

Transport and Highways Committee

Thursday, 19 May 2016 at 10:30

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

AGENDA

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| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
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(b) Private Interests (pecuniary and non-pecuniary) | |
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Notes

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

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

Customer Services Centre 0300 500 80 80

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

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

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

Meeting	Transport and Highways Committee
Date	21 April 2016 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Steve Carr - A
Stephen Garner

Colleen Harwood
Richard Jackson
Michael Payne
John Peck

OFFICERS IN ATTENDANCE

Pete Barker	- Democratic Services Officer
Sue Bearman	- Legal Services
Neil Hodgson	- Service Director, Highways
Jas Hundal	- Service Director, Transport Property & Environment
Sean Parks	- LTP Officer
Chris Ward	- Transport & Travel Services

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 17 March were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

No apologies for absence were received.

DECLARATIONS OF INTERESTS

No declarations of interests were made.

LOCAL BUS SERVICE REVIEW & PROPOSALS

RESOLVED 2016/022

That the withdrawal and reduction of the local bus support contracts as contained in Appendix 1 of the report be approved.

SUSTAINABLE TRANSPORT TRANSITION YEAR 2016-17 FUNDING BID

RESOLVED 2016/023

- 1) That the submission of the 'D2N2 Inspire and Connect' Sustainable Transport Transition Year 2016/17 Funding Bid be noted
- 2) That the joint working on the delivery of the Bid in the county, should the Bid be successful, be approved.

PROPOSED BUS STOP CLEARWAY (CALVERTON ROAD, ARNOLD)

Following a debate, an amendment to the motion was moved by Councillor Jackson and seconded by Councillor Butler:

'That the bus stop clearways proposed at Calverton Road, Arnold be implemented subject to the completion of an Environmental Impact Assessment to the satisfaction of the Service Director, Highways, and the objectors informed accordingly.'

After discussion the amendment was put to the vote and was carried.

RESOLVED 2016/024

That the bus stop clearways proposed at Calverton Road, Arnold be implemented subject to the completion of an Environmental Impact Assessment to the satisfaction of the Service Director, Highways, and the objectors informed accordingly.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

RESOLVED 2016/025

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

WORK PROGRAMME

RESOLVED 2016/026

That the Work Programme be noted.

The meeting closed at 11.10am.

Chairman

19 May 2016**Agenda Item: 4****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CONSULTATION – ROAD WORKS: REDUCING DISRUPTION ON LOCAL ‘A’
ROADS****Purpose of the Report**

To approve the response to the Department for Transport consultation; Road Works: Reducing disruption on local ‘A’ roads.

Information and Advice

1. The Department for Transport is undertaking an open consultation seeking views on proposals to improve journeys by reducing disruption with a focus on local ‘A’ roads.
2. Particular attention is given to;
 - seeking to ensure that works are not left unattended at weekends but that work sites should either be cleared to return the road to traffic use or the works should be actively continued through this period, and
 - ensuring the prompt removal of temporary traffic signals once work is complete.
3. A copy of the consultation is included at Annex 1.
4. The content of the consultation is not new; the issues are well known in the industry and it would be wrong to assume that all road works sites are managed in the manner described in the consultation. The circumstances described do on occasion occur and it is important to consider the reasons for this in order to minimise disruption in a proportionate manner. These issues have been considered at length by professional groups including ADEPT and the Highway Authorities and Utilities Committee (HAUC) working groups in their work to assist the Department for Transport (DfT) in the development of street works and road works legislation and codes of practice.

Response to Consultation

5. The response to the consultation is included at Annex 2 which comments on the content of the body of the consultation document and at Annex 3 which provides

responses to specific issues. Annex 3 also includes data requested in the consultation to assist in a quantitative appraisal.

Reason/s for Recommendation/s

6. Information and views expressed will assist DfT and ensure that local experience is taken into account.

Statutory and Policy Implications

7. 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 consultation seeks to reduce disruption experienced by road users.

Financial Implications

There is no direct financial implication arising from this report. The information provided will inform the development of legislation and working practice in relation to road works, from which there may be financial implications which have been highlighted in the response.

RECOMMENDATION/S

That the response to the consultation as set out in Annex 2 and 3 to this report be approved.

Neil Hodgson
Service Director (Highways)

For any enquiries about this report please contact:
Peter Goode – Traffic Manager Tel: 0115 977 4269

Constitutional Comments (SLB 06/05/16)

8. The Transport and Highways Committee is the appropriate body to consider the contents of this report.

Financial Comments (SES 10/05/16)

9. There are no specific implications arising directly from this 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

- All

Road Works: Reducing disruption on local 'A' roads

Moving Britain Ahead



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Annex A: Impact assessment (see separate document)

Annex B: Consultation principles

Annex C: Full list of consultation questions (see separate word document) **Error! Bookmark**

Foreword



Like a lot of people, I travel many miles by road and have been struck by the number of times I have been caught up in congestion on local 'A' roads - sometimes only to drive past the works and see nothing happening. I've also been told about sites where temporary traffic lights are left in place after works are completed, causing unnecessary delays which are a major source of frustration, not to mention a burden on the economy.

As a result I am keen to make changes so that works on key local 'A' roads are carried out in the best way to minimise disruption. We all know that utility companies have to maintain, install and repair their infrastructure, to maintain reliable supplies of water, electricity, gas and telecommunications that are vital parts of our everyday lives. Local councils also have a duty to keep their roads in good condition. So road works need to happen, but I am keen to minimise the inconvenience they cause to local communities and the travelling public.

We expect traffic volumes to continue to grow. A growing economy will also increase demand for reliable and efficient utility services and more of them, and we will always need good, well-maintained roads. So it is important that the Government takes steps to help reduce the impact of road works, now and in the future.

This consultation sets out my plans to change the way works are carried out on the key local 'A' roads which make up about 10% of the roads that local authorities are responsible for. I'd like to know what you think about how it should work. I am clear about what I want to achieve but I welcome your views on how this can best be delivered.

I have also asked Highways England, which is responsible for the Strategic Route Network of motorways and trunk roads, to look at ways to tackle similar problems on their roads.

Rt Hon Patrick McLoughlin MP
Secretary of State for Transport

Executive summary

- 1** This consultation explains in more detail the Government's proposals to improve journeys by reducing the frustration and delays experienced by drivers, in particular when driving on 'A' roads looked after by local highway authorities.
- 2** We are consulting on proposals in two areas:
 - ensuring that works on local 'A' roads are not left unattended over weekends. Instead, the work site should either be cleared or returned to traffic use, or the works should continue throughout the weekend.
 - prompt removal of temporary traffic lights once works are complete.
- 3** Section 1 considers the scale of the issue, the type of works that take place and the differing challenges faced by utility companies, and by local highway authorities which carry out road maintenance works as well as coordinating works by utilities.
- 4** Section 2 looks at what happens now, and how new measures could change the approach taken by utility companies and local highway authorities and improve journeys for road users.
- 5** Section 3 explains the measures we have considered, what measures we are proposing to take forward and why.
- 6** Section 4 sets out what information we want to gather to fully understand the possible impacts of new measures. It contains a lot of questions - not all of them will be relevant to you, but we would be very grateful if you would include as much information as possible in responding to those questions that affect you.

How to respond

The consultation period began on Tuesday 12th April 2016 and will run until Friday 27th May 2016. Please ensure that your response reaches us before the closing date. If you would like further copies of this consultation document, it can be found at www.dft.gov.uk or you can contact us below if you need alternative formats (Braille, audio CD, etc.).

Please send consultation responses to:

Reducing-A-Roadisruption@dft.gsi.gov.uk

Addressed to:

Sally Kendall

Department for Transport

3/27 Great Minster House

33 Horseferry Road

London SW1P 4DR

0207 944 2085

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Background

The scale of the challenge

- 1.1 We estimate that around 2 million works take place on England's local roads each year. That includes works carried out for local authorities maintaining the roads, and works by utility companies installing, repairing and maintaining their apparatus to deliver their services to homes and businesses.
- 1.2 This consultation focusses on works on local 'A' roads. 'A' roads make up 9.5% of the road length on local authorities' networks. We are keen to introduce measures to ensure that works on these vital roads are given higher priority, and that everyone carrying out works on these roads causes the least disruption possible.
- 1.3 We expect traffic volumes and demand for utility services to continue to grow which means that it will become ever more important to minimise congestion and disruption caused by road works. This document is to let you know about the Department's proposals to make that happen, ask you about how it could work best, provide data and give you the opportunity to add any other thoughts.
- 1.4 We are publishing a 'consultation stage' Impact Assessment alongside this document, which explains our plans and their expected impacts. We would also welcome any comments you may have on this.

Types of road works

- 1.5 There are two different types of road work:
 - a. Works for utility companies to install, repair and maintain our services. Those include water, electricity, gas and telecommunications. Much of the apparatus is placed underneath the road, so utilities' works frequently involve digging up the road. In legislation these works are known as 'street works'. Many utility companies have the right to dig up the road for these purposes and are known as statutory undertakers. They also need to comply with rules about how they carry out their works. This includes notifying the authority responsible for the road concerned of their plans, or obtaining a permit and completing the works to statutory standards of safety and 'reinstatement' of the road. Works may also be carried out by street works licence holders under the New Roads and Street Works Act.
 - b. Works by local highway authorities to fulfil their duty to maintain their roads in good condition. These mainly consist of filling pot-holes or re-surfacing the roads and are known as 'road works'.

For this consultation, when we use the term 'road works', it means both of the above types of work.

Aims of road works

- 1.6** Local authorities and utility companies carry out works for different reasons:
- a. Local authorities have a 'network management duty' to co-ordinate what is happening on their roads to minimise disruption and congestion. They also need to make sure that works done on their roads are safe, and that the roads are returned to a satisfactory standard afterwards to minimise future deterioration. Authorities also have a duty to maintain the roads, so carry out their own works for 'road purposes', such as repairs and re-surfacing.
 - b. Utility companies dig up the roads as part of delivering a high quality and reliable service to all their customers. They provide water, gas, electricity and telecommunications to homes and businesses. They also have to satisfy requirements placed on them by the regulators to provide and restore services promptly and cost-effectively.
- 1.7** We think there are ways to make significant reductions in the disruption caused by these works, in particular on local 'A' roads. Reduced congestion will benefit local communities and road users including those driving for business, commuters and leisure users. That will in turn benefit the wider economy and contribute to future growth.
- 1.8** Those carrying out works on the roads are generally commercial organisations that need to complete works at the lowest cost. Those companies will not benefit directly from the changes to behaviour that we are seeking - that will be the wider community and the economy. For this reason, we think it is unlikely that those organisations will voluntarily make changes to the way they work if it adds to their costs.

Our aims for change

- 2.1** We are focussing on the following aspects of works on local authority 'A' roads:
- a. Works sites are frequently left in place throughout weekends with no work taking place. This is where work has been started during one week, but will restart the following week.
 - b. When works with temporary traffic lights have been completed but the lights have been left in place, they cause delays for longer than necessary. We do, however, recognise that some new road surfaces need time to set before they can be reopened to traffic.
- 2.2** We also think that, to be effective and fair, any measures should apply to both local authorities' works and utilities' works - for local communities and road users, disruption and delays are undesirable no matter who causes them. We believe that this will have a big influence on the way works are completed on local 'A' roads.

Avoiding congestion at weekends

- 2.3** Currently the duration of most works on local roads are measured in standard working days - Monday to Friday. This means that, for works that have been started during one week but not completed before the end of Friday, work sites can be left in place over the weekend, continuing to cause congestion when no work is taking place. As well as Saturday and Sunday, we wish to consider whether the proposals should apply also to public holidays, except for Easter Sunday and Christmas Day.
- 2.4** The level of resulting disruption will vary considerably depending on the type of road, but we recognise that works on 'A' roads are likely to cause the greatest inconvenience and frustration for road users. Although there will be a big variation in the cost of congestion depending on the type of road and the day of the week, we think that the cost of a day's delay on a local 'A' road can run into thousands of pounds. The savings to the economy that could be made by reducing unnecessary delays on these roads are potentially very large.
- 2.5** To tackle the disruption caused by unnecessary occupation of 'A' roads at weekends we are considering the following options:
- a. Works being carried out 7 days a week, including working at the weekend as normal working days. In this case, the barriers, signs and temporary traffic lights would be left in place and work would continue. This would not just mean someone being present on site, but work being carried out to progress the job. Although delays would still occur at weekends, road users would see that there is a good reason for it. It would also lead to the works being completed sooner, and subsequent days' disruption saved. We expect that working over the weekend will add costs for those doing the works - additional costs may include up-lifts on labour rates, possible additional costs for

sourcing reinstatement materials and supervision and administration costs - but the potential benefits are substantial.

- b. As an alternative, those responsible for the works could return the site to full use on the Friday and come back and re-open the site to continue working the following Monday. This approach would avoid any additional costs associated with working throughout the weekend. However, costs could still be incurred by the works' promoter in the non-productive 'lost opportunity' time that it would take to remove and replace the site on the Friday and Monday. This approach would be likely to extend the overall duration, so the benefits would be lower. For that reason, the 7 day a week working option would be our preferred approach.
- c. For works that are due to last 5 days or fewer, works should be planned to be completed within the working week on these roads. This option would require a different approach when planning short-term works, so that those on 'A' roads would be prioritised in the planning process to avoid impinging on the weekend. For these works, we expect that this approach would not incur any additional cost.

- 2.6** We do recognise that it is sometimes necessary to leave sites for short periods during the working day. Therefore we propose that sites could be unattended for up to 2 hours at the weekends without incurring a charge. In such cases, a sign could be displayed with the reason for the site being vacant, and explaining when work will resume.
- 2.7** These proposals would also apply to immediate work (that needs to be carried out urgently or in response to an emergency e.g. a burst pipe). Although we expect that the immediate element of the work, i.e. fixing the leak or restoring the supply, will normally be carried out promptly, we want to avoid the situation where open excavations are then left to be reinstated the following week, causing avoidable disruption.
- 2.8** We know that the right solution will not be the same in every case or for every road, and will depend on how easy or difficult it would be to close the site and re-open it, and on the necessary people and materials being available at the right time. We expect that the works promoter would make the decision on how to handle the work on a case-by-case basis.
- 2.9** Complying with these measures can add costs for those carrying out the works, both utilities and authorities, such as:
 - a. additional wage costs for those working at weekends;
 - b. additional cost for non-productive work clearing the site before and after the weekend;
 - c. additional costs in obtaining materials at weekends; and
 - d. extra administration costs.
- 2.10** It is also likely that there will be costs for the co-ordination role carried out by authorities in ensuring that the requirements are complied with. This may

include the cost of inspecting at weekends. Alternatively, a solution such as photographic evidence may reduce the need for staff to visit sites at weekends.

- 2.11** On the other hand, everyone using those roads will benefit as the frustration and cost of being delayed due to inactive work sites at weekends will be removed.

Minimising delay by prompt removal of temporary traffic lights

- 2.12** Temporary traffic lights are used at works sites to manage the traffic flow where simple 'give and take' arrangements won't work. We are aware of cases where works have been completed, but temporary traffic lights have been left in place causing unnecessary delay when the road could have been returned to normal full traffic use. This may be due to the fact that temporary traffic lights are handled by a separate team or contractor, and that agreements may specify a certain period within which the traffic management must be removed. We want to make sure that 'A' roads are returned to full traffic use as quickly as possible to minimise congestion and frustration.
- 2.13** We know that when some works appear to be complete, new-laid tarmac or concrete will still need time to set or cure. Where that is the case, and it is necessary to leave the site unattended with traffic lights left in place, we believe that a sign should be displayed to inform road users of the reason for the obstruction and when the road will be returned to normal use.
- 2.14** We think that this requirement can largely be met through better planning of works on 'A' roads and changes in processes and agreements, with minimal on-going costs. This could be achieved through:
- a. the gangs that complete the reinstatement of the road being trained and authorised to deactivate the lights, and remove the obstruction to traffic before leaving the site safe, even if the equipment will later be collected by another gang or contractor;
 - b. shorter time-scales for the removal of lights following completion of the work on 'A' roads, so that lights will be removed within a limited time of the work being completed, or of the new surface being ready to return to traffic use.

Achieving the changes

The options

3.1 We have given a lot of thought and spent time talking to sector representatives on how to achieve these changes. We have considered the following options.

- i. **Do nothing.** We do not consider this to be a feasible option, as we need to see real change in the way works are carried out on local 'A' roads for all the reasons explained above.
- ii. **Impose charges to compel compliance with the behaviours.** Works promoters (working for both utilities and authorities) who fail to meet the requirements when carrying out work on local 'A' roads would be subject to maximum charges that could be applied, in a similar way to New Roads and Street Works Act 1991, section 74 'over-run' charges. It may be necessary to allow authorities to nominate certain 'A' roads where it considers the charges are unnecessary or inappropriate due to the use and traffic patterns on that road. This is our preferred option.
- iii. **Implement the measures through permit scheme conditions.** This would mean mandating permit schemes for all English authorities through legislation, which are currently optional. This approach would require all authorities that do not already have a permit scheme to introduce one. We consider that this would be a disproportionate way of implementing this policy and it could take a longer to impose the requirement and for those 'noticing' authorities to develop and introduce schemes. This approach would also go against the premise of 'localism' by requiring authorities to have schemes who have so far deemed them to be unnecessary in their areas. A new mechanism for implementing the requirements would also be needed to ensure permit schemes included provision for imposing the necessary conditions to require weekend working.
- iv. **Asking for voluntary change.** Asking those carrying out the works to do so in ways to meet the new requirements. We do not consider that this would be effective. Whilst some companies would comply, we feel this would be limited as it would cost them more, with no direct benefit for them and no opportunity to pass on the costs.

Our proposals

3.2 Our plan is to seek the opportunity to legislate to require local authorities to impose charges for failure to comply with the following requirements:

- a. where works are being carried out on local authority 'A' roads, they should either be removed during weekends to allow traffic to proceed unhindered, OR work should be continued throughout Saturday and Sunday (day-times);

- b. when works on local 'A' roads have been finished, temporary traffic lights (portable traffic signals) should either be removed immediately, OR if the road reinstatement requires time to set / cure before being suitable for traffic, they should be left in place only for as long as necessary (this requirement to apply even if the works are within the agreed duration).
- 3.3** We would propose applying the same level of charge to both utilities' and local authorities' own works. Local authorities would not be able to apply charges in relation to both a. and b. for the same event.
- 3.4** Legislation would also set out details of the charges that can be applied in what circumstances and how the income could be used. Maximum charges would be set at a level to prompt a change in behaviour and to reflect the cost of the congestion caused, along the lines of current 'over-run' charges and based on technical reinstatement categories for returning the road to public use.
- 3.5** Guidance may also be made to clarify the use of the new measures.

Making it work in practice

- 4.1** We know that legislation is only one part of the solution. We also need to consider enforcement, and how the legislation would work in practice. We are also seeking some more information about the works carried out. We would be very grateful if you could consider and respond to the questions set out below.
- 4.2** Question 20 asks whether the proposals should also apply to public holidays. In answering the questions below, it will be helpful if works' promoters and local authorities could provide information in relation to public holidays and specify what difference it would make if they were within the scope of the proposals.

Getting a good deal for road users

- 4.3** We have developed these ideas so that all those using local 'A' roads have better journeys, whether they are travelling for leisure, business, or commuting - especially at weekends. So first, we have some questions for road users, before moving onto questions aimed at local authorities and those carrying out works on the roads.

Question 1: As a road user, do you support the aims of these proposals?

Comments:

Question 2: Do you have any suggestions about how those carrying out the works could communicate better with road users to minimise delays and frustration? Please give examples.

Comments:

Weekend works

- 4.4** We would like to know the proportion of works that would be affected by the proposed weekend working measures. Our analysis suggests there is a big difference in outcome depending on whether the works' promoter chooses to clear the site or to continue working through the weekend. To help us assess the impact of the proposed measures, please provide the following information.

Question 3: For works' promoters (authorities and utilities), please specify the annual number of works in each category carried out by or for your organisation below. The total of your answers to e, f and g should match your answer to c.

	Major	Standard	Minor	Immediate-emergency	Immediate-urgent	Total
a. How many works in total do you carry out on local roads?						
b. From your answer to a) How many works are in the carriageway of local 'A' roads?						
c. From your answer to b) How many works span one or more weekend(s)?						
d. From your answer to c), how many deploy temporary traffic lights (portable traffic signals)?						
e. From your answer to c), how many sites do you estimate you would clear at weekends?						
f. From your answer to c), at how many sites do you estimate you would continue working at weekends?						
g. From your answer to c), at how many works could you reschedule to avoid weekends?						

4.5 We would like to understand more about the costs that would be incurred by works' promoters if they have to work at the weekend.

Question 4: Please tell us the average daily cost for a work gang at minor, standard and major works? (We recognise that larger scale works may require more manpower).

Comments:

Question 5: Please tell us what the percentage uplift on labour costs might be for working a) Saturday and b) Sunday?

Comments:

Question 6: What other costs would be incurred by working at weekends? Please give values if you can. Please also tell us if there may be ways of reducing or avoiding these costs.

Comments:

Question 7: How long would it typically take to return a site to traffic on a Friday, and re-install it on a Monday for each of major, standard and minor works? Please provide costs if you can.

Comments:

Question 8: Is there anything preventing all minor works being started and finished during Monday - Friday?

Comments:

Question 9: Do you agree that works' promoters could be required to selfreport that they have complied with the weekend requirements by providing timed photographic evidence?

Comments:

- 4.6** We would like to understand, as works' promoters, how you anticipate dealing with any additional costs that would be incurred as a result of these proposals.

Question 10: Please tell us how you would deal with any costs that might be incurred from these proposals. Please provide any estimates of costs and impacts.

Comments:

Question 11: Do you think we should set charges on the same basis as overrun charges that are intended to reflect the cost of congestion caused, or is there another basis that would be more effective?

Comments:

- 4.7** We would like to gather data relating to the cost of congestion in local highway authority areas on 'A' roads. This information is most likely to be available to authorities who have developed a cost benefit analysis related to traffic management such as where they have recently developed a street works permit scheme using 'Quadro'.

Question 12: For local authorities, if you have it, please provide data on the cost of congestion for the 'A' roads in your area, by day of the week if possible.

Comments:

4.8 The following questions concern the co-ordination or network management carried out by local authorities.

Question 13: Do you think that local authorities should be able to remove the new requirements in relation to works carried out on specific roads if they think that local considerations make them unnecessary? Please provide examples of where this may be justified.

Comments:

Question 14: If legislation were to set *maximum* charges, please specify in what circumstances you would use discretion to charge a lower amount

Comments:

Temporary traffic signals

4.9 We are proposing that a charge be applied to works' promoters who fail to remove temporary traffic lights from a works site on 'A' roads promptly when works have been completed. We recognise that where hot-lay materials or concrete have been used, time will need to be allowed for the materials to set.

Question 15: For highway authorities, do you agree that the works' promoters should be required to self-report the time that works have been completed and that the lights have been removed by providing timed photographic evidence?

Comments:

Question 16: For works' promoters, when deploying temporary traffic lights at work sites, are they installed / removed by the team that carries out the reinstatement or by a separate team or organisation? If the latter, how does it work?

Comments:

Question 17: For works' promoters, what is the average time taken to remove traffic lights from works once completed on 'A' roads?

Comments:

Question 18: For works' promoters, would you need to change how you operate to satisfy the new requirements for temporary traffic lights from works on 'A' roads? Please provide examples and details of any one-off or ongoing costs.

Comments:

Question 19: Do you think that a daily charge should be set for this failure to comply, or a shorter period? If a shorter period, to what period do you think the charge should apply (e.g. 2, 4, 8 hours)?

Comments:

General considerations

Question 20: As well as Saturday and Sunday, should the proposals also apply to public holidays (other than Easter Sunday and Christmas Day)?

Comments:

Question 21: It may be necessary to update the Electronic Transfer of Notices (EToN) to take account of these changes. If changes were to be made, how much would it cost your organisation to implement? (This could include licence fees, management fees, and training).

Comments:

Question 22: Please tell us any other thoughts or suggestions you have on these proposals.

Comments:

What will happen next

A summary of responses, including the next steps, will be published within three months of the consultation closing on www.dft.gov.uk . Paper copies will be available on request.

If you have questions about this consultation please contact:

Sally Kendall

Department for Transport

3/27 Great Minister House

33 Horseferry Road

London SE9 1QT

0207 944 2085

Email: Reducing-A-Roadisruption@dft.gsi.gov.uk

Annex A: Impact assessment

(see separate document)

- A.1 When responding to the consultation, please comment on the analysis of costs and benefits, giving supporting evidence wherever possible. In particular, the Impact Assessment asks for your views in relation to some specific questions and for any information you can provide on the costs and benefits.
- A.2 Please also suggest any alternative methods for reaching the objective and highlight any possible unintended consequences of the policy, and practical enforcement or implementation issues.

Annex B: Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available at <https://www.gov.uk/government/publications/consultation-principles-guidance> If you have any comments about the consultation process please contact:

Consultation Co-ordinator

Department for Transport

Zone 1/29 Great Minster House

London SW1P 4DR

Email consultation@dft.gsi.gov.uk

Road Works: Reducing disruption on local 'A' roads

A consultation by the Department for Transport – April 2016

Response from Nottinghamshire County Council

Nottinghamshire County Council's response to the consultation is set out below including comments to the body of the consultation document and to the specific questions posed.

Headings and Section references used below are those used in the consultation for ease of reference.

Aims for change

Section 2.4 identifies that levels of disruption vary considerably depending on the type of road (and associated traffic flows). It also suggests that the cost of delay runs into thousands of pounds. It is worth noting that the Institution of Civil Engineers (ICE) has carried out research in this area and very helpfully quantified the cost of delay which does provide a means of comparing the cost of delay with the cost of reducing that delay. However, it has to be acknowledged that reduction in delay cost is usually at a cost to the works promoter which has consequences on utility customers' charges or council budgets, and this is partly recognised in 2.5.

Section 2.5c proposes that works due to last up to 5 days should be planned to be completed within a working week, thereby avoiding disruption at weekends. This practice is already adopted extensively by Nottinghamshire County Council for its own works. However, many utility companies adopt 'standard durations' for works and frequently do not attempt to avoid idle periods at weekends, although there are other considerations which tend to identify and discourage such practice on higher category roads. In particular, many works sites involve traffic management arrangements which should be individually approved by the authority thereby providing enhanced opportunity to intervene and direct timing of works and to establish reasonable durations. This might include weekend working or removal of traffic management. (see also comments on 2.12 onwards).

Section 2.6 notes that sites unattended for short periods for operational reasons could have signs indicating the reason for the site being vacant. The Traffic Signs Regulations and General Directions (TSRGD) and the provisions of the Traffic Signs Manual Chapter 8 (Ch 8) already establish this practice which should be made mandatory.

Section 2.10 draws attention to the important role of highway authority co-ordination teams and the increasing demands on their services to proactively oversee the behaviours of works promoters. The proposals in this consultation would undoubtedly raise expectation that these teams would control works to a greater extent including undertaking inspections at weekends. The consultation suggests that works promoters photographic evidence of their progress may assist to demonstrate good working practice (as already adopted by some companies) but on site proactive inspection would inevitably be essential to ensure compliance.

Section 2.12 identifies that there are instances where temporary signals are left in place when the road could be returned to traffic use. The consultation suggests that this may, in part, be due to the separation of roles and task within the works organisation, such as the use of specialist suppliers and internal / contractual response times. This view is correct. The practices identified are contrary to the principles of New Roads and Street Works Act (NRSWA) which was introduced to improve street works and road works practices. In particular, NRSWA provided for multi-skilled workers who would be able to set up traffic management, excavate in the highway, carry out works to apparatus, backfill and reinstate and remove the traffic management. Following the introduction of NRSWA in 1993 such multi-skilled workers did frequently undertake the full breadth of works as described. However, more recent practice breaks down the tasks for economic, safety or other reasons. It is also true to suggest that some work promoters have contract terms with their providers which add to the delay between stages or tasks and this does extend the duration of the works and add to periods of inactivity. Use of NRSWA s74 does assist to reduce this but to be effective often requires significant proactive involvement from coordination teams and gathering of evidence through site inspection, resources does not always permit this.

Section 2.14 proposes that workers should be trained to remove temporary traffic signals on completion of their own element of the works. It is important to note that the NRSWA qualifications already require that workers must be trained in traffic management in addition to their skills in excavation or reinstatement. This reflects the principle of NRSWA and it is a criminal offence for a works site to be operational without a qualified operative. There should therefore be little reason for temporary traffic signals to remain in place after completion of works, other than due to the time required for hot-laid materials to cool before reopening the road to traffic. However, it seems that companies are increasingly risk averse and consider traffic management to be a specialist activity which requires specialist operatives trained to a greater level of expertise than that of the NRSWA qualifications, particularly on higher speed or more heavily trafficked roads. For this reason many NRSWA qualified operatives are not empowered to undertake traffic management activities, often resulting in the delays cited, in particular on the roads considered in this consultation.

Achieving change

Four options for change are set out in the consultation:

Do nothing – It is accepted that improvement is required and that this option is therefore inappropriate

Impose charges – The use of limited powers to direct and challenge works durations can result in the imposition of charges in some circumstances. However, changes to these aspects of the governing legislation would assist, including the inclusion of weekends into the definition of working day and day. There is already flexibility to enable authorities to allow sites to be inactive for periods and most authorities allow works promoters to concentrate their resources on higher impact locations by allowing lower impact sites to extend beyond minimum works durations.

Permit scheme conditions – The growth of permit schemes is largely due to failure of works promoters to adopt working practices such as those identified in the consultation on a voluntary basis. There has also been an inadequacy in the existing mandatory requirements and a reluctance / obstruction by utility and DfT representatives on working groups to engage with the need to strengthen and clarify aspects which impact on road users. Examples include; defining

all days as working days, reducing non-chargeable period under s74 to 1 day and clarifying the requirement for all temporary traffic signals to have positive authorisation. Adopting changes previously proposed to these three issues could have already made a substantial difference for several years but opportunity was lost.

Voluntary change – The failure to adopt alternative practices indicated above is an indication that voluntary means are unlikely to be sufficiently successful and would be inconsistent.

Making it work

Responses to the specific questions set out in the consultation are provided in Annex C using the format provided in the consultation.

Sections 4.2 and 4.3 specifically identify public holidays as being times that need consideration since these may be times when works cannot continue due to availability of resources (whether labour or materials) which would usually be obtained at weekends, plus the need to consider unusual traffic patterns at such times. A key consideration will be the scale of the works and traffic management. Removing traffic management for a short period not only adds to the cost of the works but is likely to reduce the days available for works to progress. Planning of works which may span a bank holiday is more important than applying blanket rules which may be counter-productive. It is also interesting to note that whilst previously there has been an emphasis on avoiding disruption on weekdays to support business there appears to be a changed emphasis towards disruption at weekends which has traditionally been considered as lower importance in economic terms.

1. Response form

Getting a good deal for road users

We have developed these ideas so that all those using local 'A' roads have better journeys, whether they are travelling for leisure, business, or commuting - especially at weekends. So first, we have some questions for road users, before moving onto questions aimed at local authorities and those carrying out works on the roads.

Question 1: As a road user, do you support the aims of these proposals?

Comments:

No one likes to be held up by road works and all road users will naturally support the proposals but such a response does not take account of the overall cost of achieving this or the impact on those involved in undertaking the works. Road users expect road workers to be working at times when road users are not doing so themselves which is somewhat unequitable.

Question 2: Do you have any suggestions about how those carrying out the works could communicate better with road users to minimise delays and frustration? Please give examples.

Comments:

Improvements could be made to achieve more consistency in on-street advance warning signs and to improve conspicuity of these but this can be constrained by physical space and the need to provide concise text such that drivers can readily read the signs whilst driving.

The industry has taken on board many approaches to communication and makes information readily available especially via the internet using systems like ELGIN / roadworks.org.

Further development of web based publicity and use of social media has potential to reach many road users. Resources would be best directed to this area and it is regrettable that the proposal to discontinue the high cost newspaper advertising was not adopted by DfT.

Weekend works

We would like to know the proportion of works that would be affected by the proposed weekend working measures. Our analysis suggests there is a big difference in outcome depending on whether the works' promoter chooses to clear the site or to continue working through the weekend. To help us assess the impact of the proposed measures, please provide the following information.

Question 3: For works' promoters (authorities and utilities), please specify the annual number of works in each category carried out by or for your organisation below. The total of your answers to e, f and g should match your answer to c.

	Major	Standard	Minor	Immediate-emergency	Immediate-urgent	Total
a. How many works in total do you carry out on local roads?	599	511	1424	18	216	2768
b. From your answer to a) How many works are in the carriageway of local 'A' roads?	158	142	426	9	72	807
c. From your answer to b) How many works span one or more weekend(s)?	90	38	2	1	13	144
d. From your answer to c), how many deploy temporary traffic lights (portable traffic signals)?	37	15	0	1	4	57
e. From your answer to c), how many sites do you estimate you would clear at weekends?		Not		available		
f. From your answer to c), at how many sites do you estimate you would continue working at weekends?		Not		available		
g. From your answer to c), at how many works could you re-schedule to avoid weekends?		Not		available		

Question 4: Please tell us the average daily cost for a work gang at minor, standard and major works? (We recognise that larger scale works may require more manpower).

Comments:

Works are defined as minor, standard and major solely on the basis of the works duration. Any data therefore needs to also have the context explained.

A typical daily cost for a gang is of the order of £1100 irrespective of the works category. Where works are of a scale that multiple gangs can be employed the cost per gang remains the same.

Question 5: Please tell us what the percentage uplift on labour costs might be for working a) Saturday and b) Sunday?

Comments:

Uplift is typically 50% on direct costs but there are indirect costs to be taken into account as set out at question 6.

Question 6: What other costs would be incurred by working at weekends? Please give values if you can. Please also tell us if there may be ways of reducing or avoiding these costs.

Comments:

The labour force working at weekends would require rest days during the week which would result in loss of production during Monday to Friday. Theoretically it might be possible to assign additional labour but there would be inherent inefficiencies and lack of continuity of labour. Materials costs especially for coated materials incur additional charges typically £10 per ton and £500 lump sum. Traffic management costs would also increase typically by 50%. There may be some reduction in this uplift if works could be programmed to incur regular weekend or night working where working shifts can be reasonably constant, but this would often require works to be inactive during weekdays.

Question 7: How long would it typically take to return a site to traffic on a Friday, and re-install it on a Monday for each of major, standard and minor works? Please provide costs if you can.

Comments:

See question 1. Any data therefore needs to also have the context explained. There would be considerable differences between sites involving excavations and those subject only to surface treatment. Clearing and setting up works might take something like 3 hours or half a day depending on the scale including extent of traffic management.

Question 8: Is there anything preventing all minor works being started and finished during Monday - Friday?

Comments:

Since minor works are those planned to take no more than 5 days the main constraint would be resourcing. However, there would also be other factors to consider such as other works required before or after those works especially where there is an interface with customers with multiple parties undertaking different elements of a larger project especially those works by utilities to provide services to off-street projects. There may also be local activities which determine the timing of works; a football ground having home matches on Thursday and Tuesday but playing away on Saturday might result in minor works from Friday to Monday.

Question 9: Do you agree that works' promoters could be required to self-report that they have complied with the weekend requirements by providing timed photographic evidence?

Comments:

Photographs could be transmitted as attachments to notices to demonstrate this but some on-site verification should also be expected since it is not simply whether works are present or not that matters but if works are present their impact can also be reduced sometimes through adjustment not identified by the workers.

Question 10: Please tell us how you would deal with any costs that might be incurred from these proposals. Please provide any estimates of costs and impacts.

Comments:

The proposals would increase the cost of carrying out some works which would result in an overall reduction of works undertaken on the authority's roads since

budgets are finite. Although this would also drive a need to further examine whether works can be planned and executed in different ways there would certainly be increased costs for each project. Ultimately, if costs increase due to additional labour costs less work could be undertaken and fewer employees would be required resulting in redundancy.

There would be a need to ensure that any penalty charges were applied in order to support the additional work of coordination teams.

Question 11: Do you think we should set charges on the same basis as over-run charges that are intended to reflect the cost of congestion caused, or is there another basis that would be more effective?

Comments:

Over run charges would probably be appropriate although it has been suggested that higher charges would ensure that greater attention is paid to meeting programmes.

We would like to gather data relating to the cost of congestion in local highway authority areas on 'A' roads. This information is most likely to be available to authorities who have developed a cost benefit analysis related to traffic management such as where they have recently developed a street works permit scheme using 'Quadro'.

Question 12: For local authorities, if you have it, please provide data on the cost of congestion for the 'A' roads in your area, by day of the week if possible.

Comments:

This data is not available.

The following questions concern the co-ordination or network management carried out by local authorities.

Question 13: Do you think that local authorities should be able to remove the new requirements in relation to works carried out on specific roads if they think that local considerations make them unnecessary? Please provide examples of where this may be justified.

Comments:

The proposal appears to assume a very simplistic approach which does not take account of the great variation in impact created by different works sites. In particular it should be noted that the impact arising from temporary traffic signals varies according to the length of the works site / distance between signal heads. Depending on location and traffic flows, disruption due to a 20m long site might be acceptable whilst that of a site of several hundred metres

might not be. The ease with which a site might be more readily be cleared for the weekend is also not related to the length but to the nature of works being undertaken, including, in particular, the size of any hole in the road.

Question 14: If legislation were to set *maximum* charges, please specify in what circumstances you would use discretion to charge a lower amount

Comments:

Such discretion inevitably leads to potential for inconsistency. A fixed charge is therefore preferable.

As with s74 charges currently there is a need to examine whether the charge is applicable or not and the number of days of over run but the charge then applicable is fixed.

Temporary traffic signals

We are proposing that a charge be applied to works' promoters who fail to remove temporary traffic lights from a works site on 'A' roads promptly when works have been completed. We recognise that where hot-lay materials or concrete have been used, time will need to be allowed for the materials to set.

Question 15: For highway authorities, do you agree that the works' promoters should be required to self-report the time that works have been completed and that the lights have been removed by providing timed photographic evidence?

Comments:

Yes. Some works promoters already operate processes of this nature.

Question 16: For works' promoters, when deploying temporary traffic lights at work sites, are they installed / removed by the team that carries out the reinstatement or by a separate team or organisation? If the latter, how does it work?

Comments:

The vast majority of temporary signals are set up and operated by specialist suppliers. This is a result of the need for specific training to place and operate signals and also maintenance of equipment. Many sites also require manual operation of signals, such as during peak periods, which requires a dedicated person. If this were assigned to the gang, this would deplete the gang and reduce productivity. Therefore by using a separate supplier the additional labour is provided.

Question 17: For works' promoters, what is the average time taken to remove traffic lights from works once completed on 'A' roads?

Comments:

As indicated in question 16 there is usually an operative on site with the signals and their removal can therefore commence as soon as the work is complete. If multiple sites are being managed by the same person the signals would still be expected to be removed within 2 hours.

Question 18: For works' promoters, would you need to change how you operate to satisfy the new requirements for temporary traffic lights from works on 'A' roads? Please provide examples and details of any one-off or ongoing costs.

Comments:

Questions 16 and 17 indicate that little change would be necessary

Question 19: Do you think that a daily charge should be set for this failure to comply, or a shorter period? If a shorter period, to what period do you think the charge should apply (e.g. 2, 4, 8 hours)?

Comments:

Any period other than a daily charge creates a far more complex enforcement and assessment regime, although the use of a shorter period might incentivise mobilisation part way through a day on which charges are accruing. However, on balance the simple daily charge is more realistic to operate.

General considerations

Question 20: As well as Saturday and Sunday, should the proposals also apply to public holidays (other than Easter Sunday and Christmas Day)?

Comments:

Many road users appear to expect road works to be cleared for public holidays more than for average weekends. This reflects the higher leisure travel and number of entertainment, community and sporting events that generate traffic at these times. Therefore public holidays should be included in any scheme.

Question 21: It may be necessary to update the Electronic Transfer of Notices (EToN) to take account of these changes. If changes were to be made, how much would it cost your organisation to implement? (This could include licence fees, management fees, and training).

Comments:

This cannot be quantified by a single authority. Most suppliers of register systems could implement changes at a cost spread across all customers.

Question 22: Please tell us any other thoughts or suggestions you have on these proposals.

Comments:

For street works one argument against including weekends as working days was to enable works planned for completion by Friday to extend into the weekend without incurring over run charges accepting that weekend working would probably be at a higher cost to the works promoter. If the works were left idle during the weekend and continued on the Monday then over run charges would be incurred. This requires meaningful management of the works and rigorous challenging of works durations and monitoring of extensions but is generally workable.

The period excluded from s74 over run charges should be reduced to 1 day since no works can be undertaken in less than part of 1 day. The reduction from 3 days to 2 days had no logical basis and provided no incentive to ensure that short duration works do not run into a second day.

Highway Authority representatives on a HAUC working group provided a detailed paper to DfT to seek support to ensure that temporary traffic signals must be specifically authorised in accordance with traffic signs law. Failure to endorse this requirement undermined the effective management of works involving temporary signals, which are, as the consultation implies, one of the most disruptive aspects of street and road works.

2. Your details

Your details

Name:

Peter Goode (Traffic Manager)

Responding as an individual?

Responding as an Organisation?

Yes

Name of Organisation if applicable:

Nottinghamshire County Council

Contact details:

peter.goode@nottscc.gov.uk

19 May 2016**Agenda Item: 5****REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS****RAIL ISSUES – EAST MIDLANDS RAIL FRANCHISE****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for a contribution to financially support a new East Midlands Rail Franchise Officer managed by East Midlands Council. The post will report to a steering group of the relevant Local Transport Authorities that are funding the post. The reports also seeks approval for resources to cover the wider rail agenda.

Information and Advice**Background**

2. The County Council has until recently employed a dedicated rail officer who would have undertaken this work on behalf of the County Council. The rail officer is currently on secondment at West Yorkshire Combined Authority but will not return to his substantive post having secured alternative employment recently.
3. Rail issues in Nottinghamshire extend beyond those covered by the East Midlands Rail Franchise, with wider interest including the Midland Mainline, the East Coast Mainline, Northern Rail and High Speed Rail. The County Council will continue to lobby and seek opportunities to secure improvements to the surrounding rail network, for both improvements to services within Nottinghamshire as well as longer distance connections to major centres across the UK. This work will include further feasibility/design studies for schemes such as Ollerton as well as work on station improvements, interchanges, parking facilities and other local upgrades.

East Midlands Rail Franchise

4. In the past, the rail franchising process has been managed and determined by Government with little involvement from third parties. Local authorities in particular have been treated only as consultees, with little real traction over the final outcome. However, following the problems with the West Coast Franchise competition, the Department for Transport is now taking a much more open approach.

5. As a result there have been significant progress in some parts of England to devolve some or all of the powers to scope, determine and manage rail franchises to local partnership bodies, which have started to deliver real improvements for local communities. In particular through the establishment of Rail North and West Midlands Rail, which are joint companies owned by the relevant local authorities. The impending competition for the new East Midlands franchise presents an opportunity to consider the potential for rail devolution in the East Midlands. The timescales for the competition are set out below:
 - Potential bidders passport application – April 2016
 - Issue of Franchise Expressions of Interest – July 2016
 - Issue of Invitations to Tender shortlist – December 2016
 - Award – October 2017
 - Start of new franchise – March 2018 (likely to last for at least 7 years).
6. An initial discussion at the EMC Executive Board on the 18th March indicated a willingness to engage with DfT as partners in the franchise competition and to explore the potential for a collaborative approach under the EMC banner, consulting with other interested areas such as Sheffield City Council and Staffordshire County Council as appropriate. At the formative stage, there is an opportunity to develop a regional consensus on the key outcomes local partners want from a future franchise, and to use this as a basis for an EMC insert in the franchise prospectus document issued by the DfT to potential bidders.
7. This initial activity has been met from existing EMC resources. Whilst it is not necessary or appropriate to establish an East Midlands equivalent of West Midlands Rail at this stage, further engagement in the franchise competition itself will require a dedicated staffing resource to be made available, and co-located at least on a part time basis with the DfT in London, to act a shared resource for the DfT and local partners.
8. Ideally, this could be one or more existing Local Transport Authority member of staff. However, given recent restructuring, informal discussions have indicated that suitably qualified and experienced individuals are unlikely to be available. As a result, there is likely to be a need to establish a new jointly funded post, temporary until the franchise is awarded in October 2017.
9. Based on the above, the following proposal has been put forward:
 - A new joint funded temporary post of 'East Midlands Rail Franchise Officer' is established and is co-located with EMC in Melton Mowbray and with DfT in London, starting as soon as practical and ending at the end of October 2017.
 - The post will represent the interests of local stakeholders in the franchise competition and support the Department for Transport in its statutory responsibilities as appropriate.
 - The post and associated activities (including additional studies to evidence need / justify proposals) is funded from contributions from the nine Local Transport Authorities (LTAs) in the East Midlands and any other interested LTAs at the following rates: East Midlands LTAs (excluding Rutland) £20,000, Rutland (plus any LTAs outside the East Midlands) £10,000

- The post would be line managed by EMC's Director of Policy of Infrastructure, and report to a steering group of senior officers from the funding LTAs. Political accountability would rest with the EMC Executive.

Other rail issues

10. The proposal detailed in the report would cover an element of the current rail officer's job description and roles and responsibilities in the short term. This would still leave a significant gap that needs to be resourced to cover the remainder of the rail work area. It is proposed, to increase flexibility, that the more strategic work is picked up by the existing principal officers (and that the current rail officer post is deleted - £38,405 band C top of scale) within the team by creating a new post (predicted scale 5 - £24,472 top of scale) to relieve the pressure on these existing principal officers. This proposed change to the staffing establishment will result in an annual net revenue budget saving estimated at £18,000 per annum. This new post will therefore be funded from existing team staffing budgets.

Other Options Considered

11. It is considered that if NCC did not support this collaboration process it would weaken the Authority's position within the East Midlands region in negotiating and influencing rail improvements as compared to those supporting the new joint role.

Reason/s for Recommendation/s

12. The funding for the new post can be managed within available staffing budgets as set out in paragraph 10. The funding for the joint post, as it is a temporary arrangement with anticipated costs in 2016/17 and 2017/18, can be met from the savings arising from the proposed staffing establishment.

Statutory and Policy Implications

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

RECOMMENDATION/S

It is recommended that Committee:

- a) approve the proposal for a joint East Midlands Rail Franchise Officer with a County Council contribution of up to £20k as set out in paragraph 9
- b) approve the creation of a new post to support the remainder of the rail work area as set out in paragraph 10.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:

Kevin Sharman – Team Manager : Transport Plans and Programme Development

Constitutional Comments (LMC 09/05/16)

14. The recommendation in the report fall within the Terms of Reference of the Transport and Highways Committee

Financial Comments (RWK 09/05/16)

15. The financial implications of the proposals detailed in the report are set out in paragraphs 10 and 12. The additional costs proposed will be offset by proposed savings. Net expenditure in 2016/17 and 2017/18 will therefore be maintained within existing budget allocations.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All



19th May 2016

Agenda Item: 6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRIDGFORD ROAD AND MUSTERS ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING AND PARKING BAYS) TRAFFIC REGULATION ORDER 2016 (8245)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections received in respect to Traffic Regulation Order 8245 Bridgford Road and whether it should be made as advertised with amendments and to consider the principle of introducing camera enforcement at this location.

Information and Advice

2. Nottinghamshire County Council is committed to keeping traffic moving on its roads and improving sustainable transport within the County is a key element of the strategy to achieve this. Consequently the Council regularly reviews the operation of the highway network to determine whether it is set up in a way that supports this aim. Bus lanes are not only a vital tool in delivering punctual and reliable services; factors recognised by a 2011 Passenger Focus report as key issues for both users and operators, but also in supporting sustainable transport. They provide safer strategic routes for cyclists and contribute to improving air quality by increasing the throughput of buses (thus encouraging greater use and reducing idling time of diesel engines). Their most significant contribution is in supporting the punctuality and reliability of bus services.
3. Nottinghamshire County Council works in partnership with the bus companies, tram operator and Train Operating Companies (TOC'S) to promote bus, tram and train travel. There are currently 3 Statutory Quality Bus Partnerships and one Voluntary Quality Bus Partnership across Nottinghamshire and Nottingham City, where the County is committed to invest in bus priority and bus stop infrastructure improvements. One of the most common issues raised by the local bus companies at Quality Bus Partnership steering group and Operator liaison meetings is the punctuality and reliability of their operations. This is not only because of passenger priorities and complaints, but to stress the importance of bus priorities and enforcement to aid the smooth and efficient operation of bus service provision, to meet Traffic Commissioner timetable compliance requirements and to contain running costs i.e reduced use of duplicate buses to maintain timetable.

4. A study carried out in 2015 by Greener Journeys, a campaign group for modal switch from car to bus and coach, about the value of bus priorities concluded that:
 - For every pound spent on local bus infrastructure, including bus priority measures, this generates up to £7 of benefits for local businesses, communities and the environment.
 - Bus priority measures can deliver up to 75% fewer emissions per passenger per km; which is particularly important when addressing the air quality issues currently encountered in the Trent Bridge Air Quality Management Area (AQMA).
5. A review of the bus lanes in Nottinghamshire was undertaken in November 2014 to consider whether their location and times of operation are appropriate to support the effective operation of the public transport network. The effectiveness of the bus lanes rely on the lanes being respected by motorists, unfortunately this is not always the case. Contraventions cause delays to bus services and although the Police are able to enforce the restrictions they are unable to provide a consistent enforcement presence due to the significant resources required. The County Council has the power to use enforcement cameras, where necessary, to provide improvements to bus service punctuality and reliability. The report to Transport and Highways Committee (THC) of 21st March 2013 approved the commencement of bus lane enforcement within Nottinghamshire subject to site specific approvals.
6. The surveys carried out as part of the review to determine the levels of contravention demonstrated that this was not a significant problem on most bus lanes, except at two locations. Bus lane enforcement is already undertaken on Nottingham Road in Nuthall and the other site identified for enforcement at this stage from the review was the city-bound bus lane on Bridgford Road, West Bridgford. Survey results reported that the number of contraventions on the section of Bridgford Road south of Musters Road is 72 in three hours, accounting for 55% of the bus lane traffic; on the section north of Musters Road this increases to 397 contraventions, accounting for 88% of the bus lane traffic. This data was reaffirmed by operators, who raised concerns about contraventions on Bridgford Road and the effect this has on using the stop opposite the Cricket Ground to drop off and pick up passengers and the ability to then subsequently move off and get through the traffic signal junction with the A60. The bus lane can be effectively enforced with the installation and commissioning of a static camera subject to site specific approval being granted which this report seeks to achieve.
7. Buses use the bus lanes of the A60 Loughborough Road and Bridgford Road every 2 minutes in peak periods and every 5 minutes during off-peak daytime periods. The review concluded that the bus lane on Musters Road is no longer required and that the bus lane on Bridgford Road on its approach to the traffic signal junction with the A60 Loughborough Road could be shortened. By shortening the bus lane on Bridgford Road by 10 metres additional two-lane stacking space on the approach to the A60 junction is provided enabling more vehicles to pass through the signals at one time. These changes are proposed because they can be made without detriment to public transport and will make best use of the highway network for all users. The reduction in length should still enable a bus to pull forward from the stop to allow a second bus to utilise the stop at busy times.
8. As part of the changes to the bus lanes on Bridgford Road and Musters Road, the opportunity has been taken to rationalise the bus lanes on Loughborough Road and Radcliffe Road into the same traffic order and includes proposals for revised parking restrictions along part of Musters Road as a result of the bus lane removal. The periods of

operation and extents of the bus lanes along the A60 Loughborough Road and A6011 Radcliffe Road remain unchanged.

9. Operators have reported problems with maintaining punctuality of services in the evening peak and it is proposed to extend the period of operation of the Bridgford Road bus lane by 1 hour in the afternoon peak, to more closely reflect the extended period of traffic congestion now experienced at this particular location.
10. The statutory consultation and advertisement was carried out between 9th March 2016 and 8th April 2016. The document packages were held at West Bridgford Library and County Hall with copies of the notice erected at a number of locations in the area. All the residents and businesses that directly front the proposals along Musters Road and Bridgford Road were also consulted.
11. The proposed works and amendments to existing bus lanes in the West Bridgford area (TRO8236) and changes on Musters Road and Bridgford Road (TRO8245) are explained in more detail below and shown on the enclosed drawings H/04078/2245/01, 03 and 04.

Bridgford Road Bus Lane (between junction with Hound Road and the A60)

- Shorten the existing bus lane by 10 metres to allow more room for stacking vehicles on the approach to the A60 Loughborough Road junction;
- Change times of operation of the bus lane to Monday to Friday, 7.30 – 9.30am and 3.30 – 6.30pm increasing the afternoon restriction by one hour from the existing 4 – 6pm times;
- Change existing no loading restrictions from Monday to Friday, 7.30 – 9.30am and 4 – 6pm to Monday to Friday, 7.30 – 9.30am and 3.30 – 6.30pm to match the change in times of operation for the bus lane;

Musters Road Bus Lane (between junction with Bridge Grove and Bridgford Road)

- Remove existing bus lane;
- Install new parking bays that will be in operation Monday to Saturday, 8am – 6pm, 30 minute parking with no return within 30 minutes;
- Keep existing double yellow lines (no waiting at any time) across driveways and at its junction with Bridgford Road around the new pedestrian build-out at the crossing point;
- Remove existing loading ban (Monday to Friday, 7.30 to 9.30am).

Loughborough Road Bus Lane (both sides) and Radcliffe Road Bus Lane

- Times of operation on site to remain unchanged (currently 24 hours, 7 day a week); reflected in the updated Traffic Regulation Order.

Camera Enforcement

12. Nottinghamshire County Council has the necessary power to enforce the operation of bus lanes with the use of approved static cameras. Such enforcement would be an effective measure to reduce the number of contraventions at any location. However, in the first instance it is proposed that work will be carried out to renew the road markings and signs as appropriate to increase the conspicuity of the bus lane. The removal of the bus lane on Musters Road also enables the construction of a new build-out on the junction with Bridgford Road. It is considered that this will assist with the left turn of vehicles onto

Bridgford Road by leading traffic into the correct lane so not to contravene the bus lane and also help pedestrians to cross this wide junction at this location. The effect of these physical changes on the volume of contraventions will be monitored and cameras introduced as a means of enforcement if the volume of contraventions does not decline sufficiently.

Objections Received

13. During the consultation and advertisement period, four responses were received. One respondent was in support of the proposed changes and another requested information; this was supplied clarifying the times of operations of the bus lane along Radcliffe Road and that residents are legally allowed to cross the bus lane to gain access to their properties. The other two responses are considered outstanding objections, but these relate to the proposed changes to parking restrictions on Musters Road as a result of the bus lane removal rather than the operation of the bus lanes.

14. Objections – Musters Road residents

Two local residents have objected with similar comments and concerns. The objectors consider that the construction of the parking bays in the current bus lane area on Musters Road will cause a safety issue to the residents, drivers and pedestrians due to vehicles entering and leaving the driveways between the new parking bays. They are concerned that while at present there is sufficient width to utilise the bus lane to make the required manoeuvres onto the driveway, the introduction of the parking bays may result in vehicles having to pull out further into the live traffic lane that is on an approach to the junction with visibility restricted by parked vehicles.

Other issues raised include difficulties already encountered gaining access to their properties due to queuing traffic at peak times at the junction of Musters Road with Bridgford Road, speed of traffic when volumes of vehicles are less and current parking issues where vehicles park directly across or close to the vehicle driveways.

Both objectors request the removal of the parking bays and one has suggested that the current double yellow line restrictions are extended to cover their driveway (which provides access to multiple residential addresses) and that the Council extend loading restrictions to cover all days and times.

15. Response – Musters Road residents

As a result of the removal of the bus lane on Musters Road there was an opportunity to review the use of the road at this location and it is considered that the introduction of parking bays at this location could provide an increase in on-street parking provision for local visitors and businesses. The new parking bays would provide space for a maximum of 3 vehicles and as a result of concerns raised it is recommended that the proposals for the parking bays are removed from the traffic order. In order to help guide drivers into the correct lane and move vehicles over due to the new build-out a hatched area will be installed on the approach to the Bridgford Road junction and the existing double yellow lines maintained at this location.

The existing loading restriction was in place to match the times of operation of the bus lane and intended to keep the traffic lane clear during these times for buses. As a result of the bus lane removal it is considered that the loading restriction is no longer required.

Maintaining the 'No Waiting At Any Time' restriction should keep the area clear to address concerns with visibility and manoeuvring vehicles on and off Musters Road. The road is wide enough to accommodate loading activities or parking by blue badge holders at this location should it occur. Obstruction of vehicles accesses is a matter for the police, however civil parking enforcement officers can enforce the parking restrictions if contraventions take place.

In response to the objector's request to extend the existing 'No Waiting At Any Time' (double yellow lines) across the vehicular access to number 8 Musters Road, it is considered that this request can be accommodated as a minor amendment to the advertised restrictions as the frontage to this property is used entirely for residential parking and only impacts residents living at that location who have themselves requested the change.

Other Options Considered

16. Other options considered relate to the length and time restrictions of both the bus lanes and parking restrictions. The proposed restrictions together with the suggested amendments are considered appropriate taking into account the needs of bus service users and operators and those properties directly affected by the changes.

Comments from Local Members

17. Local members County Councillors Steve Calvert and Liz Plant have been included in developing the proposals. No direct responses have been received to the consultation although Councillor Steve Calvert has confirmed support prior to advertising the proposals.

Reasons for Recommendations

18. Changes to the length of the bus lane on Bridgford Road should provide additional stacking space on the approach to the A60 junction enabling more vehicles to pass through the signals at one time. Proposals for the new build-out on the junction of Musters Road and Bridgford Road will improve the crossing points for pedestrians by reducing the width of road to cross and improving visibility. Changes should also help to manage traffic turning onto Bridgford Road to minimise the risk of traffic travelling directly into the bus lane and contravening the restriction.

Statutory and Policy Implications

19. 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

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

Financial Implications

21. The traffic orders and associated works to change the bus lanes and install the build-out at the Musters Road / Bridgford Road junction is through the 2016/17 Integrated Transport Measures budget at a cost of £15,000. The enforcement camera is estimated to cost £20,000 and, if required, will be funded from the Integrated Transport Measures budget.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is **recommended** that:

1. The Nottinghamshire County Council (West Bridgford Area, Nottinghamshire) (Prohibition of Driving – Bus Lane) Traffic Regulation Order 2016 (8236) is made as advertised;
2. The Nottinghamshire County Council (Bridgford Road and Musters Road, West Bridgford) (Prohibition of Waiting and Parking Bays) Traffic Regulation Order 2016 (8245) is made as advertised with the following amendments:
 - Removal of proposed 30 minutes limited waiting parking bays from outside 2/4 and 6 Musters Road;
 - Extension of ‘No Waiting At Any Time’ restrictions across the driveway of 8 Musters Road.
3. Committee gives in-principle approval for the introduction of camera bus lane enforcement on the city-bound bus lane on Bridgford Road; subject to a further period of monitoring over the coming year of up to 12 months and that authority be delegated to the Corporate Director (Place) to introduce camera enforcement if the monitoring reveals that the levels of contravention on the city-bound bus lane on Bridgford Road do not reduce significantly after implementation of the above proposals.

Neil Hodgson
Service Director (Highways)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (09/05/2016 – SJE)

23. 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 have been delegated.

Financial Comments (GB 09/05/2016)

24. The financial implications are set out in paragraph 21 of the report.

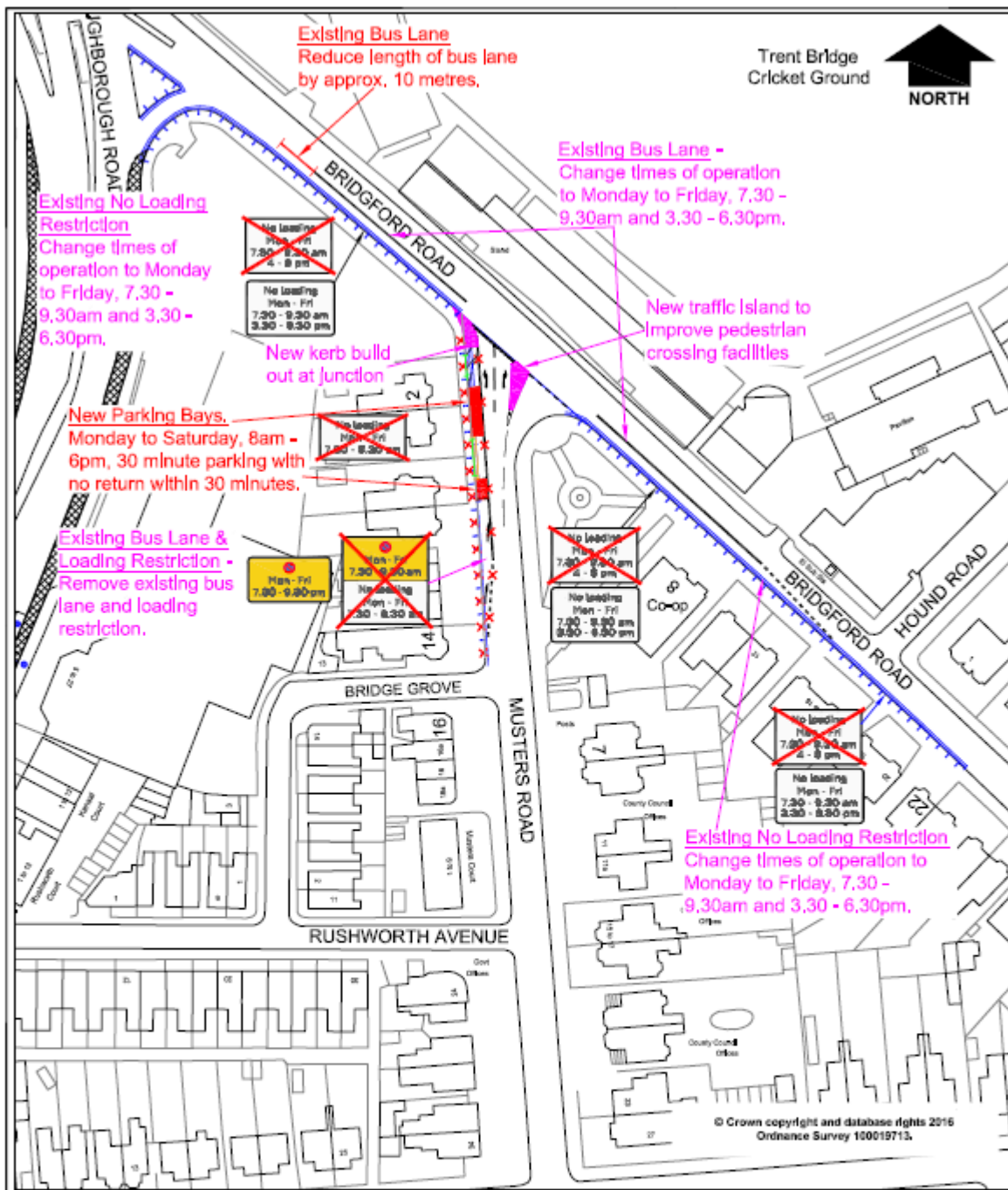
Background Papers

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

West Bridgford Central and South ED

Councillors Steve Calvert and Liz Plant



Nottinghamshire County Council
Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 8BJ
Tel: 0300 500 80 80

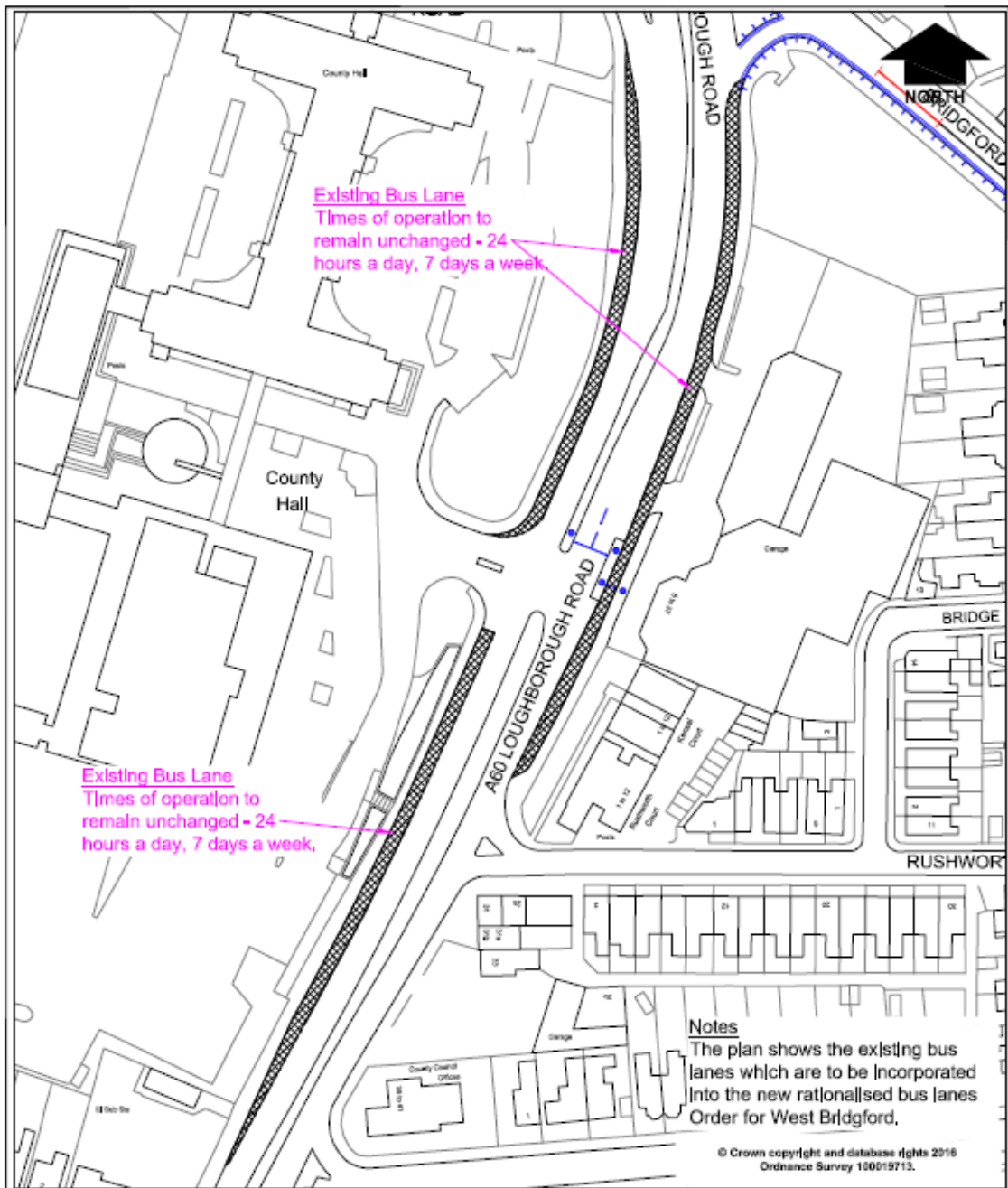
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Project		West Bridgford Bus Lanes Bridgford Road & Muster Road		Drawn	J.A.B.	Date	Feb, 16
Property No.	Project No.			Offid		Date	
Title		Proposed Changes to Bus Lanes		Auth		Traced	
Drawing No.		H/04078/2245/01				Scale	1:1250
						Rev	

Drawn	J.A.B.	Date	Feb, 16
Offid		Date	
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		Scale	1:1250
		Rev	

Mar 01 2016 - 12:46pm: CH Highway Design and Construction Roads and Highways/Projects/15-16/Cad/Bridgford West Bridgford Enforcement Censored/Heat Bridgford Bus Lanes - PLAN/eng

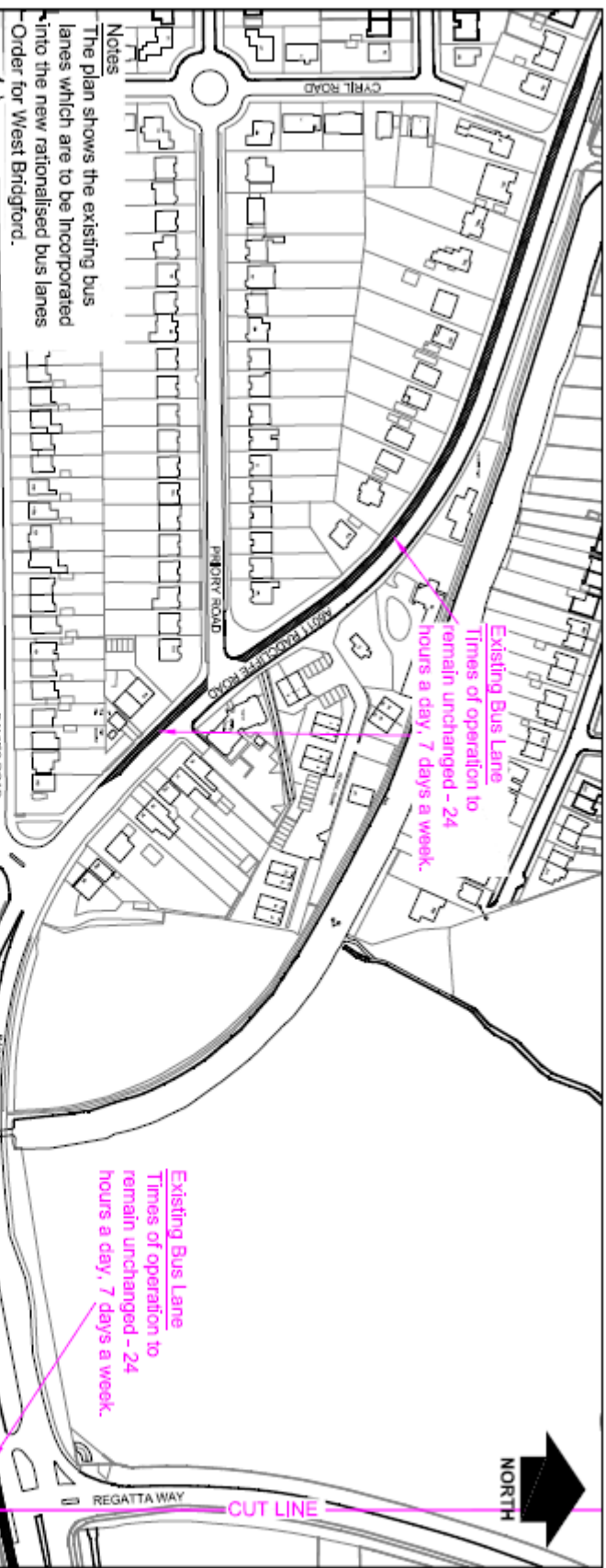
A4



<p>Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 8BU Tel: 0300 500 80 80</p>	Project West Bridgford Bus Lanes Loughborough Road		Drawn J.A.B.	Date Feb, 16
	Property No.	Project No.	Checked	Date
Title Proposed Changes to Bus Lanes			Auth	Traced
Drawing No. H/04078/2245/03				Scale 1:1250
© Nottinghamshire County Council				Rev

Mar 01, 2016 - 10:27pm: CH Highways\Design and Construction\Roads and Highways\Projects\5-6\Capital\B-U\B15\01 West Bridgford Enforcement Camera\Impr\West Bridgford Bus Lanes - PL\A4.dwg

A4



Notes
 The plan shows the existing bus lanes which are to be incorporated into the new rationalised bus lanes - Order for West Bridgford.

Existing Bus Lane
 Times of operation to remain unchanged - 24 hours a day, 7 days a week.

Existing Bus Lane
 Times of operation to remain unchanged - 24 hours a day, 7 days a week.

Existing Bus Lane
 Times of operation to remain unchanged - 24 hours a day, 7 days a week.

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Nottinghamshire County Council
 Town & Village House, Fox Road,
 West Bridgford, Nottingham, NG2 8SU
 Tel: 0300 500 80 80
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Project		West Bridgford Area		Radcliffe Road Bus Lane	
Property No.	Project No.				
Plan					
Drawing No.	H/04078/2245/04				
Rev	Description	Date	Drawn	Checked	Drawn
1	J.A.B.	Feb 15			
Rev	Scale	1:2500			

A4

19 May 2016**Agenda Item: 7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 24th March 2016.

- A. Petition requesting a Residents' Parking Scheme for Matlock Street, Netherfield (Ref 2016/0169)**

2. A 31-signature petition was presented to the 24th March meeting of the Full Council by Councillor Nicki Brooks on behalf of residents of Matlock Street, Netherfield. The petition requests that a residents' parking scheme is introduced on the road.

3. Matlock Street is a cul-de-sac located off Meadow Road close to the west of the town centre. Properties do not have off-street parking. There are no parking restrictions.

4. Requests for residents' parking are considered against the current policy for new schemes which states that there should be:
 - a. significant levels of current requests from residents
 - b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives, and
 - c. a trip-attractor which causes non-resident intrusive parking.

5. It is considered that this request meets all these criteria and it is agreed that the county council will carry out an investigation to determine whether a residents' parking scheme could be considered for inclusion in a future year's programme.

6. It is recommended that the lead petitioner be informed accordingly.

B. Petition requesting amendments to an existing Residents' Parking Scheme on Kenrick Street, Netherfield (Ref 2016/0170)

7. A nine-signature petition was presented to the 24th March meeting of the Full Council by Councillor Nicki Brooks on behalf of residents of Kenrick Street, Netherfield. The petition requests that the hours of operation of the existing residents' parking scheme are extended from 8 am to 6 pm to all day.
8. Kenrick Street forms part of the one-way system that operates in Netherfield. It has a mix of commercial and residential properties. The residential properties do not have off-street parking. There is an existing parking scheme but residents complain that it remains difficult to park after 6 pm when the present restrictions end.
9. Given the proximity to the town centre and nearby commercial properties, it is acknowledged that the present restrictions may not provide sufficient protection for permit holders. Consequently, this request will be considered for inclusion in a future year's programme.
10. It is recommended that the lead petitioner be informed accordingly.

C. Petition requesting a Residents' Parking Scheme for Windsor Crescent, Stapleford (Ref 2016/0171)

11. A 29-signature petition was presented to the 24th March meeting of the Full Council by Councillor Jacky Williams on behalf of residents of Windsor Crescent, Stapleford. The petition requests that a residents' parking scheme is introduced on the road.
12. Windsor Crescent is a cul-de-sac located off Windsor Street to the east of the town centre. Properties do not have off-street parking and the street is very narrow (3.5 metres) with a turning head. There are no parking restrictions. Petitioners claim that residents of Windsor Street park vehicles on Windsor Crescent and, in doing so, obstruct access and deny elderly residents an opportunity to park close to their properties.
13. Requests for residents' parking are considered against the current policy for new schemes which states that there should be:
 - a. significant levels of current requests from residents
 - b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives, and
 - c. a trip-attractor which causes non-resident intrusive parking.
14. This request does not meet these criteria: the alleged parking problems are caused by residents, albeit, those who do not live on the street in question. Consequently, a residents' parking scheme on Windsor Crescent is not considered to be a priority and so no further action is intended at this time.
15. It is recommended that the lead petitioner be informed accordingly.

D. Petition requesting traffic calming on Main Street, Bothamsall (Ref 2016/0172)

16. County Councillor John Ogle presented a petition to the 24th March meeting of Full Council from the residents and visitors of Bothamsall. The petition requested that the Council provide suitable traffic calming on Main Street Bothamsall, to address concerns about excessive speed of traffic. It cited a number of recent incidents including damage to a Parish provided Grit Bin, a field gate and a number of sections of fencing. Poor footway provision is also a concern.
17. In the period 1st January 2010 to 31st January 2016 there was one reported injury accident in the whole of Bothamsall. This occurred on Main Street and involved a motorcyclist falling off his machine while cornering in wet weather.
18. Based on this accident history the Council could not provide funding for traffic calming on Main Street Bothamsall.
19. A speed survey carried out in September 2015 shows a mean speed of 32.8 mph which is broadly in line with what would be expected in a typical 30mph limit. However the 85th percentile speed of 38.2 mph supports the view that a proportion of drivers are regularly exceeding the limit.
20. The Council have already agreed to deploy a temporary Interactive Speed Sign on Main Street in early May 2016, for a period of 6 to 8 weeks. These signs detect a driver's speed, and display a message encouraging them to slow down if they are over the limit.
21. For the longer term, the Council will add Main Street Bothamsall to its current list of requests for a Permanent Interactive Sign. This will be included in a future programme of works as soon as funding is available.
22. It is recommended that the leading petitioner be informed.

E. Petition Response: 'Traffic Outside Holgate Primary School' (Ref 2016/0173)

23. A 66 signature petition was presented to County Council on 24th March 2016 by Councillor John Wilkinson on behalf of the residents of High Leys Road, Annies Close and Fox Meadow at Hucknall. The petition requests parking restrictions are enforced at school starting/finishing times and the one way/drop off at the school is reinstated immediately.
24. As part of the school redevelopment a one way drop off zone was constructed which operates within the school curtilage. It appears altercations have occurred between parents and school staff following misuse by parents. As a result the school now closes the gates which has removed this facility. Subsequently parking and congestion issues now occur on the roads around the school where the petitioners live.
25. To address the residents' concerns a request has been made for the County Council's camera-equipped enforcement vehicle to visit the location.
26. The County Council will work with the school in an attempt to improve the situation further. The problems with pedestrian and vehicular interaction within the school grounds will be assisted by ramping the zebra crossing also within the school grounds and constructing a

footway to the east of the site as detailed in the original design. These requirements were part of the planning consent granted for the school redevelopment but to date have not been delivered. The concerns of residents regarding highway safety will be brought to the attention of the relevant planning officer.

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

F. Petition request footway extension on Alfreton Road Underwood (Ref 2016/0174)

28. A petition containing 26 signatures was presented to 24th March 2016 meeting of the County Council by Councillor David Martin. The petition requests the introduction of a new section of footway from 124 Alfreton Road to Larch Close Underwood.

29. A scheme to provide a new section of footway on Alfreton Road Underwood was approved for inclusion in the 2016-17 Integrated Transport capital programme by the Transport and Highways committee on the 17th March 2016.

30. It is intended that the scheme will be delivered by the 31st March 2017 subject to further design

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

G. Petition requesting a Residents' Parking Scheme for Cemetery Road, Stapleford (Ref 2016/0175)

32. A 31-signature petition was presented to the 24th March meeting of the Full Council by Councillor Stan Heptinstall on behalf of residents of Cemetery Road, Stapleford. The petition requests that a residents' parking scheme is introduced on the road.

33. Cemetery Road is a cul-de-sac located off Nottingham Road to the north east of the town centre. Properties on the west side do not have off-street parking but most properties on the east side do. There are no parking restrictions. There are two businesses located at the junction of Cemetery Road and Nottingham Road. It is claimed that the introduction of parking restrictions on nearby roads has caused visitors to park on Cemetery Road as an alternative.

34. Requests for residents' parking are considered against the current policy for new schemes which states that there should be:

a. significant levels of current requests from residents

b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives, and

c. a trip-attractor which causes non-resident intrusive parking.

35. It is considered that this request meets these criteria and it is agreed that the county council will carry out an investigation to determine whether a residents' parking scheme could be considered for inclusion in a future year's programme.

36. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

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

RECOMMENDATION

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

Neil Hodgson
Service Director, Highways

Background Papers and Published Documents

- None

Electoral Division(s) Affected

Carlton East, Bramcote and Stapleford, Tuxford, Hucknall, Selston.



REPORT OF CORPORATE DIRECTOR, RESOURCES

WORK PROGRAMME

Purpose of the Report

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

Information and Advice

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

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
23 June 2016				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
TTS Performance	Performance report	Info.	Chris Ward	Lisa McLennaghan
Pothole Repair Fund	Details of fund	Info.	Neil Hodgson	Neil Hodgson
Via East Midlands Ltd	Progress with highways joint venture company	Info.	Neil Hodgson	Neil Hodgson
Highways Performance Report	Quarter 4 Update	Info.	Don Fitch	Neil Hodgson
Ilkeston Rd/Melbourne Rd, Stapleford - Prohibition of Waiting TRO	Report of Objections	Decision	Mike Barnett	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
21 July 2016				
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Chris Ward	Chris Ward
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
NET Extension	Update report	Info.	Neil Hodgson	Neil Hodgson
Flood Risk Management Strategy	Update Report	Info.	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
22 September 2016				
Rights of Way Management Plan	Approval of plan	Decision	Neil Lewis	Neil Hodgson
Tree Management Plan	Approval of plan	Decision	Neil Hodgson	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
20 October 2016				
Highways Performance Report	Quarterly Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

