



**19<sup>th</sup> 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 qualities 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 21<sup>st</sup> 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 9<sup>th</sup> March 2016 and 8<sup>th</sup> 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:**

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## **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