

Transport and Highways Committee

Thursday, 08 January 2015 at 10:30

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

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes of the last meeting held on 11 December 2014 | 3 - 4 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Changes to Local Bus Services | 5 - 8 |
| 5 | Fishpool Road, Blidworth - Speed Limit Order | 9 - 12 |
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| 7 | Park Hill, Awsworth - Waiting Restriction | 15 - 20 |
| 8 | Traffic Enforcement on Beeston Tram Line | 21 - 26 |
| 9 | An Update on Carriageway Repairs and Potholes | 27 - 36 |
| 10 | Revision of Highway Network Management Plan and Highway Inspection Manual | 37 - 40 |
| 11 | Responses to Petitions Presented to the Chairman of the County Council on 20th November 2014 | 41 - 46 |

Notes

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

Customer Services Centre 0300 500 80 80

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

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

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

Meeting Transport and Highways Committee

Date 11 December 2014 (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
Jim Creamer

Stephen Garner
Richard Jackson
Michael Payne
John Peck

OFFICERS IN ATTENDANCE

Jim Bamford - Highways
Pete Barker - Planning Policy and Corporate Services
Tim Gregory - Corporate Director, Environment and Resources
Jas Hundal - Service Director, Environment and Resources
Andrew Warrington - Service Director, Highways
Ian Wheeler - Corporate Communications

COMMITTEE MEMBERSHIP

The Clerk to the Committee reported orally that Councillor Jim Creamer had been appointed to the Committee in place of Councillor Colleen Harwood for this meeting only.

MINUTES OF THE LAST MEETING

That the minutes of the last meeting held on 13 November 2014 were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Steve Carr.

DECLARATIONS OF INTEREST

None.

PRESENTATION

The Chairman presented Amina Younas, a student at New College, Nottingham, with a prize in recognition of her winning a competition to design a logo and website for NCC's Fleet Management Services.

RAIL ISSUES

Committee passed on its thanks for all of the hard work that had been undertaken in this area of work.

RESOLVED 2014/095

- 1) That Committee notes the contents of the report.
- 2) That Committee supports HS2 connectivity that can deliver a Nottingham city centre to Birmingham city centre journey time of 30 minutes or less.
- 3) That the Council submits phase 1 of the Midland Main Line linespeed scheme to the forthcoming National Rail Awards.

PERFORMANCE REPORT – HIGHWAYS

RESOLVED 2014/096

That Committee notes the contents of the report.

NOTTINGHAM CITY 20MPH SPEED LIMIT – MAPPERLEY AND DALES AREA

RESOLVED 2014/097

That Committee approves the proposed implementation of a 20mph speed limit on selected county roads in the Mapperley & Dales area as shown on Plans 1 and 2.

WORK PROGRAMME

RESOLVED 2014/098

That the Work Programme be noted.

The meeting closed at 11.35am

Chairman



8 January 2015

Agenda Item: 4

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

CHANGES TO LOCAL BUS SERVICES

Purpose of the Report

1. To seek Committee approval for proposed changes to the supported local bus service network.

Information and Advice

2. Significant changes were made to the supported local bus network in August 2014 in order to reduce the local bus service budget by £1.8m (30%). The actual savings achieved in the August review was £1.96m. The savings have been achieved through a combination of service withdrawals, efficiencies including integrating some of the new services using the internal fleet, reducing frequencies and introducing more connecting services.
3. The new network of services have resulted in a few problems which are to be expected when the network has been radically revamped. In order to resolve these an ongoing review of the network has been undertaken in conjunction with bus operators and users to identify the main hotspots and find solutions.
4. The above review has led to identifying a prioritised list of services in order to ensure that passengers can access key services for employment, health and essential shopping by public transport. This report therefore proposes to use some of the additional savings to fund additional services from February/March 2015.

Proposals

5. The following changes are proposed:
 - a) Service 42/43 operates between Retford to Worksop: To add additional early evening journeys to improve access to/from the Manton Wood Enterprise zone and Wilkinson's logistical depot between Retford and Worksop. Estimated cost £20k pa.
 - b) Service 417 Sutton in Ashfield town circular service: To introduce an early morning journey from Eastfield side to Sutton in Ashfield to relieve occasional overcrowding and to remove a conflict of stand allocation at Sutton Bus Station. The change is cost neutral.

- c) Service 219 Mansfield Berry Hill Quarry: To add two off-peak journeys using existing internal fleet vehicles to improve the frequency of the service. Additional cost £10k pa to the local bus budget but a saving for the Adult Social Care transport budget; which in effect is cost neutral in overall terms.
- d) Service 127 Misson to Harworth: To improve the timetable and add a Saturday service for Misson and the residents of the Harworth Sandrock Road area. Anticipated additional costs are £17k pa.
- e) Service 204 Mansfield to Mansfield Woodhouse: To extend the last journey to cover the whole of the Mansfield Woodhouse route. No additional costs are anticipated.
- f) Service 140 Skegby: This service was withdrawn in August 2014 leaving the area with no evening services. In partnership with the local Community Transport provider it is proposed to introduce an evening service in this area, initially on Thursday, Friday and Saturday. Anticipated cost £15k pa.
- g) Services in south of Rushcliffe: A number of Parish Councils in the area have expressed concerns regarding the revised network of services in the area. A meeting with the Parish Councils is being arranged for January 2015 to discuss the issues and identify possible solutions. This will be the subject of a separate report to the Committee in due course.

Next Steps

- 6. If approved, the new services will need to be registered with the Traffic Commissioners giving a minimum of 56 days notice. The services can, therefore, be introduced in late February or early March. In advance of their introduction the services will be aggressively promoted using internet, leaflets and local support/outlets. The services will be reviewed after 6-9 months operation.

Reasons for Recommendations

- 7. The recommendation and continued financial support meet the objectives of promoting public transport, reducing congestion, promoting economic recovery and providing travel choices.

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 the revised local bus service enables users to access key services, jobs, health and leisure.

Financial Implications

10. The additional costs relating to the proposals are expected to be £62k per year which will be funded from the current revenue budget for supported bus services. The additional services will be monitored and operated on a 'use it or lose it' principle. The Committee should note that the use of a Day Centre vehicle to operate service 219 will also reduce the cost of social care transport by c£10k as a consequence of better utilisation of the in-house fleet.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Approve the individual proposals in paragraph 5.

Mark Hudson
Group Manager
Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager, Transport and Planning Operations

Constitutional Comments (CEH16.12.2014)

11. The recommendation falls within the remit of the Transport and Highways Committee terms of reference.

Financial Comments (TMR17.12.2014)

12. 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.

Electoral Divisions and Members Affected

All



8th January 2015

Agenda Item: 5

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (B6020 FISHPOOL ROAD, BLIDWORTH AND RAVENSHEAD) (50 M.P.H SPEED LIMIT AND 30MPH SPEED LIMIT EXTENSION) ORDER 2015 (3212)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Speed Limit Order (SLO) and whether it should be made as advertised.

Information and Advice

2. The B6020 Fishpool Road is a single carriageway, rural road, with few properties that links Blidworth and Ravenshead villages. A new footway along this section of road was constructed during 2013/14 to improve accessibility between the villages, the riding school and to help link the wider rights of way network. The speed limit is currently 60mph; the national speed limit for single-carriageway derestricted roads.
3. Nottinghamshire County Council has received a number of requests for the limit to be lowered from Councillor Woodhead, local residents and Blidworth Parish Council due to concerns of vehicle speeds along the road. Following consideration of these requests, taking into account the accident history and the outcome of the A & B road speed limit review of this road it is proposed to amend the speed limit along this road.
4. The reduction is proposed in order to improve road safety and amenity for pedestrians. In summary the changes include extending the existing 30mph limit in Blidworth approximately 150m further west, beyond the village and around a slight bend and lowering the remaining stretch of the B6020 from the national speed limit to 50mph.
5. The 30mph extension will provide better forward visibility of the limit change for eastbound vehicles, offering a greater opportunity for drivers to slow to the appropriate speed before entering Blidworth Village. The proposed 50mph speed limit for the B6020 was recommended by Nottinghamshire County Council's speed limit review. During the four year period, January 2005 to December 2008, which was assessed as part of the review, there were a total of 7 reported injury accidents, resulting in twelve casualties, 5 of which involved killed or seriously injured (KSI) accidents. A similar accident pattern remains; with

7 accidents in the three and a half years between Jan 2011 and June 2014, resulting in 11 casualties, 3 of which involved killed or seriously injured (KSI) accidents.

6. The proposals were initially consulted upon between 16th September and 13th October 2014 and formally advertised between 26th November and 17th December 2014 as shown on the enclosed drawing H/04078/1999/01.

Objections Received

7. During consultation, seven responses were received. A number of comments were raised from individuals supporting the proposal for a reduced speed limit; these comments included:
 - Concerns regarding drivers leaving the road at the sharp bend;
 - Current speed limit not being adhered to and any new limit would need to be enforced;
 - Popular route for walkers, horse-riders and cyclists;
 - Difficulty in turning into and out of private driveways along the route.
 - The proposed 30mph limit extension being within the Conservation Area for Blidworth so associated signage and road markings should be kept to a minimum in areas within or adjoining the designation.
8. Replies have been sent direct to respondents and four of the responses received are considered to be outstanding objections to some or all of the proposals.
9. Objections
The common theme on all outstanding objections was the desire for a lower speed limit than that proposed; extending the 30mph limit further, past the next bend and / or applying a 40mph order to the derestricted section.

Response

The proposals for a 50mph limit are based on the recommendations of the A&B road speed limit review, which was presented to and formally agreed by County Council Members. The speed limit review considered the introduction of a 40mph limit, and found that it would both necessitate additional engineering measures to encourage compliance and would detract from the impact of the 40mph limit at the entrance to Ravenshead village, possibly leading to increased non-compliance within the residential area of Ravenshead.

Nottinghamshire Police has indicated that it would not support a 40mph limit, unless significant additional measures were in place to ensure compliance. The 50mph speed limit order is appropriate on the basis that it accords with guidance from DfT based on robust research and it also maintains a consistent approach to speed management across the County. It is not considered that reducing the limit further would achieve additional benefits because of the likelihood that drivers will not adhere to it without additional measures, such as fixed or mobile cameras, both of which require significant funds and strong accident justification.

Other Options Considered

10. Other options considered relate to the level of the speed limit restrictions to be enforced and these have been explored in the A&B speed limit review for the B6020

Comments from Local Members

11. County Councillors Yvonne Woodhead and Chris Barnfather did not comment on the proposals.

Reasons for Recommendations

12. The proposed changes to the speed limits along B6020 Fishpool Road are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

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

Financial Implications

14. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) for 2014/15 and will cost in the region of £10,000.

Crime and Disorder Implications

15. Nottinghamshire Police raised no objections to the proposals as recommended below.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (B6020 Fishpool Road, Blidworth and Ravenshead) (50mph Speed Limit and 30mph Speed Limit Extension) Order 2015 (3212) is made as advertised and objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author
Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SJE – 10/12/2014)

16. 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 traffic management has been delegated.

Financial Comments (GB – 10\12\2014)

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

Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Blidworth ED	Councillor Yvonne Woodhead
Newstead ED	Councillor Chris Barnfather



8th January 2015

Agenda Item: 6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (PARK HILL, AWSWORTH) (PROHIBITION OF WAITING) ORDER 2015 (5176)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above waiting restriction and decide whether it should be made as advertised.

Information and Advice

2. The Park Hill area within Awsworth in the Broxtowe area comprises Park Hill, Park Avenue, Attewell Road and Station Road. This is a densely built residential area with a mixture of property types but there are a high proportion of terraced properties with no off-street parking. Demand for on-street parking in some locations can frequently exceed supply and this leads to vehicles being parked closer to junctions than the 10m stated in the Highway Code. At some locations, vehicles are parked on both sides of the road in close proximity to the junction. This forces motorists into a single lane when entering and exiting the side road junction.
3. Local County Councillor, Ken Rigby, raised the issue of obstructive parking at two junctions in the area following concerns raised by constituents. The County Council considered this request, factoring in the character of the roads in that area together with the prevalent parking patterns and now proposes to introduce no-waiting traffic order restrictions at two locations in the area to improve visibility and safety for both motorists and pedestrians. No Waiting At Any Time (double yellow lines) are therefore proposed at Park Hill / Park Avenue junction and at Attewell Road / Park Hill junction.
4. The proposals were initially consulted on between 15th May 2014 and 5th June 2014, with double yellow lines extending approximately 6m (minimum length) from the Attewell junction and 10m on the Park Avenue junction. In response to comments from consultees the double yellow lines on Park Avenue were extended from 10m to 15m to provide better visibility and carriageway space at the junction.
5. These revisions were publicly advertised between 16th July 2014 and 11th August 2014, as shown on the attached plan H/04078/1991/01.

Objections Received

6. During consultation, seven responses were received. A number of comments were raised:
 - Concerns that the restriction would further reduce the availability of on-street parking;
 - Concerns that the restriction would move parking further down the street and potentially result in obstruction of driveways as pressure on kerb space intensified;
 - Requests for these or limited waiting restrictions to be extended / introduced at other junctions;
 - Concerns that the restrictions would result in increased pavement parking and double parking;
 - Requests that public highway be designated as private parking for certain households.
7. Replies have been sent direct to respondents and four replies are considered to be outstanding objections to the proposals.
8. Objections
The common theme on all outstanding objections was that the restrictions would reduce the availability of on-street parking.

Response

The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction.

The primary purpose of the highway is to facilitate the movement of people and vehicles not as parking for vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum lengths considered possible to ensure effective operation of each junction.

An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£175) on request from local residents.

Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. However as identified above at the Attewell Road junction the restrictions are proposed at the minimum length which will maximise parking availability whilst maintaining a reasonably clear junction, and at the Park Avenue junction a requirement for greater visibility and carriageway space indicates a 15m restriction to be the most appropriate length.

Comments from Local Members

10. County Councillor Ken Rigby met with the designer to develop the revised scheme.

Reasons for Recommendations

11. The proposals contained in the Park Hill no-waiting order are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

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

Financial Implications

13. The scheme is being funded by the TM Revenue Budget (Broxtowe) for 2014/15 and will cost in the region of £1,200.

Crime and Disorder Implications

14. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Park Hill, Awsworth (Prohibition of Waiting) Order 2015 (5176) is made as advertised and objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author
Mike Barnett

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

For any enquiries about this report please contact:
Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SJE – 10/12/2014)

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 traffic management has been delegated.

Financial Comments (TMR 10/12/2014)

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

Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Kimberley ED Councillor Ken Rigby



8 January 2015

Agenda Item: 7

REPORT OF SERVICE DIRECTOR, HIGHWAYS

TRAFFIC ENFORCEMENT ON BEESTON TRAM LINE

Purpose of the Report

To approve the camera enforcement of the tram only restriction between Lower Road and Fletcher Road, Beeston,

Information and Advice

1. The report to Transport and Highways Committee on 21 March 2013 approved the commencement of bus lane enforcement within Nottinghamshire subject to site specific approvals.

Lower Road / Fletcher Road, Beeston

2. The NET Beeston Line passes along Lower Road and Fletcher Road. Prior to construction these two roads were only connected by a cycle track and footway, with the buildings of Neville Sadler Court located between the ends of the roads. These flats were demolished to open a route for the tram and during the construction period road traffic has used these roads as a continuous route in order to gain local access.
3. The tram design incorporates a short section for trams and cycles only (together with operational vehicles), otherwise retaining the pre-existing traffic arrangements. No other vehicles will be permitted to use this section and the restriction will apply at all times and days. The design assumes that there will be enforcement of the restriction in order to prevent through traffic making use of this route.
4. It is intended that the connecting route between Lower Road and Fletcher Road will become highway and the County Council will therefore be responsible for enforcement. Site specific approval is therefore required.

Consultation

5. Concerns have been raised by residents that this section of the tram line could be used by road vehicles and they have asked for reassurance that enforcement will be in place when the route opens.

6. In a letter of 14 November 2014 (attached), residents were formally advised of the intention to introduce camera enforcement at this location, from which one telephone clarification of the proposal was required.

General

7. The penalty for contravention of bus and tram lanes is £60 with a 50% discount for payment within 14 days, thereby making the effective charge £30.
8. As identified in the report of 21 March 2013, warning letters will be issued to owners of contravening vehicles during the first month of operation.

Other Options Considered

9. Due to the need to have an unobstructed route for trams it is not possible to have physical measures to prevent through traffic.

Reason/s for Recommendation/s

10. Enforcement will help to protect the residential area from intrusive use by other traffic and retain the road layout that existed prior to the demolition of the properties and creation of the cut-through for the tram line.
11. Enforcement will also help to ensure the effective operation of tram services by keeping routes unobstructed.

Statutory and Policy Implications

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

Implications for Service Users

13. The implementation of enforcement will retain traffic movements to those of the pre-construction arrangement.

Financial Implications

14. The infrastructure required for the NET route will be provided as part of the scheme. The business cases for camera enforcement indicate that enforcement will be self-financing within the first year and ongoing costs of bus lane enforcement are planned to be met from the income from charges.

RECOMMENDATION/S

That camera enforcement of the tram only restriction between Lower Road and Fletcher Road, Beeston be approved.

Andrew Warrington, Service Director (Highways)

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

Constitutional Comments (LMc 17.12.14)

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

Financial Comments (TMR 17.12.14)

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

Background Papers and Published Documents

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

Electoral Division(s) and Member(s) Affected

All Beeston members

This matter is being dealt with by:
Mike Barnett
Reference: NET/MB/141114
T 0115 9773118
E TMconsultation@nottscc.gov.uk
W nottinghamshire.gov.uk



The Occupier
4 Lower Road
Beeston
Nottingham
NG9 2GL

14th November 2014

Dear Sir/Madam,

Installation of traffic cameras to deter 'short cuts' by motorists on Lower Road/Fletcher Road

I am writing to you about plans to install safety cameras on Lower Road/Fletcher Road to stop all vehicles except trams from using this route.

A vehicle deterrent was approved as part of the NET public enquiry and we believe that cameras offer the most effective solution

The enforcement cameras will automatically read the number plates of any vehicles passing through the closure point. Owners of contravening vehicles would be issued with a penalty charge notice

At the moment, the installation and operation of the cameras will be undertaken by Nottinghamshire County Council. The cameras will be installed when regular testing of trams along this route starts.

The exact location of the cameras is still to be agreed and will be dependent on the other street furniture and signage around the tram only section, although it is likely they will be sited at the end of Fletcher Road in the area of the former Neville Sadler Court.

In the meantime, we are proposing to close Lower Road/Fletcher Road as a through route by installing barriers at the point where the cameras will be installed. This will help motorists to get used to the new layout and will not allow the route to become established as a convenient short cut.

If you have any comments about these proposals please submit them in writing by email to tmconsultation@nottscc.gov.uk or by post using the address at the bottom of this letter.

Please note that all comments will be reviewed, but be aware that depending on the number and nature received direct responses may not be sent.

Yours faithfully,

A handwritten signature in black ink that reads "M. Barnett".

Mike Barnett
Team Manager – Major Projects and Improvements



8th January 2015

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

AN UPDATE ON CARRIAGEWAY REPAIRS AND POT HOLES

Purpose of the Report

1. This report is to advise Committee of the latest position on carriageway repairs and pot holes.

Information and Advice

2. At the Committee on 17th July 2014 a report was considered on a new approach adopted in Nottinghamshire to repairing carriageway defects and pot holes following the award of £2.78m from the Government's Pothole Fund. This funding is in addition to the £1.65m from the Government's Severe Weather Recovery Scheme and the £2.8m from County Council budgets.
3. An asset management strategy - 'prevention rather than cure' - is followed in the County with programmes of surface dressing to preserve the condition of existing sound road surfaces and resurfacing of worn out roads but this still leaves many roads in need of patching works pending funding for more substantial work. To reflect this balance between 'prevention' and 'cure' the combined funding outlined above is being used in the following ways.

Preparation for more surface dressing

4. There are many roads in the County where damage to the road surface is not severe enough to justify full resurfacing but where surface dressing would be more appropriate as it slows down deterioration (fewer pot holes). Surface dressing does not replace resurfacing but is roughly ten times cheaper so is a very cost effective approach in trying to tackle the substantial backlog of repairs needed on the County's road network. Any patches of damage on such roads need to be repaired prior to surface dressing and this work can be done up to 18 months before the actual surface dressing. A programme of 'pre-patching' has therefore been put together as shown in Appendix 1 for completion by 31st March 2015 which will enable a significant increase in the surface dressing programme for 2016/17.

A programme of patching works

5. On those roads where the concentration and number of pot holes is significant it is not cost effective to repair all the pot holes on an individual basis. A programme of more

substantial patching works has been developed which will improve the condition of some of these roads as shown in Appendix 2. This patching work will repair nearly 31000 sq m of the County's road network – the equivalent of over 92000 pot holes.

Pot holes

6. In 2013/14 nearly 34000 pot holes were filled in. The new approach to filling pot holes of using new material and 'find and fix' gangs as outlined in the previous Committee report has meant over 60000 pot holes filled in up to the end of December. There has also been a significant increase in the number of pot holes filled in within 1 working day of being found or reported.

Small drainage schemes

7. The severe wet weather last winter led to ponding on many parts of the highway network and over seventy small drainage schemes are programmed as shown in Appendix 3 to try and resolve these ponding problems. This not only benefits road users but slows down deterioration of the road surface and reduces pot holes.

Conclusion

8. Despite these programmes of work and the additional Government funding the condition of the County road network continues to deteriorate. Over 1 in 5 of all unclassified residential roads and almost 1 in 10 of the County's B and C roads (a total distance of 300 miles of road) are in need of repair. Whilst there was little snow last winter the very wet weather and localised flooding continued to damage the surface and foundations of the roads including creating more potholes.

Statutory and Policy Implications

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 note the contents of the report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Andrew Warrington 0115 977 4681

Constitutional Comments

Report for information.

Financial Comments

Report for information.

Electoral Division(s) and Member(s) Affected

All

APPENDIX 1

PRE-PATCHING WORKS

Albert Street, Stanton Hill	Ashfield
Victoria Street, Stanton Hill	Ashfield
Welbeck Square, Stanton Hill	Ashfield
Thoresby Crescent Stanton Hill	Ashfield
Meden Bank Stanton Hill	Ashfield
Canarvon Street, Stanton Hill	Ashfield
Coppywood Close, Stanton Hill	Ashfield
Crompton Street, Stanton Hill	Ashfield
Church Street, Sutton	Ashfield
C89 Springs Road, Misson	Bassetlaw
C89 Bawtry Rd, Newington	Bassetlaw
C7 Leverton Road, South Leverton	Bassetlaw
C107 Grove Village	Bassetlaw
A631 Flood Road, Beckingham	Bassetlaw
Shilo Way, Awsworth	Broxtowe
Gin Close Way, Awsworth	Broxtowe
Ilkeston Road, Trowell	Broxtowe
Arch Hill, Arnold	Gedling
Stoke Lane, Oakley Court. Gedling	Gedling
Main Street, Woodborough	Gedling
Ramsey Drive, Arnold	Gedling
Newcombe Drive, Arnold	Gedling
Longdale Lane, Ravenshead	Gedling
Howbeck Road, Arnold	Gedling
Bleak Hill Way, Mansfield	Mansfield
Arlington Avenue, Mansfield	Mansfield
A612 Nottingham Road Bulcote	Newark and Sherwood
Main Street Holme	Newark and Sherwood
Honeyknab Lane Oxton	Newark and Sherwood
Hewson Lane Brough	Newark and Sherwood
Mill Lane North Clifton	Newark and Sherwood
Wolfit Avenue Balderton	Newark and Sherwood
Harby Road, Colston Bassett	Rushcliffe
C74 Colston Road, Colson Gate, Cotgrave	Rushcliffe

APPENDIX 2

PATCHING WORKS

Derby Road Mansfield	Mansfield
George Street Warsop	Mansfield
High St Mansfield Woodhouse	Mansfield
Leeming Ln North Mansfield Woodhouse	Mansfield
Leeming Ln South Mansfield Woodhouse	Mansfield
Ling Forest Road Mansfield	Mansfield
Millway Mansfield Woodhouse	Mansfield
Old Mill Lane Mansfield	Mansfield
Skerry Hill Mansfield	Mansfield
Kinoulton Road Mackleys Bridge Owthorpe	Rushcliffe
Keyworth Road Wysall / Wysall Lane Keyworth	Rushcliffe
C18 Main Street Hickling	Rushcliffe
C98 Clawson Lane Hickling	Rushcliffe
C47 Normanton Ln Stanford on Soar	Rushcliffe
Rivergreen Crescent, Bramcote Hills	Broxtowe
Thoresby Road, Bramcote Hills	Broxtowe
Sisley Avenue, Stapleford	Broxtowe
Lower Beauvale Newthorpe	Broxtowe
A617 Main Road, Averham	Newark and Sherwood
A6075 Tuxford Road, Boughton	Newark and Sherwood
A6075 Main Street, Kirton	Newark and Sherwood
A1133 Gainsborough Road, Langford	Newark and Sherwood
A616 Worksop Road, Budby	Newark and Sherwood
B6034 Swinecote Road, Edwinstowe	Newark and Sherwood
B6030 Mansfield Road, Edwinstowe	Newark and Sherwood
Hazel Road, Ollerton	Newark and Sherwood
Forest Lane, Papplewick	Gedling
Woodthorpe Avenue, Woodthorpe	Gedling
Shelford Road, Gedling	Gedling
Mansfield Lane, Park Rd, Collyer Rd, Calverton	Gedling
Forester Road, Carlton	Gedling
Rushcliffe Avenue, Carlton	Gedling
Stoke Lane, Oakley Court. Gedling	Gedling
Main Street, Woodborough	Gedling
Coronation Road / Bonington Road, Mapperley	Gedling
Cromwell Crescent, Lambley	Gedling
Bonner Hill, Calverton	Gedling
Sherbrook Close, Calverton	Gedling
A631 Flood Road (Duals to County Boundary)	Bassetlaw
A631 Flood Road (Duals)	Bassetlaw
C67 Hundred Acre Lane, Carlton in Lindrick (B6045 to Tinkers Hill)	Bassetlaw
A57 Darlton	Bassetlaw
C156 Shireoaks Road, Worksop (A60 to Shireoaks)	Bassetlaw
MARR	Ashfield

APPENDIX 3

SMALL DRAINAGE SCHEMES

Silverdale Close, Retford	Bassetlaw
Low Street Torworth	Bassetlaw
The Limes Beckingham	Bassetlaw
Cobwell Road, Retford. Outside N° 67	Bassetlaw
Whitehouse Road, Retford	Bassetlaw
Sutton Lane, Babworth. Outside Merrydene	Bassetlaw
Low Street, North Wheatley. Near The Cottage	Bassetlaw
Main Street, North Leverton. Cross Roads	Bassetlaw
Low Street, East Markham	Bassetlaw
Newcastle Street, Tuxford	Bassetlaw
Bevercotes Lane, Tuxford	Bassetlaw
Caves Lane, Walkeringham	Bassetlaw
B1403 Fountain Hill junction, Fountain Hill road, Walkeringham	Bassetlaw
Lound Low Road, Lound. Entrance to Wetlands waterfowl reserve.	Bassetlaw
B6079 Retford Road	Bassetlaw
Daisy Farm Estate, Newthorpe	Broxtowe
Main Street, Kimberley	Broxtowe
Nottingham Road, Trowell	Broxtowe
Ravenshead soakaways	Gedling
Forest Lane Papplewick - Culvert	Gedling
Nottingham Road / Bank Hill Woodborough - Embankment	Gedling
Kappler Close Netherfield - Flooding to property's requires c/w work	Gedling
A60 Mansfield Road Papplewick - Flooding to property. Requires Kerbing, f/w works	Gedling
No.290 Spring Lane Mapperley - Flooding to property requires Kerbs and gully works	Gedling
Lambley Road, Lowdham	Newark and Sherwood
Hawton Lane/ London Road Balderton	Newark and Sherwood
North Clifton and South Scarle Collingham	Newark and Sherwood
Church Side Farnsfield	Newark and Sherwood
Halam Hill Halam	Newark and Sherwood
Queens Road Newark on Trent - Collapsed culvert	Newark and Sherwood
Main Street / Chapel Lane Coddington	Newark and Sherwood
Crew Lane Close Southwell	Newark and Sherwood
Newark Road Coddington	Newark and Sherwood
Mansfield Road Edwinstowe	Newark and Sherwood
Old Main Road Bulcote	Newark and Sherwood
Church Street Southwell	Newark and Sherwood
Meadow Close, Farnsfield	Newark and Sherwood
Main Street, Gunthorpe	Newark and Sherwood
Ossington Road, Laxton	Newark and Sherwood
Main Street, South Muskham	Newark and Sherwood
Station Road, Edingley	Newark and Sherwood
Clumber Avenue, Edwinstowe	Newark and Sherwood
Ton Lane, Lowdham	Newark and Sherwood
Brickyard Lane, Farnsfield	Newark and Sherwood
Harby Road, Wigsley	Newark and Sherwood

Calverton Road, Blidworth	Newark and Sherwood
Bulpit Road, Balderton	Newark and Sherwood
Station Road, Southwell	Newark and Sherwood
Manor Close, Farnsfield	Newark and Sherwood
Bleasby Road, Thurgaton	Newark and Sherwood
A612 outside the Peugeot Garage	Newark and Sherwood
Brunel Drive, Newark	Newark and Sherwood
56 High Street, Collingham	Newark and Sherwood
Pasture Lane Sutton Bonington	Rushcliffe
Crossways Drive East Bridgford	Rushcliffe
Brownhill Close Cropwell Bishop	Rushcliffe
Vicarage Lane Radcliffe on Trent	Rushcliffe
Saxon Way Cotgrave	Rushcliffe
Gotham Lane Bunny	Rushcliffe
Manor Road Keyworth	Rushcliffe
Mill Lane Willoughby on the Wolds - Culvert	Rushcliffe
Shelford Hill, Shelford	Rushcliffe
Main Street, East Bridgford	Rushcliffe
A60 Rempstone Area	Rushcliffe
A60 / Flawforth Lane junction	Rushcliffe
Chapel Lane, Costock	Rushcliffe
11 Main Road, Underwood gully at lamp N°3	Ashfield
Harlow Wood just off A60	Ashfield
Wood Lane, Hucknall :	Ashfield
Frackley Road and Sutton Road.	Ashfield
Thorn Close, Kirkby in Ashfield	Ashfield
Warsop Road, Mansfield Woodhouse	Mansfield
A6009 Rosemary Street / A6191 Chesterfield Road South junction, Mansfield	Mansfield
Carter Lane, Warsop Vale	Mansfield



8th January 2015

Agenda Item: 9

REPORT OF THE SERVICE DIRECTOR, HIGHWAYS

2014 REVISION OF THE HIGHWAY NETWORK MANAGEMENT PLAN (HNMP) AND THE HIGHWAY INSPECTION MANUAL (HIM)

Purpose of the Report

1. This report provides information to the Committee regarding the 2014 updates to the Highway Network Management Plan (HNMP) and Highway Inspection Manual (HIM).

Information and Advice

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users, the nature of these services is outlined in the HNMP.
3. The HNMP outlines current Highway Policies and Service level commitments to interested parties and officers alike in accordance with statutory acts. It is available to the Public on the NCC website.
4. The HIM is a procedural guide for the inspection of Nottinghamshire's highway network. It covers highway safety and service inspections and details the aims, purpose, frequency, method, and defect categorisation associated with these inspections

HNMP 2014 Amendments

5. The entire document has been reviewed and updated where necessary to negate the need to constantly update post titles following future organisational changes. References to relevant legislation have been updated in line with current national legislation where appropriate. References to the Nottinghamshire Highways Partnership (NHP) have also been removed. The majority of the document was still current with respect to policy and service level commitments. A full copy of the document is viewable via the following link: <http://intranet.nottscc.gov.uk/departments/communities/coms-yourdivision/coms-highways/> and is viewable from the Service publications list (2014 Draft).

Details where changes were necessary are detailed below:

- *Vehicle Accesses* – The option to use a contractor of the promoter's choice has now been covered, and the option to carry out only a partial construction has been removed.
 - *Sponsorship of Traffic Islands* – The latest arrangement to sponsor an island through a third party has been added.
 - *Trees and Hedge Maintenance* – The policy has been revised to reflect current service levels. Inspection frequency is now once every 5 years for mature trees in assessed high risk areas, or more frequently if necessary. The policy on Highway trees obscuring solar panels and other equipment is also outlined. Trees on the highway will not be removed or unduly cut back for reasons of improving or allowing CCTV coverage, where they affect a solar panel installation, or where they affect television reception for adjacent households. Where this is the case, residents will be advised to seek other ways of improving reception.
 - *High Skid Resistance Surfacing* – Policy now more succinct and refers directly to current national design standards.
 - *Early Life Skid Resistance* – This policy has now been removed as current national guidelines indicate that is unnecessary.
 - *Tourism Signs* – Updated with the current policy, as approved by the Transport and Highways Committee in November 2012.
 - *Traffic Calming and Safety Cameras* – Both policies condensed and updated to reflect modern practice.
 - *Pavement Café Licences* – The current Highways policy has been added to the document along with the application pack as an appendix.
 - *Street Lighting Structural Testing of columns* – The document has been reviewed to ensure that where any features are to be attached to a lighting column that the need for testing is considered and charged to the promoter where necessary and appropriate. This applies to Seasonal Decorations, Hanging Baskets, CCTV, Banners and Signs.
6. The appendices which follow and support the document have also been updated where necessary.

New additions to the appendices are:

- The current seasonal decorations application and licence
- The current hanging baskets and banner application and licence
- The pavement café application and licence
- The vehicular access application and licence

HIM 2014 Amendments

7. The document has been reviewed and updated inline with the HNMP to ensure the two documents are in accord. The categorisation of highway defects and the associated response times have been brought inline with the new processes introduced as an outcome of recent service reviews. A full copy of the document is viewable via the following link:

<http://intranet.nottsc.gov.uk/departments/communities/coms-yourdivision/coms-highways/> and is viewable from the Service publications list.

8. Recognising that the service is experiencing ongoing budgetary constraints and service pressures, highways have implemented potential new ways to unlock efficiencies, the outcome specification for improvement written into the gulley cleaning contract being just one example. It is recognised that pressure on the service will increase further and therefore, it is proposed that the target response times to defects will be reviewed annually by this committee to consider the impact of these constraints, the practicality of delivery and the volume of work being identified.

Other Options Considered

9. None – this is an information report.

Reasons for Recommendations

10. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

12. None, the document has been updated to reflect the current financial position.

Implications for Service Users

13. The updated document will provide for a better understanding of service level commitments from the Highways service.

Recommendation

14. That Committee approve the revised document for publication.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:

Andrew Warrington Service Director, Highways
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Constitutional Comments

None – report for information.

Background Papers

None

Electoral Divisions

All

8 January 2015**Agenda Item: 10****REPORT OF SERVICE DIRECTOR, HIGHWAYS AND SERVICE DIRECTOR
TRANSPORT, PROPERTY AND ENVIRONMENT****RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 20TH NOVEMBER 2014.****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council on 20th November 2014.
2. **Petition Regarding Local Bus Service 140, Sutton in Ashfield, Stanton Hill, Skegby and Teversal (Ref:2014/094)**
3. A 434 signature petition was presented to County Council on 24 November 2014 by Cllr David Kirkham requesting to save service 140 on evenings, Sundays and bank holidays.
4. The County Council withdrew the evening and Sunday service 140 as part of a revised local bus support programme following extensive public consultation, which were implemented in August this year. The revised services were part of the budget efficiencies process which has reduced expenditure on local bus services by 30% to help reduce the Council's budget deficit of £154m over the next three years.
5. Support for service 140 was withdrawn which will mean that the evening and Sunday journeys will no longer operate. Unfortunately it has been necessary to take this approach in order to maintain the daytime Monday to Saturday services providing access to employment, health and shopping. If the recommendations in agenda items 4 are approved then an evening service initially on three evenings a week will be introduced in March 2015. No funding is available for a Sunday service.
6. It is recommended that the lead petitioner be informed.

Petition Requesting the removal of Traffic Calming on Ladybrook Lane

7. **(Ref: 2014/090)**

8. Councillor Diana Meale presented a petition of 455 signatures at Full Council on 20th November 2014 requesting that the Ladybrook Lane traffic calming be removed. The petition was gathered by the Ladybrook Place Business Group on the grounds that they had lost 50% of their trade due to the traffic calming features, the features are too big and damage cars and additionally are missing the white hazard markings making them hard to see in advance.
9. The Ladybrook Lane Estate Traffic Calming scheme covers an area bounded by the major routes of the A6075, A6191, A6009, A38 and B6014 Skegby Lane directly west of Mansfield Town Centre. It was introduced in 1997 on accident remedial grounds and was subject to a full public consultation and advertisement.
10. In the 5 year period previous to the scheme's introduction, there had been on average 21 reported road injury accidents per year within the whole area of the scheme. Of these 21 accidents, half involved either pedestrians or pedal cyclists. In the 16 years since the scheme was installed there have been just over 11 accidents per year. This represents an accident saving of over 45%. Also, the number of pedestrian and pedal cycle accidents has dropped by over 58%.
11. On Ladybrook Lane itself, the accident reductions were even better with an overall accident saving of 54% and a saving of 77% in pedestrian and pedal cycle accidents.
12. The traffic calming scheme consists of over 50 sets of concrete speed cushions and removal of these cushions would cost at least £200,000 because each set of cushions would have to be dug out and then the hole filled with a replacement surface.
13. Road markings are inspected in accordance with the Council's highway maintenance regimes and lining is programmed for replacement when it becomes more than 30% worn. Any defects will be identified by highway inspectors in the course of their work, but any specific reports received of worn lining will also be inspected on an adhoc basis and repairs scheduled as necessary.
14. The removal of the traffic calming scheme is not recommended on the grounds that the high injury accident levels previously recorded would be likely to return to the area and the very high cost of removing the scheme cannot be justified.
15. It is recommended that the lead petitioner be informed.

Petition Requesting Improvement of Pedestrian Safety on Duke Street and Woodstock Street at the Junctions with Beardall Street, Hucknall (Ref: 2014/091)

16. A petition was presented to County Council on 20 November 2014 by Councillor John Wilkinson on behalf of 34 residents. The petition requests highway improvements to enhance visibility for mobility scooter users and people with pushchairs when crossing Duke Street and Woodstock Street.
17. The petition suggests the relocation of dropped kerbs. In the last 5 ½ years there have been no reported injury collisions at either the Duke Street/Beardall Street or Woodstock Street/Beardall Street junctions. However, the integrated transport programme does include an allocation for new dropped kerbs to help people cross roads. These two locations will therefore be investigated to determine if it is feasible to move the dropped kerbs to enable improved visibility for pedestrians and mobility scooter users. If it is considered feasible and appropriate, the relocated dropped kerbs will be considered for inclusion in a future year's integrated transport programme.
18. It is recommended that the lead petitioner be informed.

Petition Requesting a Residents' Parking Scheme on Barnby Gate, Newark (Ref: 2014/092)

19. A petition was presented to County Council on 20 November 2014 by Councillor Maureen Dobson on behalf of 12 residents requesting a residents' parking scheme between numbers 75 and 91 Barnby Gate.
20. The County Council has an ongoing programme of review and proposed changes to on-street parking restrictions. This has resulted in several schemes being proposed to address existing parking issues such as a new residents' parking scheme on William Street, Newark scheduled to be implemented in March 2015. The Barnby Gate request has been made as a result of the proposed William Street scheme as residents think that existing William Street parking may be displaced to Barnby Gate. It is, however, far from certain that this displacement will occur, as is the level of additional parking that may occur.
21. The Traffic Regulation Order for the William Street residents' parking scheme has already been advertised and to amend it to include Barnby Gate at this stage would significantly delay the delivery of the scheme. Any residents' parking scheme on Barnby Gate would also likely need to encompass more than a small section of the road.
22. It is therefore recommended that parking surveys are undertaken on Barnby Gate prior to the introduction of the William Street residents' parking scheme so that the extent of any displaced parking can be determined once the scheme has been implemented.
23. It is recommended that the lead petitioner be informed.

Petition Requesting the Prevention of Parking in the Vicinity of North Muskham School (Ref: 2014/093)

24. At the County Council meeting on 20th November 2014 a petition of 50 signatures and comments was presented by County Councillor Sue Saddington. The petition, from concerned visitors to North Muskham School, requests that the Council acts to prevent parking in the vicinity of the School whilst children cross. They state that when vehicles are parked parents and children crossing from the School to the Village Hall Car Park have limited visibility.
25. As part of the scheme to standardise and legalise all School Keep Clear Markings across the County it is proposed to introduce no waiting restrictions Monday – Friday 8am – 4.30pm on Nelson Lane. The markings will extend on the northern side between the Village Hall entrance and Farnlea. On the south side the restriction will continue from the termination of the Keep Clear Markings to opposite the Village Hall entrance. These restrictions are being proposed to prevent vehicles parking, making it safer for pedestrians to cross at this location.
26. The consultation for the Legal order closes on December 18th and it is hoped the restrictions will be in place soon after this date.
27. An assessment has also begun into the feasibility of providing a School Crossing Patrol for Muskham Primary School. An initial count has been completed and a second count will be carried out during the Spring Term next year.
28. It is recommended that the lead petitioner be informed.

Petition Requesting Traffic Signals at the Junction of Breck Hill Road and Woodborough Road (Ref: 2014/095)

29. A petition was presented to County Council on 20 November 2014 by Councillor Muriel Weisz on behalf of 1,817 local residents requesting the installation of traffic signals at the Breckhill Road/Woodborough Road junction to prevent accidents.
30. The County Council continues to invest significant funding to improve road safety in Nottinghamshire, including a countywide programme of engineering schemes which is developed and delivered each year. In order to maximise the available funding, road safety schemes are prioritised based on analysis of reported injury collisions and the predicted reduction in accidents that any proposed scheme will deliver.
31. In the 3½ year period from 1st January 2011 to 30th June 2014 there have been 5 reported slight injury accidents at this junction or on average less than 1½ slight injury accidents per year. A set of traffic signals will generate, on average, about the same number of accidents and therefore introducing traffic signals at the junction would be unlikely to improve road safety.
32. Consequently, the suggested signalisation of the junction will not be prioritised for delivery but recorded injury accidents at the junction will continue to be monitored; and an appropriate accident remedial scheme will be considered in the future, if required.

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

Petition Requesting a Residents' Parking Scheme on Gedling Road, Arnold
(Ref: 2014/096)

34. A petition was presented to County Council on 20 November 2014 by Councillor Roy Allan on behalf of 13 residents requesting a residents' parking scheme.

35. As in many locations, the County Council has an ongoing programme of review and proposed changes to on-street parking restrictions in Arnold. This has resulted in several schemes being planned during 2014/15 to address existing parking issues, such as new residents' parking schemes on Bond Street and Redhill Road.

36. Residents parking schemes are usually introduced in locations where availability of parking is restricted for local residents. Gedling Road will be surveyed and if necessary considered for an appropriate parking scheme in a future years' integrated transport programme if funding permits.

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

Other Options Considered

38. Each petition response sets out any other options that may be considered.

Statutory and Policy Implications

39. 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.

Andrew Warrington
Service Director - Highways

Jas Hundal
Service Director - Transport, Property and Environment

For any enquiries about this report please contact:

Andrew Warrington

Tel 0115 977 4681

Jas Hundal

Tel 0115 977 4257

Background Papers and Published Documents

Minutes of County Council meeting 20th November 2014

Electoral Division(s) and Member(s) Affected

Sutton in Ashfield Central, Mansfield West, Hucknall, Collingham, Farndon & Muskham, Arnold South



8 January 2015

Agenda Item: 11

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

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2015.

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, Policy, Planning and Corporate Services

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>
12 Feb 2015				
Concessionary Travel Scheme	Approval of scheme	Decision	Dave Bennett	Mark Hudson
Strategic Passenger Transport Framework – Local Bus Services	Results of consultation	Decision	Pete Mathieson	Mark Hudson
NE Bassetlaw Revised Bus Network	Results of consultation and approval to implement the new networks	Decision	Chris Ward	Mark Hudson
Ticketing Strategy	Results of consultation	Decision	Pete Mathieson	Mark Hudson
Highway Performance Report Q3	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warrington
Flood Risk Management Update	Update report	Info	Andy Wallace	Andy Warrington
Noise Action Plan	Update report	Info.	Sean Parks	Andy Warrington
The Nottinghamshire County Council (Westgate And Halloughton Road, Southwell (Proposed No Right Turn Ban And Revised No Waiting At Any Time Restrictions) Orders 2015 (3215 And 3216)	To consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Bridge Street / Bridge Place Area, Worksop (Changes to Parking, No Waiting, Loading and Access Restrictions) TROs 1175 and 1176	Consideration of objections	Decision	Mike Barnett	Andy Warrington

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Charging for Highway Services	Revised charges for Highway services in 2015/16	Decision	Andy Warrington	
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
19 Mar 2015				
DfT Community Transport Minibus Fund	Results of the awards	Info.	Pete Mathieson	Mark Hudson
Transport & Services Performance Report Q3	Update on performance monitoring across transport and travel services	Info	Lisa McLennaghan	Mark Hudson
Implementation Plan	Update on Local Transport Plan progress	Info	Info	Info
Highways Infrastructure Asset Management Plan (HIAMP)	Update Report	Info	Don Fitch	Andy Warrington
East Coast Mainline	Proposed Options	Decision	Karen Nurse	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Cycle Strategy	Strategy for Nottinghamshire	Decision	Sean Parks	Andy Warrington
Rights of Way Improvement Plan	Update Report	Info.	Neil Lewis	Andy Warrington
Highways Capital Programme	Proposed Capital Programme for 2015/16	Decision	Andy Warrington	
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>
23 Apr 2015				
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
21 May 2015				
Bus Service Operators Grant (BSOG)	Funding proposals	Decision	Pete Mathieson	Mark Hudson
Local Bus Service Update	Update report	Info	Chris Ward	Mark Hudson
Highway Performance Report Q4	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warrington
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warrington
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

