

## Transport and Highways Committee

Thursday, 21 April 2016 at 10:30

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

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### AGENDA

- |   |                                                                                                                                                                    |         |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 1 | Minutes of the last meeting held on 17 March                                                                                                                       | 3 - 6   |
| 2 | Apologies for Absence                                                                                                                                              |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Local Bus Service Review and Proposals                                                                                                                             | 7 - 14  |
| 5 | Sustainable Transport Transition Year 2016-17 Funding Bid                                                                                                          | 15 - 18 |
| 6 | Proposed Bus Stop Clearway, Calverton Rd Arnold                                                                                                                    | 19 - 28 |
| 7 | Responses to Petitions Presented to the Chairman of the County Council                                                                                             | 29 - 32 |
| 8 | Work Programme                                                                                                                                                     | 33 - 36 |

### Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in

the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

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

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

Meeting Transport and Highways Committee

Date 17 March 2016 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

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

Roy Allan  
Andrew Brown  
Richard Butler  
Steve Carr  
Stephen Garner

Colleen Harwood  
Richard Jackson  
Michael Payne  
John Peck

**OFFICERS IN ATTENDANCE**

Pete Barker - Democratic Services Officer  
Sue Bearman - Legal Services  
Chris Charnley - Head of Service, Highways  
Tim Gregory - Corporate Director, Place  
Jas Hundal - Service Director, Transport Property & Environment  
Pete Mathieson - Team Manager, Transport Property & Environment  
Sean Parks - LTP Officer  
Kevin Sharman - Team Manager, Highways

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 11 February were taken as read and were confirmed and signed by the Chairman.

**DECLARATIONS OF INTEREST**

Councillor Jackson declared a private interest in the item 'Integrated Transport and Highway Maintenance Capital Programmes 2016-17' as he owns property on a road where it was proposed to introduce a residents' parking scheme, which did not preclude him from speaking or voting on that item.

## **NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2016 / 2017**

### **RESOLVED 2016/014**

- 1) That the final reimbursement arrangements and financial commitments for the 2016/17 concessionary travel scheme be noted.
- 2) That the changes to Nottingham City Council's travel scheme, as a result of budgetary challenges faced, be noted.
- 3) That the progress towards online applications be noted.

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

### **RESOLVED 2016/015**

- 1) That the proposed integrated transport block programme as contained in the report and detailed in Appendix 1 be approved for implementation, subject to the provisions set out in paragraph 17.
- 2) That the provisional highway capital maintenance programme as contained in the report and detailed in Appendix 2 be approved for implementation, subject to the provisions set out in paragraph 17.

Councillor Carr and Councillor Jackson requested that their abstentions from the above vote be recorded.

## **NOTTINGHAM GO ULTRA LOW BID TO THE OFFICE OF LOW EMISSION VEHICLES (OLEV)**

### **RESOLVED 2016/016**

- 1) That the outcome of the Nottingham Go Ultra Low City Bid be noted.
- 2) That Committee re-confirms its commitment to the joint working on the delivery of the successful Bid in the county.

## **CHARGES FOR HIGHWAYS SERVICES 2016/17**

### **RESOLVED 2016/017**

- 1) That the proposed charges for highways services, documents and data for the financial year commencing 1 April 2016 be approved.
- 2) That all charges for highways services continue to be reviewed annually and also as may be required consequent on any change in circumstances.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (STANLEY ROAD, MANSFIELD) (STATIC RESTRICTIONS AND PROHIBITIONS) ORDER 2016 (2190)**

**RESOLVED 2016/018**

That the Nottinghamshire County Council (Stanley Road, Mansfield) (Static Restrictions and Prohibitions) Order 2016 (2190) be made as advertised and objectors advised accordingly.

**PERFORMANCE REPORT – HIGHWAYS**

**RESOLVED 2016/019**

That the contents of the report be noted.

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

**RESOLVED 2016/020**

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

**WORK PROGRAMME**

It was requested that a report on the Highways Joint Venture Company, Via East Midlands, be brought to a future meeting of the Committee.

**RESOLVED 2016/021**

That the Work Programme be noted.

On behalf of the Committee the Chairman thanked Chris Charnley for all his hard work and wished him a long and happy retirement.

The meeting closed at 11.42am.



**21 April 2016****Agenda Item: 4****REPORT OF THE SERVICE DIRECTOR ENVIRONMENT, PROPERTY  
& TRANSPORT****LOCAL BUS SERVICE REVIEW & PROPOSALS****Purpose of the Report**

1. To recommend to Committee, following consultation, the cancellation, varying or replacement of services on the local and commercial bus service network as detailed in the appendix to the report.

**Information and Advice**

2. The County Council has a duty (Transport Act 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2016/17 £3.85m will be spent on supported bus services across the county.
3. Local bus services across the county are provided in two ways:
  - (i) Commercial services which operate without funding support
  - (ii) Supported services which are subsidised by the Council

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

4. This report presents the final proposals for the reduction of the Local Bus budget by £420k as part of the 2015 Option for Change approved by Full Council in February 2015. Furthermore, any recommendations made in this report have followed discussions with the cross party Members Reference Group and other key stakeholders and are coordinated with the end of existing service contracts in August 2016.
5. The proposals are to withdraw support for some local bus services and to integrate the operation of other services to reduce the operational cost. It is proposed to

entirely withdraw support for one service, this will remove the peak time service from villages in South Rushcliffe but will not affect the off peak service. The remaining six proposals will reduce the level of service on the routes involved, either reducing the number of days operation or by replacing them with services connecting them to high frequency commercial routes.

6. The services affected are The Sherwood Arrow (Bassetlaw), service 47 (Gedling, Newark & Sherwood), service 54 (Rushcliffe, Newark & Sherwood), Service 127,198 (Bassetlaw), service 728, 531,532,533 (Ashfield, Gedling, Broxtowe), service 831,832 (Rushcliffe). The specific services with further detail are shown in Appendix 1.

### **Reasons for Recommendations**

7. The recommendation and continued financial support meet the budgetary targets set by Full Council in 2015 whilst maintaining the objectives of promoting public transport, reducing congestion, promoting economic recovery and offering travel choice.

### **Statutory and Policy Implications**

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

### **Implications for Service Users**

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

### **Financial Implications**

10. The proposed local bus reduction of £420k meets the requirements contained in the OFC approved in 2015 to reduce the local bus budget by £720k by 2017/18.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Approve the withdrawal and reduction of the local bus support contracts contained in Appendix 1

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

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

**Chris Ward, Team Manager, Transport and Travel Services**

### **Statutory and Policy Implications**

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

### **Constitutional Comments [L.Mc 07/04/2016]**

12. The Recommendations in the report fall within the Terms of Reference of the Transport and Highways Committee.

### **Financial Comments**

13. The financial implications are set out in paragraph 10 of the report.

### **Background Papers**

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

None.

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

All



## **Appendix 1 – Local Bus Reductions**

### **Background.**

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

### **Proposals.**

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

#### **1. Service – Sherwood Arrow**

**Bassetlaw, Newark & Sherwood**

**Average passengers per trip = 0.4**

**Average cost per passenger = £64.61**

**Saving - £6,659**

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

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

Newark & Sherwood

**Average passengers per trip = 2.1**

**Average cost per passenger = £16.33**

Saving – approx. £80k

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

## 3. Service 47

Gedling, Newark & Sherwood

**Average passengers per trip = 7.6**

**Average cost per passenger = £1.03**

Saving – approx. £90k

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

#### 4. Service 54

Newark & Sherwood, Rushcliffe

**Average passengers per trip = 1.8**

**Average cost per passenger = £29.34**

Saving – approx. £50k

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

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

#### 5. Service 127,198

Bassetlaw

**Average passengers per trip = 0.4**

**Average cost per passenger = £38.57**

**Saving £104k**

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

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

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

Ashfield / Gedling / Broxtowe

**Average passengers per trip = 2.3**

**Average cost per passenger = £5.18**

Saving – approx. £50k

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

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

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

## 7. Service – 831,832

Rushcliffe

**Average passengers per trip = 0.2**

**Average cost per passenger = £75.14**

**Saving - £39,624**

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

**21 April 2016**

**Agenda Item: 5**

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

### **SUSTAINABLE TRANSPORT TRANSITION YEAR 2016-17 FUNDING BID**

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

1. The purpose of this report is to note the submission of the 'D2N2 Inspire and Connect' Sustainable Transport Transition Year 2016/17 funding bid and to seek Committee approval for the joint working on the delivery of the Bid in the county should the Bid be successful.

#### **Information and Advice**

##### **Background**

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

4. The Chancellor's budget statement in November 2015 included an announcement that the LSTF (which expired in March 2016) would be replaced with a new Access Fund which would be available from April 2017 to March 2020. In February 2016 the DfT launched the £20m Sustainable Travel Transition Year (STTY) Revenue Competition. The STTY funding is available in 2016/17 to bridge the gap between the LSTF which expired in March 2016 and the Access Fund which will start in April 2017. Local authorities were invited to make bids for the STTY fund by 29<sup>th</sup> March 2016 which:
- have a strong focus on supporting the local economy/economic development and reducing carbon emissions
  - focus on improving access to employment and training
  - focus on walking and cycling
  - demonstrate that they are deliverable within 2016/17
  - have an approach that is scalable and expandable so the measures contained within it can be delivered up to 2020
  - single local authorities can bid for £350,000 to £500,000; whereas joint bids from a number of local authorities can apply for up to £2.5m
  - bids for the revenue STTY funding will require a minimum match funding of 10%.

#### **Development of a STTY 2016-17 funding bid**

5. Given the short deadline to make an application and the criteria against which Bids will be assessed (i.e. 'ready to go' projects with delivery mechanisms in place), the STTY funding favours the extension of existing successful LSTF bids as the mechanisms are already in place to deliver these programmes. It is therefore unlikely that a STTY Bid from Nottinghamshire County Council alone would be successful, given that the County Council would be bidding against a joint bid from the other three D2N2 local authorities to continue existing programmes of work.
6. From 2017 the capital element of the Access Fund will be allocated to Local Enterprise Partnerships and therefore it was determined that it may be beneficial to make a D2N2 wide revenue bid. This approach builds on the joint working approach already adopted on the recent successful Office of Low Emissions Go Ultra Low City bid. This approach also enables the existing Nottingham/Nottinghamshire LSTF programme to be expanded to include elements of the existing Derby City LSTF programme (and vice versa).
7. The STTY funding bid will be the basis for future year's bids and therefore a D2N2 wide bid could help secure future Access Funding for parts of Nottinghamshire e.g. Mansfield, Worksop etc. (as well as Derbyshire) that have previously been unsuccessful in securing LSTF funding.

#### **Bid programmes of work**

8. The D2N2 area Bid focuses on three main programmes of work and offers the opportunity for the majority of its elements to be extended into the county. The Bid elements that would be delivered by the County Council in the Nottingham urban area of the county, should funding be secured, include:

- **Employability support programme**
    - discounted public transport travel for jobseekers delivered through local jobcentres
    - cycle training for jobseekers & 16-19 year olds targeted through FE colleges
  
  - **Sustainable workplace programme**
    - residential personalised travel planning targeted at areas with high unemployment levels or with new sustainable transport infrastructure
    - D2N2 combined workplace challenge to encourage more people travelling to work by cycle or on foot
    - workplace travel planning support, continuing the promotion of travel planning and infrastructure grants
  
  - **Inspiration and motivation programme**
    - adult cycle training
    - expansion of the Citycard cycle hire service to the county (e.g. town centres near to Nottingham city such as Beeston and West Bridgford)
    - contributions towards the funding of major public cycling events such as Cycle Live which are available to all county residents.
9. The total cost of the D2N2 wide package is £2.38m and the STTY funding bid is for £1.875m of the cost. The remaining £0.505m is to be made up of local match funding contributions. The County Council's match funding of £45,000 will be derived from staff time taken to deliver the programme elements in the county (£20,000) and revenue funding already allocated to deliver cycle training in the county (£25,000).
10. An announcement on the success of bids is expected anytime from late April 2016 onwards. A report giving further details on the more specific measures to be delivered in the county will be brought to a future Transport & Highways Committee if the Bid is successful.

## **Other Options Considered**

11. The other option to consider is to withdraw support for the Bid and not work in partnership with Derbyshire County or Nottingham and Derby city councils on the delivery of the STTY 2016/17 Bid should it be successful. This option has, however, been rejected by officers for the reasons set out in this report and particularly paragraph 12 below.

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

12. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. The County Council has a proven record of delivering successful transport programmes jointly with Nottingham City Council for the benefit of Nottinghamshire residents. Working jointly on the delivery of the STTY funding will continue this successful partnership working. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents.

## **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**

It is recommended that Committee:

- a) note the submission of the 'D2N2 Inspire and Connect' Sustainable Transport Transition Year 2016/17 Funding Bid
- b) approve the joint working on the delivery of the Bid in the county should the Bid be successful.

**Neil Hodgson**  
**Interim Service Director, Highways**

**For any enquiries about this report please contact:**  
Sean Parks – Local Transport Plan manager

## **Constitutional Comments (SJE 07/04/16)**

14. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's transport and highways powers and functions has been delegated.

## **Financial Comments (GB 12/04/16)**

15. The financial implications are set out in the report.

## **Background Papers and Published Documents**

- Nottinghamshire County Council Strategic Plan 2014-2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- D2N2 Inspire and Connect: Sustainable Transport Transition Year 2016/17 Funding Bid

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

- All



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

### **PROPOSED BUS STOP CLEARWAY (CALVERTON ROAD, ARNOLD)**

#### **CONSIDERATION OF OBJECTIONS**

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

1. To consider the objections received in respect of the above proposed bus stop clearways and whether they should be implemented.

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

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

specifically identified stop GE0792 as the most problematic of these. It cited a recent incident at that location when their driver clipped a parked car at the bus stop whilst trying to get to the kerb for a customer with a buggy. It commented that the inability to reach the stop means that the presence of raised kerbs is “of no help to anyone”.

6. Clearway consultations were undertaken during June and July 2015 regarding the three pairs of bus stops on Calverton Road; stops GE0789, GE0790, GE0791, GE0792, GE0793 and GE0794, as shown on attached location plan H/04078/2142/202. Objections were received in respect of two pairs of stops GE0790-1 and GE0791-2. Separately to the consultation, an application for an advisory disabled parking bay was also received and approved for a property adjacent to stop GE0792.
7. As a result of the comments received and the disabled parking bay application it was decided to reposition the stops at both locations and also to introduce an advisory disabled parking bay outside number 118 Calverton Road. The revised proposals for these stops were consulted upon between 7<sup>th</sup> January and 5<sup>th</sup> February 2016.
8. During the consultation period 3 households objected to the revised clearway layout at bus stops GE0791-2 as shown on plan H/04078/2142/102. No objections were received in respect of any of the other pairs of stops.

## Responses received

### 9. Objection – Need for the bus stop clearway

As part of their objections two of the householders questioned the need for the clearways and their cost. One requested that the times of operation be amended to operate only between 8am and 6pm, in order to allow parking overnight.

#### Response

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. The stops have been identified by passenger transport services as ones that suffer from obstructive parking and will benefit from the introduction of a bus stop clearway.

These bus stops are used by a scheduled service (as opposed to a school service), which operates throughout the day, offering further sustainable transport choices to local residents, not all of whom have access to a private car. Data from the 2011 census shows that in Gedling over a fifth of households (21.5%) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%. Nottinghamshire County Council has undertaken significant investment in bus stop infrastructure around the County and the benefits of this to the wider community can only be maximised if bus services are able to access this infrastructure, such as raised kerbs, and improve the accessibility of the network. Allowing any parking at the bus stops during service times could obstruct the movement of the buses and restrict their operation.

The time of operation for each clearway is linked to the days and times of the buses which service that stop. The bus stop clearways at GE0791-2, as with the other pairs of stops on Calverton Road, are proposed to be in operation 24 hours a day, 7 days a week because the bus service runs on a weekday between 6.20am and 10.56pm and between 8.30am and 10.56pm on a Sunday. With such extensive hours of service operation it was considered that a 24 hours a day, 7 days a week restriction was the most appropriate.

These bus stops are served every 15 minutes on weekdays by Trent Barton's 'Calverton Connection' service, more frequently at peak times. The improvement works to the bus stops is sourced from funds obtained from planning contributions from local housing development.

10. Objection – Loss of amenity for picking up and setting down passengers

A resident objected on the grounds that they needed parking directly outside their property to allow easy access for the picking up and setting down of their disabled son. They questioned why the scheme had been revised to incorporate an advisory disabled bay to meet the needs of an adjacent resident.

Response

The proposed advisory disabled parking bay will be implemented outside that premises because the resident at that address meets the criteria for the provision of a bay. The criteria for installation of such a bay have been provided to the objector, who can make an application to the County Council for similar provision if they meet those criteria. If the criteria was met there is sufficient kerbspace to provide a similar bay, within reasonable distance of their property, without it conflicting with the bus stop clearway.

11. Objection – Loss of on-street parking

Three objectors cited the loss of on-street parking in the vicinity of their residences; this included concerns regarding the effect on house prices, potential congestion caused by parking on the opposite side of the road and also concerns regarding access to garage premises being blocked.

Response

The bus stop clearway will help to ensure that the buses can gain access to the raised bus stop kerbs at all times to allow easier access for wheelchair users and for people with prams and pushchairs. It will enable bus drivers to discharge their legal duty to drop passengers off on the kerb and not on the road.

The desire for highway parking is noted but is not the primary purpose of the highway. Unrestricted on-street parking is available elsewhere on Calverton Road, offering alternative parking locations without obstructing the bus stop.

The only time access to the garage would be affected would be when a bus is waiting at the stop for passengers to board or alight. On these occasions motorists may need to briefly wait to exit or enter private driveways or garages.

## **Other Options Considered**

9. Other options considered relate to the position, length of time and number of days that the bus stop clearway is in force. The demand for on-street parking is recognised and so the restrictions have been kept to the minimum required to ensure the safe operation of the bus stop.

## **Comments from Local Members**

10. Local County Councillors Pauline Allan and Michael Payne made no comments on the scheme.

## **Reasons for Recommendations**

11. The measures contained in the proposed traffic regulation order are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers, the County Council's network management duty and safety concerns. The proposals will assist the safe and effective operation of local bus services.

## **Statutory and Policy Implications**

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

## **Financial Implications**

13. The scheme for all three pairs of bus stops is being funded through developer contributions and the cost is estimated at £6,000.

## **Crime and Disorder Implications**

14. Nottinghamshire Police made no comments on the proposals.

## **RECOMMENDATION/S**

It is recommended that the bus stop clearways proposed at Calverton Road, Arnold be implemented and the objectors informed accordingly

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

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

Helen North (Improvements Manager) 0115 9772087

### **Constitutional Comments (RHC – 30/03/2016)**

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

### **Financial Comments (GB – 15/03/2016)**

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

## **Background Papers**

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

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

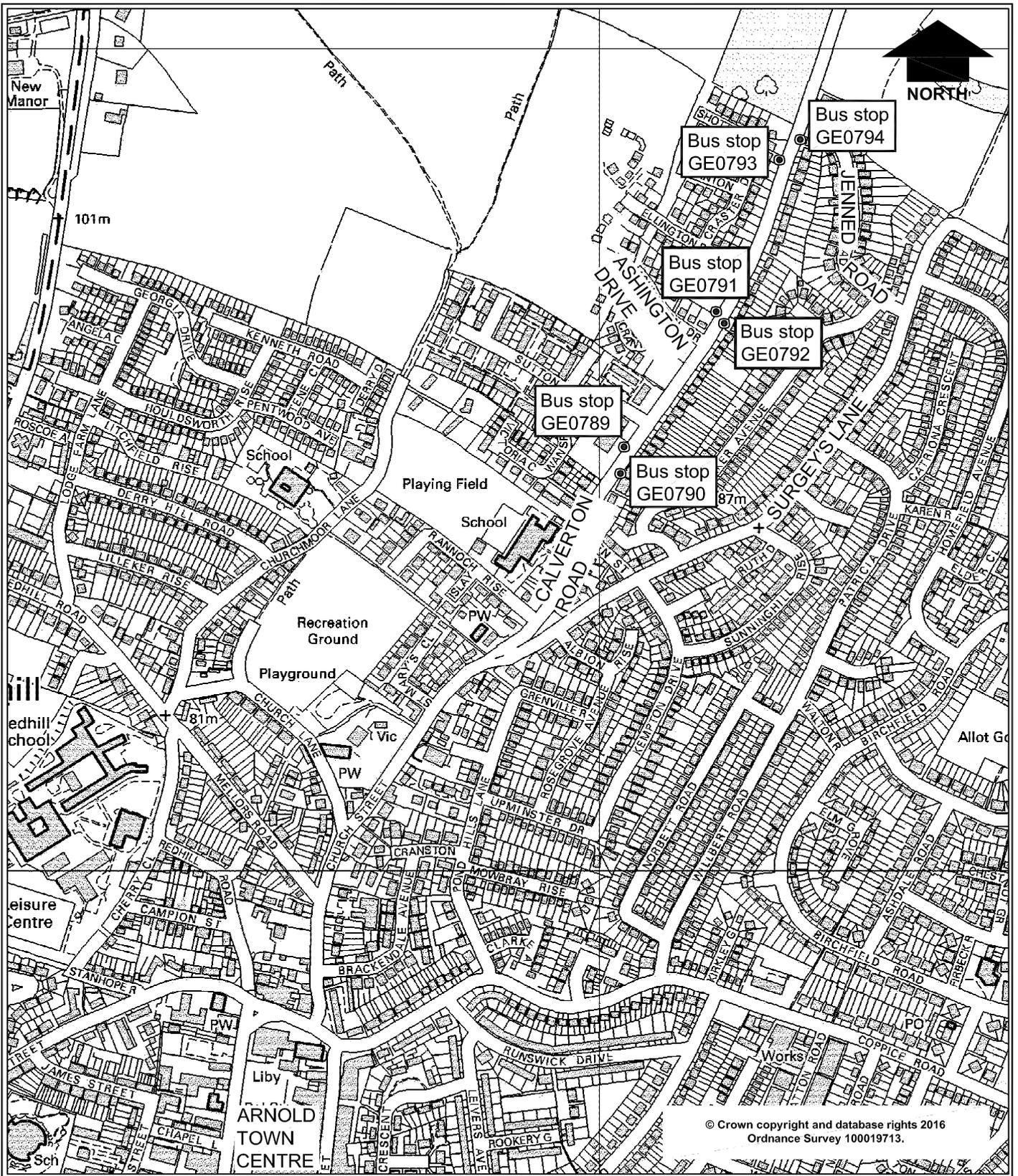
Reports:

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

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

Councillors Pauline Allan and Michael Payne – Arnold North





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 <p><b>Nottinghamshire County Council</b></p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p>	Project		Drawn	Date
	Calverton Road, Arnold Relocation of Bus Stops GE0791 & GE0792		J.A.B.	Mar.16
	Property No.	Project No.	Chkd	Date
		P.H.IB.71516.01	Auth	Traced
	Title			Scale
Location Plan			N.T.S.	
Page 25 of 34				
Drawing No.		H/04078/2142/202	Rev	

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21 April 2016

Agenda Item: 7

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

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

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

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 25<sup>th</sup> February 2016.

#### **A. Petition regarding condition of main road in Thrumpton (Ref 2016/0161)**

2. At the County Council on 25<sup>th</sup> February 2016 Councillor Andrew Brown presented a petition of 149 signatures requesting that the central section of Barton Lane be resurfaced in Thrumpton village. It is felt that the road is in a dangerous condition due to heavy usage.
3. Barton Lane runs parallel to the A453 Trunk road and recent road layout changes in the area have resulted in each end of Barton Lane being reconstructed to a high standard. This has left a central section which is in noticeably poorer condition. The road is routinely inspected for safety on a monthly basis and the last inspection on 31 March 2016 found no actionable defects other than one currently pending repair near the Church Ln junction. Over the last 12 months, there have been 10 works orders issued for repairs. This road length has been under consideration for future resurfacing, but has not yet been approved for the Capital Maintenance Programme and is not included in the provisional Programme for 2016/17.
4. In May 2015, Thrumpton Parish Meeting also requested that the road be assessed for a weight restriction following the completion of the A453T dualling works. The traffic survey on 24/9/15 showed the numbers of heavy goods vehicles using the route to be comparatively low at only 11 on the day of the survey. It has been noted for future consideration in the Weight Restriction Programme, but it will be assessed against the scorings from other roads which are likely to be busier.
5. The road will continue to be inspected monthly and maintained in a safe condition whilst being considered for a future maintenance Programme.
6. It is recommended that the lead petitioner be informed.

**B. Petition regarding reduction in speed on the Ridgeway in Gotham (Ref 2016/0162)**

7. At the County Council on 25<sup>th</sup> February 2016, Councillor Andrew Brown presented a petition of 64 signatures requesting a permanent interactive speed sign be installed to address speeding concerns in the 40mph speed limit on Leake Rd in Gotham, also known as 'The Ridgeway'.
8. Following discussions with Councillor Brown in December 2015, a speed and traffic flow survey was carried out between 25/1/16 – 31/1/16 on the straight road length within the 40mph limit northwest of the Bunny Lane junction. The peak hours 85th percentile speeds travelling southeast were 43.9mph – 44.4mph with flows varying from 264 - 342 vehicles per hour. This meets the traffic flow, but not the speed criteria for a permanent interactive speed sign. Northwestbound, the speeds in the peak hours were 48.2mph – 48.5mph with flows of 257 – 387. This meets both criteria.
9. The site will therefore be considered for a future Interactive Speed Sign Programme.
10. It is recommended that the lead petitioner be informed.

**C. Petition requesting carriageway resurfacing on Roger Close, Sutton in Ashfield (Ref 2016/0164)**

11. A 16 signature petition was presented to the 25<sup>th</sup> February 2016 meeting of the County Council by Councillor David Kirkham. The petitioners requested that the carriageway on Roger Close be resurfaced.
12. The carriageway surface is aesthetically poor with numerous areas of repairs and some fretting of the surface course and there have been several areas of carriageway repairs.
13. The carriageway is included in the 2016/17 surface dressing programme unfortunately there is no definite start date as yet however it should be completed during July – September 2016.
14. It is recommended that the lead petitioner be informed.

**D. Petition regarding flooding on public footpath off Stapleford Road, Trowell (Ref 2016/0165)**

15. A 126 signature petition was presented to County Council on 25<sup>th</sup> February 2016 by Councillor Ken Rigby requesting that an investigation and remedial action be undertaken to clear a right of way of standing water.

16. The cause of the standing water is directly linked to the presence of two gullies which are failing to clear the water effectively. Two gullies had been installed at the site, it is understood, by Broxtowe Borough Council when it held the agency agreement to manage the area. Broxtowe Borough Council advises however that it has no records of these works. As the gullies in question are located off the adopted highway where Trowell footpath No 8 joins Trowell bridleway No 9, the County Council holds no responsibility for their maintenance.
17. However following a request from Councillor Rigby to assist local residents, on the 19<sup>th</sup> February 2016 the NCC Drainage Unit cleansed the gullies and removed the detritus and silt from the footpath surface at the site.
18. The gullies will also be added to the routine gully cleansing programme for the Broxtowe area which has recently been completed. The next cleansing cycle will be undertaken in approximately 12 -18 months.
19. It is recommended that the lead petitioner be informed.

### **Statutory and Policy Implications**

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

### **RECOMMENDATION**

It is recommended that the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted:

**Neil Hodgson**  
**Service Director, Highways**

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

- None

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

Soar Valley, Sutton in Ashfield Central, Kimberley and Trowell.





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

**Purpose of the Report**

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

**Information and Advice**

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

**Other Options Considered**

6. None.

**Reason/s for Recommendation/s**

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

## **Statutory and Policy Implications**

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

## **RECOMMENDATION/S**

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

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

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

## **Constitutional Comments (HD)**

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

## **Financial Comments (NS)**

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

## **Background Papers**

None.

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

All

## TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
<b>19 May 2016</b>				
TTS Performance	Performance report	Info.	Chris Ward	Lisa McLennaghan
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Chris Ward	Chris Ward
Flood Risk Management Strategy	Update Report	Info.	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>23 June 2016</b>				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
Pothole Repair Fund	Details of fund	Info.	Neil Hodgson	Neil Hodgson
Via East Midlands Ltd	Progress with highways joint venture company	Info.	Neil Hodgson	Neil Hodgson
Highways Performance Report	Quarter 4 Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
<b>21 July 2016</b>				
NET Extension	Update report	Info.	Neil Hodgson	Neil Hodgson
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>22 September 2016</b>				
Rights of Way Management Plan	Approval of plan	Decision	Neil Lewis	Neil Hodgson
Tree Management Plan	Approval of plan	Decision	Neil HOdgson	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 October 2016</b>				
Highways Performance Report	Quarterly Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various