waiting is provided further into the estate to minimise displacement onto Hallcroft Road.

7. Objection 4

A haulage firm supports the proposals in principle but raised concerns that indiscriminate parking will continue in areas on other unrestricted areas within the industrial estate.

Response

The latest advertised proposals include additional no waiting restrictions on a bend and turning point further into the estate (junction of south-west and south-east sections) to help alleviate concerns about parked vehicles restricting vehicle movements. Proposals also include a length of limited waiting on the south-west

section to prevent all day parking and provide short term parking provision further into the estate.

8. Objection 5
A small local firm supports the proposals in principle and has ample off road parking facility but raised concerns that small firms opposite the Post Office depot will be jeopardised and one side of the road should be available for parking alongside the smaller units.

Response
Limited waiting has been included along this section of road and located to maximise parking space whilst providing protection to junctions, accesses and maintaining a clear route through for large vehicles.

9. Objection 6
A local manufacturing firm objects to the scheme stating that the proposed double yellow lines will create havoc with day to day operations due to deliveries which have to be loaded or unloaded from the road. In addition the firm states all available road space is available for staff parking.

Response
The proposed double yellow line restrictions do not include loading restrictions. The proposed restrictions should allow a clear section of road that can be used for loading activities providing this is done in a safe and unobstructed manner. Areas of unrestricted parking are still available on the industrial site and can be utilised if done so in a considerate manner. In addition individual or a group of businesses can develop travel plans to encourage safe, healthy and sustainable travel options.

10. Objection 7
A further business on the north-east section is also concerned that the restrictions will further displace and worsen current problems with parked vehicles restricting access, particularly with the double yellow lines planned on the inside of Aurillac Way around the central section.

Response
The proposals are aimed to provide a balanced solution between providing safe and unobstructed access, short term parking provision and areas of unrestricted parking. The proposed double yellow lines on the inside of Aurillac Way around the central section were considered appropriate due to location of accesses and reported problems. It was considered unnecessary at this stage to include additional double yellow lines on the northeast section as vehicles can travel gain access to business premises from either direction on the industrial site depending upon circumstances. The County Council will continue to monitor reports of traffic issues following the implementation of new proposals.

11. Objection 8
A business on the north-west section accepts that the proposed double yellows fronting the business at the junction are necessary, but objects to other proposals

on the basis that the restriction will reduce accessibility and have a severe knock on effect to their business.

Response
The proposals are considered to be the minimum necessary to ensure businesses can operate efficiently without issues caused by indiscriminate parking. Areas of limited waiting parking have been provided for short term visitors and unrestricted parking is still available within the estate. As previously described businesses can develop travel plans to promote sustainable travel options or alternatively reconfigure layouts internally to provide adequate parking provision.

12. Objection 9
A business on the north-west section accepts that in general the proposals are a very good idea. However, the business has raised concerns that parking will displace into the first available section of unrestricted highway after the double yellow lines which is suggested will affect day to day operations dramatically due to the required lorry manoeuvres into the yard for unloading deliveries.

Response
The current proposals have been subject to a number of consultation rounds and are considered to be the minimum necessary to ensure businesses can operate efficiently without issues caused by indiscriminate parking. The proposed double yellow do not include loading restrictions and should also help keep areas of highway clear to aid vehicle manoeuvres. As previously stated the County Council will continue to monitor reports of traffic issues following the implementation of new proposals.

Other Options Considered

13. Other options considered relate to the extents / types of restrictions and these have been reflected in the multiple rounds of consultation undertaken by the County Council.

Comments from Local Members

14. The local County Councillor Ian Campbell promoted the scheme and need for parking restrictions.

Reasons for Recommendations

15. The proposals are to be introduced to improve access for large goods vehicles around the Industrial Estate as a result of complaint regarding indiscriminate parking of vehicles. Parking places limited to 2 hours (no return within 1 hour) are to be provided to allow parking for customer vehicles whilst encouraging vehicle turnover.

Statutory and Policy Implications

16. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

17. The scheme is being funded through the 2014/15 Traffic Management revenue budget – Bassetlaw at a cost of £2,000.

Crime and Disorder Implications

18. Nottinghamshire Police have made no comments on the proposal.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Aurillac Way, Hallcroft Estate, Retford) (Parking and Waiting Restrictions) Traffic Regulation Order 2014 (1155) is made as advertised and the objectors advised 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:

Dale Swain – Senior Improvements Officer Tel: 01623 520010

Constitutional Comments (LM 25/06/14)

19. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TMR 26/06/14)

20. The financial implications are stated in paragraph 16 of the report.

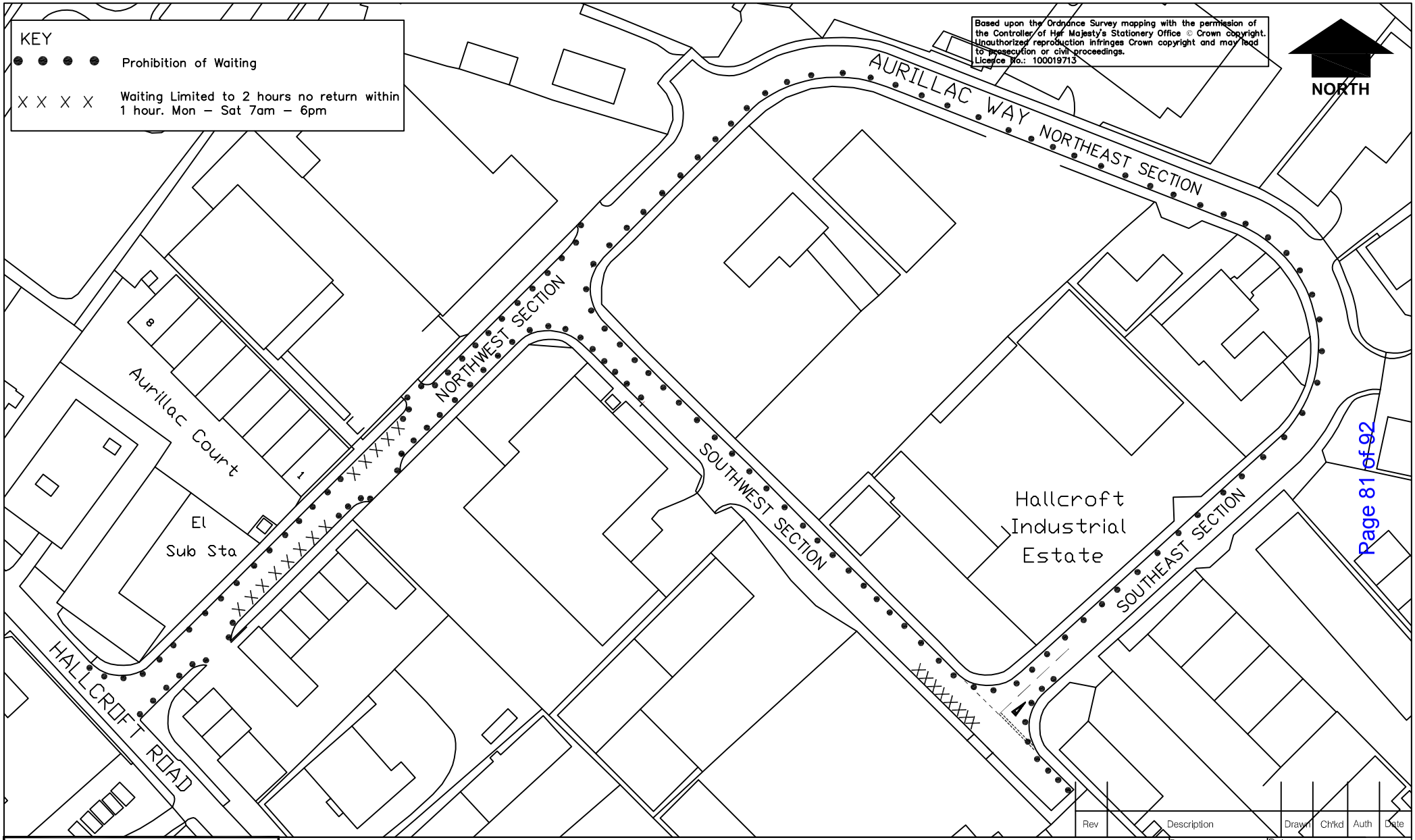
Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Retford West ED	Councillor Ian Campbell



Rev	Description	Drawn	Ch'kd	Auth	Date

Nottinghamshire County Council

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 08449 808080

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Project: Waiting & Parking Restrictions		Drawn: DAS	Date: 02/07/14
Property No.	Project No.	Ch'kd	Date
Title: Aurillac Way, Hallcroft Industrial Estate, Retford		Auth	Traced
Drawing No.: B/TM/DAS/TR01155/3		Rev	Scale: NTS

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Nottinghamshire County Council

Report to Transport and Highways Committee

17 July 2014

Agenda Item: 13

REPORT OF THE SERVICE DIRECTOR, HIGHWAYS

CONTRACT FOR THE DELIVERY OF KIRKBY-IN-ASHFIELD TOWN CENTRE IMPROVEMENTS

Purpose of the Report

1. To seek Committee approval to enter into a formal contract with Ashfield District Council to deliver the Kirkby-in-Ashfield Town Centre Improvement Project.

Information and Advice

2. Highway Operations Group operates as a trading service, delivering highway construction and maintenance, and associated work for the County Council. Occasionally when surplus capacity exists, the Group also provides prices to, and if successful undertakes work for, other public bodies and private organisations.

3. Following an expression of interest, in January 2014, Highway Operations Group were invited by Ashfield District Council to submit a tender to undertake a highway / civil engineering project to improve the public environment around the Ellis Street area of the town centre.

4. Highway Operations Group assessed the work and on 28 May 2014 submitted both a competitive price and a qualitative submission for the delivery of the project in accordance with the specification provided.

5. In submitting this tender, Highway Operations Group has taken account of current workload, which at this time is lower than anticipated, and has priced the project at current operating rates, which will support the delivery of a balanced trading account over the 2014/15 financial year.

6. The project includes for the excavation, reconstruction and repaving of large parts of Ellis Street and the pedestrianised areas of Lowmoor Road, construction of an public arena area at Ellis Street, new street lighting and associated ramps and retaining walls. The overall value of the contract, based on the tender submitted, is £859,905.24 and the project is planned to start on site on 28 July 2014 and the contract duration is 26 weeks.

7. Ashfield District Council undertook an assessment of all tenders submitted for this contract and on 13 June informally notified Highway Operations Group that their

tender had been successful. This is now being confirmed by establishing a formal contract for the project.

8. In October 2013, Transport and Highways Committee delegated authority to the Corporate Director to enter into contracts for the delivery of external works up to a maximum contract value of £500,000. As this project exceeds this value, and in accordance with Financial Regulations, specific approval of Committee is required to proceed.

9. By securing this contract, Highway Operations Group can continue to demonstrate an understanding of the local construction the market, and is able to benchmark current costs, which in turn supports the objective of delivering value for money for both for external clients and the County Council.

Reason/s for Recommendation/s

10. Generation of income to offset any short-term surplus capacity, with the ability to cover fixed overheads and costs, will have a positive financial benefit to the Highway Operations Group's trading account.

Statutory and Policy Implications

11. 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.

Financial Implications

12. Work carried out under this contract will be managed in order to meet financial targets and the returns identified within the prices submitted for the works. The requirements of the financial regulations with regard to external works will be complied with to reduce risk to the County Council.

RECOMMENDATION/S

13. It is recommended that Committee approves entering into the contract with Ashfield District Council for the delivery of the Kirkby-in-Ashfield Town Centre Improvement Contract,

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Dave Tebbett – Group Manager, Highway Operations Tel: 01623 873880

Constitutional Comments (SLB 20/06/2014)

14. Transport and Highways Committee is the appropriate body to consider the content of this report. The Council's Financial Regulations specify that The Group Manager for Legal Services and the Section 151 Officer must be informed of all contracts to supply services to external bodies, and that all new contracts must be in a form approved by the Group Manager for Legal Services.

Financial Comments (TMR 17/06/2014)

15. The financial implications are set out in paragraphs 6 and 12.

Background Papers and Published Documents

None

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire County Council

Report to Transport and Highways Committee

17 July 2014

Agenda Item 14

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 1/1/2014)

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

Financial Comments (MA 1/1/2014)

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

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Autho
11 Sept 2014				
Street Lighting	Update report	Info.	Kevin Aldridge	Andy Warring
2013 Highway Injury Accident and Casualty Report	Update report	Info.	Suzanne Heydon	Andy Warring
Rail	Update report	Info.	Jim Bamford	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
TTS Performance	Quarterly Performance Report	Info	Mark Hudson	Lisa McLennaghar
Highway Performance Report Q1	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warring
Integrated Passenger Transport Strategy	Strategy details	Decision	Kevin Sharman	Andy Warring
Flood Risk Management Update	Update report	Info	Andy Wallace	Andy Warring
NET – Financial Assistance Package	Progress report	Info.	Neil Hodgson	Andy Warring
D2N2 Strategic Economic Plan	Update on the D2N2 Strategic Economic Plan infrastructure investment proposals	Info.	Kevin Sharman	Andy Warring
2015/16 Provisional Highways Capital Programme	Annual report setting out a provisional highways capital programme for 2015/16 as a consultation and to support advance design work	Decision	Kevin Sharman	Andy Warring
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Autho
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
9 Oct 2014				
Passenger Transport Appraisal Framework	Update report	Decision	Mark Hudson	Pete Mathiesc
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Flood Risk Management Update	Update report	Info	Andy Wallace	Andy Warring
Transport Asset Management Plan	Update report	Info	Gary Wood	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
Implementation Plan	Update on Local Transport Plan progress	Info	Gary Wood	Andy Warring
13 Nov 2014				
Local Bus Services Review Update	Outcome from consultation on the review of supported local bus services	Info	Mark Hudson	Chris Ward
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
Highway Performance Report Q2	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warring
Feb 2015				
Highway Performance Report	Update on performance monitoring across highway	Info.	Don Fitch	Andy Warring

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Autho
Q3	services			
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
May 2015				
Highway Performance Report Q4	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warring
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various