

Transport and Highways Committee

Thursday, 06 June 2013 at 10:30

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

AGENDA

- 1 To note the appointment of Councillor Kevin Greaves as Chairman and Councillor Steve Calvert as Vice
- 2 Membership and Terms of Reference 5 - 8
- 3 Minutes 21 MARCH 2013 9 - 12
- 4 Apologies for Absence
- 5 Declarations of Interests by Members and Officers:- (see note below)
 - (a) Disclosable Pecuniary Interests
 - (b) Private Interests (pecuniary and non-pecuniary)
- 6 Local Transport Body
- 7 HS2 Toton Station Study
- 8 Bus Lane Enforcement – Nuthall Bus Gate.
- 9 Petitions Responses Report
- 10 Work Programme

NOTES:-

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which a
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the a 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 Cou

Members or Officers requiring clarification on whether to make a declaration of interest are invited colleague in the Governance Team prior to the meeting.

- (4) Members are reminded that Committee and Sub-Committee papers, with the exception of those w be recycled.
- (5) You will wish to note that Colour Maps are not included in the papers, but they are available in c address below

<http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3132>

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.

6 June 2013

Agenda Item:

REPORT OF CHIEF EXECUTIVE

MEMBERSHIP AND TERMS OF REFERENCE

Purpose of the Report

1. To note the Committee's membership and terms of reference.

Information and Advice

2. The Committee's membership is:-

Councillors

Roy Allan
Andrew Brown
Richard Butler
Steve Calvert
Ian Campbell
Steve Carr
Stephen Garner
Kevin Greaves
Colleen Harwood
Richard Jackson
Michael Payne

Ex-Officio

Alan Rhodes

3. The terms of reference for the Transport and Highways Committee:-

1. The exercise of the powers and functions set out below are delegated by the County Council in relation to transport and highways:
 - a. All decisions within control of the Council including but not limited to those listed in the Table below
 - b. Policy development
 - c. Review of performance in relation to the services provided on at least a quarterly basis

- d. Review of day to day operational decisions taken by Officers
 - e. Approval of consultation responses
 - f. Approval of departmental staffing structures as required
 - g. Approving all Councillor attendance at conferences, seminars and training events including any expenditure incurred, and officer travel outside the UK.
- 4 If any decision required falls within the remit of more than one Committee the relevant Committee Chairs will agree which Committee would be the most appropriate to consider it. In the event agreement cannot be reached the report will be referred to the Policy Committee for determination.
- 5 As part of the detailed work programme the Committee will receive reports on the exercise of powers delegated to Officers.
- 6 The Committee will be responsible for its own projects but, where it considers it appropriate, projects will be considered by a cross-committee project steering group that will report back to the most appropriate Committee.

Table
Responsibility for transport and highways (except those which are delegated to other committees) including: <ul style="list-style-type: none"> • the planning management and maintenance of highways including traffic management and residents' parking schemes • the development of integrated transport systems • road safety
To make highways observations relating to planning applications, on which the County Council is consulted as required by the agreed protocol
Responsibility for the provision of passenger transport services, including bus and rail initiatives
Responsibility for the Council's highways internal trading organisations

Other Options Considered

- 7 None.

Reason/s for Recommendation/s

- 8 To inform the committee of its terms of reference.

Statutory and Policy Implications

- 9 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

That the report be noted.

Mick Burrows
Chief Executive

For any enquiries about this report please contact: David Forster 0115 977 3552

Constitutional Comments

10 As the report is for noting only, no constitutional comments are required.

Financial Comments

11. Costs of attendance at conferences, seminars and training events including any expenditure incurred will be met from the Members Allowances budget.

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.

a) Report to Full Council – 16 May 2013 (published).

Electoral Division(s) and Member(s) Affected

All



minutes

Meeting TRANSPORT AND HIGHWAYS COMMITTEE

Date 21 March 2013 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

Richard Jackson(Chairman)
Chris Barnfather (Vice-Chairman)

	Richard Butler	Mike Quigley, MBE
	Jim Creamer	Keith Walker
	Kevin Greaves	Chris Winterton
A	Stan Heptinstall MBE	Martin Wright
	Mick Murphy	
	Ex-officio (non-voting)	
A	Mrs Kay Cutts	

ALSO IN ATTENDANCE

Councillor Mel Shepherd

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Andrew Warrington, Service Director Highways
Chris Ward, Environment and Resources
Jenny Makler, Environment and Resources
David Bennett, Environment and Resources
Anna Vincent, Independent Research Assistant

MINUTES

The minutes of the last meeting held on 6 February 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

There were no declarations of Interest

TITAN PROJECT PROGRESS REPORT AND DRAFT COMMISSIONING MODEL

RESOLVED 2013/023

1. That the progress of the TITAN Project be noted.
2. That with effect from 1 April 2013 a county wide Independent Travel Training Scheme be introduced.
3. That approval be given for the permanent establishment of an Independent Travel Training Officer in 2013/14 and that in 2014/15 approval be given for the establishment of an Independent Travel Training Assistant.
4. That the proposed commissioning model relating to new services developed as part of the TITAN Project be approved and
5. That the outcome for the replacement of Yourbus services in the Bassetlaw and Mansfield areas from April 2013 be noted.

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2013/14

RESOLVED 2013/024

1. That the 2013/14 Nottinghamshire Concessionary Travel Scheme and associated reimbursement arrangements as set out in the report be approved and
2. That the progress made on the bulk of re-issues of bus passes during March 2013 be noted.

BUS LANE ENFORCEMENT

On a motion by the Chairman, seconded by the Vice-Chairman it was

RESOLVED 2013/025

1. That the penalty charge for bus lane contraventions in Nottinghamshire is £60
2. That the level of charges and associated details be advertised.
3. That the bus lane enforcement starts in Nuthall and
4. that authority be sought to enter into a Section 101 agreement for the provision of adjudication services.

ENFORCEABLE 'SCHOOL KEEP CLEAR' MARKINGS

RESOLVED 2013/026

1. That approval be given for the commencement of consultations to implement area wide Traffic Regulation Orders to enable the enforcement of School Keep Clear Markings across the County and
2. That any objections received be reported back to Committee for final decision.

ROAD SAFETY CAMPAIGNS AND INITIATIVES 2013/14

RESOLVED 2013/027

That the proposed framework for Road Safety Campaigns Training Programme timetable as set out in the appendix to the report be approved.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (HOLY DRIVE, MANSFIELD) (PROHIBITION OF WAITING AND DRIVING) TRAFFIC REGULATION ORDER 2012 – CONSIDERATION OF OBJECTIONS

RESOLVED 2013/028

That the Nottinghamshire County Council (Holy Drive, Mansfield) (Prohibition of Waiting and Driving) Traffic Regulation Order 2012 be made and the objectors informed accordingly.

IMPLICATIONS OF THE ASH TREE DISEASE

RESOLVED 2013/029

1. That the commissioning of a survey of trees on all County Council Property is considered by the Property and Finance Committee.
2. That a reserve fund of £500,000 is set aside a provision against the need to implement the proposals in this report per annum for the duration of the outbreak.

INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2013/14

RESOLVED 2013/030

1. That the proposed additional integrated transport and capital maintenance schemes as detailed in the report be approved and
- 2 that the revised integrated transport and capital maintenance programmes as set out in the appendix to the report is approved.

LOCAL SUSTAINABLE TRANSPORT FUND UPDATE

RESOLVED 2013/031

1. That the progress of the delivery of the Local Sustainable Transport Fund programme as set out in the report be noted and
2. that the proposed 2013/14 Local Sustainable Transport Fund programme be approved for implementation as set out in the report.

PERFORMANCE REPORT – HIGHWAYS

RESOLVED 2013/032

That the report on Highways Performance be noted.

LOCAL TRANSPORT BODY

RESOLVED 2013/033

That the report be noted and the Assurance Framework as set out in the appendix attached to the report be approved.

PETITIONS RESPONSES

RESOLVED 2013/034

That the actions as set out in the report be approved and presented to the next Full Council meeting for noting

WORK PROGRAMME

RESOLVED 2013/035

That the work programme be noted and that a report on Winter Maintenance be presented to the next meeting.

The meeting closed at 11.45 pm.

CHAIRMAN

6 June 2013

Agenda Item:

REPORT OF THE SERVICE DIRECTOR HIGHWAYS

LOCAL TRANSPORT BODY

Purpose of the Report

1. This report provides information to the Committee on the proposed Nottinghamshire County Council major schemes for consideration by the D2N2 Local Transport Body (LTB).
2. Approval is sought to promote these schemes as the priorities for Nottinghamshire when considering an agreed programme of works to be submitted by the LTB to the Department for Transport (DfT) before the end of July 2013.

Information and Advice

3. Nottinghamshire County Council continues to progress and deliver a programme of major transport projects to provide an efficient and reliable transport and highway network supporting residents and road users and economic growth across the County. Current projects have seen Mansfield Bus Station (£11million) completed in March 2013 and Hucknall Town Centre Improvement (£13million) due for construction in 2014/15.
4. The DfT is devolving funding for local major transport schemes for local determination. Briefly DfT will
 - a. Devolve capital funding for local major transport schemes to new democratically accountable local transport bodies;
 - b. Allocate budgets to the Local Transport Bodies by formula based on population;
 - c. Within a common approach to assessing value for money and priority Local Transport Bodies will determine their own programmes of local major transport schemes;
 - d. Put both local transport authorities and local enterprise partnerships (LEP) in influential roles in the decision making arrangements of Local Transport Bodies over which transport schemes are delivered.

5. On 23rd January 2013 the DfT provided indicative funding allocations for the LTB of approximately £46.8million over a four year period, i.e. £11.7million/year for D2N2 LEP geography. However where the D2N2 LEP overlaps the Sheffield City Region (SCR), the Secretary of State for Transport determined that the allocation for all 4 districts within the overlapping LEP area be shared 50:50 between the D2N2 LTB and the SCR. This share, for the D2N2 LTB, is included in the above figures.
6. On 28th February 2013 D2N2 provided its draft governance arrangements and assurance framework to the DfT in line with their specified deadline. Details of these were approved by Policy Committee on 13th February 2013. The LTB is still awaiting final comments from the DfT with respect to this document and it will need formal ratification by the Members of the Board, as and when it first meets. This was not scheduled prior to the local County Council elections of May 2013.
7. The next stage of the process is a DfT requirement for all LTBs to submit their preliminary programmes for funding, in line with indicative budget allocations, by the end of July 2013.
8. Officers at Nottinghamshire County Council have reviewed potential schemes to be promoted through this process. The starting point for this review was taken as the current approved list of major and significant schemes as agreed by the Council on 27th January 2011. Schemes with any existing commitments (e.g. Worksop Bus Station) or under the LTB devolved major funding limit of £2million (plus local contributions – minimum 20%) were immediately excluded from the exercise. As the funding has to be spent in a set time period (2015/16 – 2018/19) deliverability has been a major selection criterion along with the need to provide high value for money (minimum anticipated benefit / cost ratio [BCR] of 2). This reduced the pool of schemes for consideration to just 10 and these were then subjected to the approved DfT Early Assessment Sifting Tool (EAST). This places a significant priority on the likely economic benefits of the individual schemes and effectively reduces the number of eligible remaining schemes.
9. A pool of six schemes has been left as the most suitable schemes for Nottinghamshire as assessed on the approved LTB process from this source of available funding. It must be recognised that not all of these schemes could be funded in the first round of devolved LTB funding, as their total value exceeds the entire D2N2 pot of available money. The six do though provide a range of scheme types and geographic location and include some schemes which could be delivered relatively quickly, as well as others that would require additional work to enable them to be delivered later in the period. These are detailed below in no particular order.

Gedling Access Road (£12-15m)

10. This scheme will complement proposals underway with the Homes and Communities Agency (HCA) and together provide a new access road proceeding to the east of Gedling village, Nottingham and thereby enabling

the former Gedling colliery and adjoining lands to be redeveloped for a mix of residential and employment uses (1100 houses and 6Ha of employment land). Provides a relief road to Gedling village for through traffic. Gedling village is located on the eastern side of the Nottingham conurbation and straddles the A6211. The volume of traffic on the A6211 has increased significantly over recent years particularly since the opening of the A612 Nottingham Eastern Outer Loop Road. Gedling village residents suffer from the adverse environmental impacts of through and Heavy Goods Vehicle traffic. The A6211 is narrow and in places has no footways which compounds the environmental problems and has led to a poor road safety record. The principle objectives of the scheme are two fold, firstly to accommodate additional traffic generated from the colliery redevelopment and secondly to provide traffic relief from through traffic using this part of the Strategic Road Network.

11. A cost benefit appraisal (COBA) would be undertaken to establish the likely transport benefits to society. A minimum BCR of between 1.5 and 2.0 is anticipated. In addition to these travel and transport benefits there would be wider economic benefits accruing from the construction activity on the site and the employment opportunities created thereon.

Kelham Bypass (£15-20m)

12. A proposed bypass crossing the River Trent immediately south of Kelham village. The objectives of the scheme are to promote and improve economic prosperity by upgrading strategic transport links (A617) and thereby removing sources of traffic delay and business inefficiency. A further objective is to improve the environment in Kelham village by removing heavy traffic and their associated problems. A BCR of over 4.0 is anticipated due to the combination of shorter journey distance for the majority of existing journeys together with predicted quicker journey times.

Dukeries Railway Line (£10m)

13. Re-opening of the Shirebrook to Ollerton railway line to passenger traffic. This scheme will help overcome problems of connectivity to major centres of employment for the settlements of Ollerton, Edwinstowe and Warsop. A secondary objective is to improve accessibility nationally to the Sherwood Forest visitor centre and Center Parcs (Nottingham). A social cost benefit analysis would need to be undertaken to establish the likely return on investment. Initial expectation is that the BCR will be in the range 2.0 to 2.5. However this could be exceeded as experience nationally shows that patronage and revenue on new rail services usually exceed that which has been predicted. It should be noted that there will be a 3 year revenue support of around £0.5million per annum required to support this proposal.

A60 Bus priority Mansfield (£2-3m)

14. The introduction and extension of bus priority measures on the A60 both north and south of Mansfield town centre. The main arterial routes into and out of Mansfield, especially the A60, suffer from peak period traffic congestion

which impacts adversely on the performance and reliability of bus travel. This inefficiency in turn stifles the use of public transport. The scheme objective is to remove the sources of traffic congestion for public transport, speeding up bus travel times, improving journey time reliability and thereby increasing the levels of public transport patronage. This scheme will complement the provision of a new public transport interchange facility in the town centre (which opened 31st March 2013), add to existing bus priority measures already introduced on part of the A60 Leeming Lane North, and complements the introduction of the Mansfield Ashfield Regeneration Route (December 2004). A social cost benefit analysis would need to be undertaken to establish the likely returns on investment. A medium rate of return (BCR 1.5 to 2.0) is anticipated.

Worksop A57/A60 Roundabout (£2-3m)

15. An at-grade improvement to the junction of the A60 / A57/ B6024 / St Anne's Drive, Worksop. The proposal is to enlarge and convert the existing 5 arm roundabout to traffic signal control thereby providing both additional entry capacity for traffic and further traffic signal controlled pedestrian and cycle crossings. The A60 / A57/ B6024 roundabout junction in Worksop is a key traffic 'hotspot' on the County Council's Strategic Road Network. Peak period traffic congestion is significant which in turn leads to drivers seeking unsuitable alternative routes through adjoining residential areas. The primary objective of the scheme is to remove the peak period congestion, improve journey times and journey time reliability and hence improve local business efficiency and productivity. The scheme will also support economic growth objectives i.e. proposed regeneration / development proposals in Worksop being promoted through the Bassetlaw Local Development Framework. A COBA has not been undertaken at this time however a significant return on investment is predicted (BCR of 2.0+).

Ollerton Roundabout (£4m)

16. An at-grade improvement to the roundabout junction of the A614/A616/A6075 in Ollerton. The A614 / A616 / A6075 roundabout junction at Ollerton is a key traffic 'hotspot' on the Council's Strategic Road Network. Peak period congestion is severe leading to traffic seeking unsuitable alternative routes through the village centre. The attendant delays and journey time unreliability is often cited by businesses and bus operators as one of their most significant problem spots in this part of Nottinghamshire. A COBA has not been undertaken at this time however a significant return on investment is predicted (BCR of 2.0+).

Other Options Considered

17. These are requirements of the Department for Transport to access future government grant funding for local major transport schemes

Statutory and Policy Implications

18. 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.

Financial Implications

19. The Capital funding made available through the LTB will be managed through the annual capital programme. As under current arrangements a local capital contribution of at least 20% will be required for all individual schemes, which will be considered on an individual scheme basis through the usual annual capital budget process. It should also be noted that there will be a 3 year revenue support of around £0.5million per annum required to support the Dukeries rail proposal.

Implications for Service Users

20. The continued monitoring and management of performance will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

21. That Committee approves the six schemes to be put forward to the LTB steering group for consideration in developing the D2N2 programme for 2015/16 to 2018/19. A further subsequent review of longer term priorities should be undertaken following completion of the LTB priority list.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Kevin Sharman: Team Manager Transport Planning and Programme Development

Constitutional Comments (SHB 21.05.13)

22. Committee have power to decide the Recommendation.

Financial Comments (TMR 22/05/2013)

23. The financial implications are set out in paragraph 19 of the report.

Background Papers

24. None

Electoral Divisions

25. All

6th June 2013

Agenda Item:6

REPORT OF SERVICE DIRECTOR HIGHWAYS

HS2 – TOTON STATION STUDY

Purpose of the Report

1. This report seeks approval to collaborate with Nottingham City Council in the commissioning of a study into the potential economic benefits for the City and County of locating the HS2 East Midlands station at Toton and also to identify the local rail connectivity requirements.

Information and Advice

2. The County and City Councils are together seeking to commission external support to strengthen the economic case for locating the East Midlands' High Speed 2 (HS2) rail station at Toton. The estimated cost of the study is £35,000 and will be met from the local Growth Point Fund. The City Council are the accountable body for this funding.
3. In January 2013 the Government announced its initial preferred route for the second stage of HS2 including stations in Manchester city centre, Manchester Airport, Leeds city centre, Meadowhall in Sheffield and an East Midlands station in Toton. Whilst this location for the new HS2 station between Nottingham and Derby offers excellent links to the East Midlands cities and will stimulate growth across the region an alternative proposal may be brought forward to locate the East Midlands station in Derby.
4. A formal consultation period is likely to take place in July/August of this year, which could provide an opportunity to enhance the case for an HSR station in Toton. The County and City Councils therefore propose to develop the strongest possible economic case for an HSR rail station in Toton to form a key part of a submission to Government.
5. The study will therefore consider:
 - a. The Government's current case for Toton and the key reasons for choosing Toton as the preferred option;

- b. The economic value of connectivity between the East Midlands region, its core cities and other parts of the country;
- c. The necessary connectivity needs between Toton and the core cities in the East Midlands region and between Toton and the key local rail destinations in Nottinghamshire of Newark, Mansfield, Worksop and Retford;
- d. Type of development in the immediate vicinity of the station that does not displace activity from the core cities; and,
- e. The boost to inward investment into the East Midlands region including new business start-ups, income multipliers associated with new/retained jobs and investment, wider economic benefits and less tangible benefits including enhanced image, business culture and local business confidence.

Statutory and Policy Implications

6. 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

1. It is recommended that:

Approval be sought for the commissioning of a study jointly with Nottingham City Council into the potential economic benefits for the City and County of locating the HS2 East Midlands station at Toton and also to identify the local rail connectivity requirements.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SHB.24.05.13)

7. Committee have power to decide this Recommendation.

Financial Comments (TMR 25/05/2013)

8. The financial implications are set out in paragraph 2 of the report.

Electoral Division(s) and Member(s) Affected

9. All

6 June 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****BUS LANE ENFORCEMENT – NUTHALL BUS GATE****Purpose of the Report**

1. The purpose of this report is to approve the commencement of bus lane enforcement at Nuthall Bus Gate without additional exemptions.

Information and Advice

2. Nuthall Bus Gate was introduced in 2003 to provide bus priority for westbound buses at the A610 Nuthall roundabout during weekday evening peak periods and to prevent peak period traffic “rat running” through the residential area.
3. The bus gate consists of a short section of road which provides direct access to the Nuthall roundabout from the junction of Nottingham Road and Roland Avenue at the edge of the Horsendale residential area. During the hours of 4pm to 6.30pm Monday to Friday use of this section in a westbound direction by vehicles other than buses and pedal cycles is prohibited.
4. It was recognised that, although the scheme would bring much benefit to the residential area, there could be some impact on residents in terms of additional journey times during the two and a half hours of operation. Therefore, to assist residents egressing the area in a westbound direction an additional traffic signal junction was introduced on the A610 next to Jungletastic / The Nuthall to enable vehicles to exit from Nottingham Road.
5. Bus operators welcomed the bus gate but for many years have reported significant delays due to other vehicles contravening the restriction. They have consistently requested that enforcement be undertaken to restore the effectiveness of the facility. Enforcement has been the responsibility of the police but this has been carried out infrequently and contraventions have continued. Bus operators therefore requested that the County Council make use of its powers to undertake enforcement using cameras.
6. On 8 February 2012 the Cabinet Member for Transport and Highways approved the Local Transport Plan programme for 2012/13 including modification of the bus plug at Nottingham Road, Nuthall and installation of an enforcement camera. In early 2013, in preparation for camera enforcement, the restriction was made more

conspicuous by the introduction of a mini-roundabout at the Nottingham Road / Roland Avenue junction and the renewal of all associated signs when an enforcement camera was installed.

7. On 21 March 2013 Transport and Highways Committee set the penalty charge for bus lane contraventions within Nottinghamshire and recommended that the Full Council approve participation in the joint arrangements for adjudication services. The committee approved the commencement of bus lane enforcement at Nuthall whilst requiring that enforcement at additional locations would be subject to supplementary approval.
8. On 25 April 2013 Full Council approved participation in the joint arrangements for adjudication services which is a legal requirement for authorities undertaking civil enforcement. In addition, The Council agreed a supplementary recommendation that “the existing Traffic Regulation Order be referred to the Transport & Highways Committee with a recommendation for residents of the Horsendale Estate to be an exempted class under the Order and to action this accordingly, subject to the necessary external approvals”.
9. A request for exemptions to be provided for residents of the Horsendale area has been raised by a number of residents and both the parish council and the local County Councillor have asked that this request be examined.
10. To provide such an exemption it would be necessary to create a new traffic regulation order by means of the statutory process. This would take 3 to 6 months due to advertising and consultation periods and the need to consider and report on any objections. This would involve an additional cost of the order of £5000.
11. In addition, the implementation of an exemption would require the renewal of bus lane signs at an additional estimated cost of £3000.
12. Prior to their installation it would be necessary to obtain authorisation for the signs from the Department of Transport since they would not be of the form already prescribed in the Traffic Signs Regulations. Standard bus lane/gate signs relate to the use by buses and pedal cycles only and permitted variations are limited to the addition of taxis and motor cycles. The addition of a selected group of residents' vehicles would require specific authorisation which may not be granted due to what is believed to be an unprecedented variation.
13. It is envisaged that such an exemption would need to be created by use of a permit system relating to either pre-registered vehicles or data matching of contravening vehicles with that held by DVLA. In effect, such a permit system would exempt a subset of vehicles from an otherwise prohibited class of vehicle. Based on the costs experienced from issuing parking permits and dealing with challenges it is estimated that the additional cost of managing the exemptions could be in excess of £5,000 per annum.
14. All options would add administrative complexity and cost to what is otherwise a straightforward enforcement operation. In addition, such arrangements are likely to create many opportunities for challenges against enforcement such as:

- a. Residents using courtesy vehicles, company vehicles or other vehicles not registered at their home address,
- b. Residents using vehicles not pre-registered such as newly acquired vehicles
- c. Residents visitors

Other Options Considered

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

Reason/s for Recommendation/s

16. Whilst it is recognised that there may be some inconvenience to residents this has to be offset against the overall benefits and in the context of mitigation measures that have already been provided.

17. Implementation of enforcement of bus priority measures is integral to and supports the objectives of the Statutory Quality Bus Partnership. Any vehicle irrespective of its origin can cause delay to buses.

18. Exemption for residents was considered as part of the original scheme development and although this was discounted the Horsendale residents were provided with an additional junction to minimise the inconvenience caused during the operational hours.

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

20. An exemption of the nature requested would add to operational complexity and costs.

Statutory and Policy Implications

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

Implications for Service Users

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

Financial Implications

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

RECOMMENDATION/S

1) Bus lane enforcement shall proceed at Nuthall without an exemption for residents.

Andrew Warrington
Service Director (Highways)

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

Constitutional Comments (SHB 16/05/13)

22. Committee have power to decide the Recommendation.

Financial Comments (TMR 21/05/13)

23. The financial implications are set out in the report

Background Papers and Published Documents

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

None.

Electoral Division(s) and Member(s) Affected

Nuthall – Cllr Philip Owen



6th June 2013

Agenda Item:

**REPORT OF THE CHAIRMAN OF THE TRANSPORT & HIGHWAYS
COMMITTEE**

**RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 28TH FEBRUARY AND 25TH APRIL 2013**

Purpose of the Report

The purpose of this report is to recommend to Committee responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meetings on 28th February and 25th April 2013:

- A. Petition requesting improved pedestrian safety measures on Halloughton Road, Southwell (Ref:2013/004)
- B. Petition requesting resurfacing of Loughborough Road, West Bridgford (Ref:2013/08)
- C. Petition requesting suspension of proposed implementation of one way scheme on Clumber Street, Warsop (Ref:2013/012)
- D. Petition requesting reinstatement of No 53 bus service between Cotgrave and Bingham (Ref:2013/015)
- E. Petition requesting improved crossing facilities near Rivermead Flats on Wilford Lane, West Bridgford (Ref:2013/020)

A. Request for improved pedestrian safety measures on Halloughton Road, Southwell

1. A petition was presented by County Councillor Bruce Laughton on behalf of 129 residents of Southwell. The petition requests the closure of Halloughton Road to prevent people from using the road as a cut through and other traffic management measures.
2. During the last five years there has been no reported road traffic collisions resulting in injuries involving pedestrians, cyclists or motor vehicles on Halloughton Road. During the same period there has been only one reported road traffic collision on Westgate near to its junction with Halloughton Road

which involved two vehicles travelling along Westgate and resulted in one slight injury. There were no reported collisions on Nottingham Road near its junction with Halloughton Road. Traffic surveys undertaken in 2012 did not indicate either high traffic volumes or high vehicle speeds along Halloughton Road.

3. However, in response to this petition further detailed surveys will be undertaken to determine if there has been a significant increase in vehicles using the road as a short cut and therefore establish if measures now need to be considered to stop such manoeuvres. As pupils who are taking exams are no longer required to attend school, the surveys will be undertaken in September to ensure they reflect normal term time conditions.

B. Petition requesting resurfacing of Loughborough Road, West Bridgford

- 4 A petition of 32 names was presented to Full Council on 28/2/13 by County Councillor Gordon Wheeler asking that Loughborough Road be resurfaced with a noise reducing surface. A detailed study attached to the petition also asks that the Council undertake works to reduce vehicle speeds, seeks to control new developments on noise pollution grounds, applies the same responsibility to control noise from new developments to traffic noise generated by existing roads and carries out a number of other assessments and survey work.
5. Traffic noise adjacent to roads where speeds are 50 mph or less is generally dominated by the noise of the engine rather than the tyres on the road surface so changes to the road surface have a marginal effect on the overall traffic noise adjacent to the road. It should be noted that tyre noise is more apparent inside vehicles than adjacent to the road due to transmission of noise through the chassis. The County Council therefore has no intention to resurface this road due to noise.
6. Also Highway Authorities do not have a statutory duty to provide noise mitigation on existing and unaltered streets because traffic noise is excluded from the schedule of nuisance noise in the Environmental Protection Act 1990. For this reason it is not appropriate for the County Council as highway authority to make comment regarding potential traffic noise impact of planning applications for new developments. Rushcliffe Borough Council as local planning authority may consider noise associated with new developments generally.
7. Loughborough Road currently benefits from various road safety and speed management measures appropriate for the nature of the road.
8. Roads are assessed annually and prioritised for the maintenance programme based on their structural condition. This section of the A60 Loughborough Road is currently in very good condition and will probably not require resurfacing on structural maintenance grounds for at least the next 10 years.

9. A review of the concerns raised in the petition concludes that at present there is no case to consider either additional road safety or speed management measures, and that resurfacing the road will not in this location address the traffic noise concerns.

C. Petition requesting suspension of proposed implementation of one way scheme on Clumber Street, Warsop

10. On 25th February 2013 a petition containing 59 signatures from local residents and businesses objecting to the proposed one-way at Clumber Street in Market Warsop was passed to the local County Councillor John Allin. This petition was subsequently presented to full Council.
11. The scheme arose from a Transport Study carried out by Nottinghamshire County Council during 2010 to establish any concerns or opinions that local people in Warsop had regarding the town.
12. As part of this public consultation a number of issues emerged, among those were concerns raised over the lack of pedestrian footway at the Northern end of Clumber Street causing problems for pedestrians and the wish to see a more pedestrian friendly environment. The outcome of the study was presented to and agreed with the Warsop Town Council and the local County Councillor.
13. In order for the proposed scheme to operate safely a Traffic Regulation Order (TRO) was required to create one way system and a 21ft vehicle length restriction at the end of Clumber Street.
14. This order was implemented and consulted upon in accordance with the agreed statutory TRO procedure. A Total of 5 objections were received and duly considered by Transport and Highways committee, none were upheld.
15. Works started on site on 25th February 2013 and were completed 18th March 2013. Following concerns raised by local traders regarding access for deliveries, it was agreed that the 21ft length restriction would not be implemented immediately upon completion of the works and the situation would be monitored to establish if the scheme could operate safely without it.
16. In the two months post completion there have been no reported incidents or further concerns raised by the general public.
17. In conclusion it is proposed that the County Council continue to monitor the operation of scheme for a further four months (allowing six months post completion in total). Any issues raised during this period will be discussed with the local County Councillor and referred to Transport and Highways Committee as appropriate.

D. Petition requesting reinstatement of No 53 bus service between Cotgrave and Bingham

18. Service 53 was a Monday to Saturday service operated by Premiere Travel serving Cotgrave – Cropwell Bishop – Cropwell Butler to Bingham. This service was financially supported by Nottinghamshire County Council as part of a contract that covered Rushcliffe local bus services. Passenger numbers indicated that on average less than 10 passengers a day were using this service.
19. When Premiere Travel ceased trading on Friday the 25th January 2013, the County Council acted quickly to replace the majority of services for Monday the 28th January, with priority being given to School bus services, journey to work and communities who would have been left without a local bus service.
20. The demise of Premiere Travel has added £300K to the local transport budget for the essential bus services for 2013/14, so a decision was made, reluctantly, not to replace service 53 as alternative provision is available and local bus companies were not interested in replacing the service. If an operator had been able to cover service 53 as it was previously provided then the Council would be looking at an annual cost of £91,000 for this one service or a subsidy of £35 per passenger per day.
21. A request from Bingham Town Council to have the 53 re-instated on a Thursday (market day) has also been considered but no vehicles were available to operate the service.
22. In conclusion passengers from Cotgrave wishing to travel to Bingham can travel to Holme House or Gamston on the Cotgrave Connection then on the Radcliffe Line to Bingham.
23. Passengers from Cropwell Bishop/Butler wishing to travel to Bingham can travel to Upper Saxondale on the Radcliffe Line and then on the Bingham Express to Bingham.
24. The journey time is now 30 minutes off-peak and 45 minutes at peak times compared to 30 minutes on the 53 service.
25. Service 56A operating on a Tuesday and a Thursday serves Orston, Thoroton, Shelton, Hawksworth, Scarrington and Bingham and has now been extended to Mallow Way, Bingham which was previously served by service 53.
26. However as part of the TITAN (Towards Integrated Transport across Nottinghamshire) initiative, all services are currently being reviewed across the Rushcliffe area including the options for the Cotgrave – Bingham corridor. The TITAN roadshow will be visiting Cotgrave and Bingham on Saturday the 8th June and Cropwell Bishop on Wednesday the 12th June. The roadshow will complement Bingham Fair and the Visioning Cotgrave weekend which

are also taking place on the 8th June and will give local people the opportunity to comment on future proposals and any gaps in service.

E. Petition requesting improved crossing facilities near Rivermead Flats on Wilford Lane, West Bridgford

27. A petition with 201 signatures requesting the provision of a safe place to cross Wilford Lane near to the Rivermead site was presented to full Council by County Councillor Gordon Wheeler.
28. During the last ten years there has been no reported road traffic collisions resulting in pedestrian injuries on this section of Wilford Lane, however there are proposed new developments along Wilford Lane.
29. In response to this petition therefore further investigations are being undertaken to determine what type of suitable crossing is feasible along this section of Wilford Lane. Progress with these investigations is being reported to Councillor Wheeler who is liaising directly with the Rivermead Residents Association.

Reason for Recommendation

30. To recommend responses to issues raised in petitions presented to the County Council on 28th February 2013 and 25th April 2013.

Statutory and Policy Implications

31. 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) It is RECOMMENDED that the proposed actions be approved, the petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

For any enquiries about this report please contact: Peter Barker

Background Papers

None

Electoral Division(s)

Southwell and Caunton, West Bridgford West, Warsop, Cotgrave.

6 June 2013

Agenda Item:

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

WORK PROGRAMME

Purpose of the Report

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

Information and Advice

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

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

Constitutional Comments (SLB 2/1/2013)

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

Financial Comments (MA 2/1/2013)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
4 July 2013				
Capital Programme	Update	Info	Andy Warrington	
Nottingham Express Transit	Tram Update	Info.	Andy Warrington	Andy Warrington
Highways Performance Update	Progress Report	Info.	Andy Warrington	Andy Warrington
Road Safety	Progress Report	Info.	Andy Warrington	Andy Warrington
Passenger Transport Implementation Plan	Progress Report	Info.	Mark Hudson	Pete Mathieson
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
DfT 'Door to Door' Report	Response to DfT Report	Info.	Mark Hudson	Pete Mathieson
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan
5 Sept 2013				
Bus Services Operators' Grant	Update	Info.	Mark Hudson	Mark Hudson
Fleet Services	Progress Report	Info.	Mark Hudson	Mark Hudson
TITAN Project	Progress Report	Info.	Mark Hudson	Mark Hudson
3 Oct 2013				
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
31 Oct 2013				
Concessionary Travel Scheme	Proposals for 2014/15	Decision	Mark Hudson	Mary Roche

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
28 Nov 2013				
Fleet Services Review	Progress Report	Info.	Mark Hudson	Mark Hudson
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan
9 Jan 2014				
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
13 Feb 2014				
Concessionary Travel Scheme	Final Scheme 2014/15	Decision	Mark Hudson	Mary Roche
20 Mar 2014				
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan

