

Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 13 August 2015

PRESENT: Councillor Terry Fox (Cabinet Member for Environment and Transport)

ALSO IN ATTENDANCE: Councillor Tony Downing (Cabinet Adviser)
Simon Botterill (Team Manager, Traffic Management)
Andrew Marwood (Highways Engineer)

.....

1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 9 April 2015, were approved as a correct record.

4. POTTER HILL LANE/COTTAM ROAD TRAFFIC REGULATION ORDER (BUS HOTSPOT)

4.1 The Executive Director, Place submitted a report outlining the results of public consultation and objections to a Traffic Regulation Order in relation to bus hotspots at Potter Hill Lane and Cottam Road and making recommendations on a way forward.

4.2 RESOLVED: That:-

- (a) the Cabinet Member approves the revised scheme and requests its implementation to introduce double yellow lines and a parking bay as shown in Appendix B of the report, subject to confirmation of costs after detailed design;
- (b) the Traffic Regulation Order relating to the proposed waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the objector be informed accordingly.

4.3 Reasons for Decision

4.3.1 The revised scheme described in the report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.

4.3.2 The scheme is being designed in detailed with funding available in 2015/16 to allow the scheme to be built.

4.4 **Alternatives Considered and Rejected**

4.4.1 The alternative options were outlined within the report.

5. **CHESTERFIELD ROAD KEY BUS ROUTE: CHESTERFIELD ROAD WIDENING - CONSULTATION FEEDBACK**

5.1 The Executive Director, Place submitted a report setting out officer responses to comments received during the public re-consultation exercise, following the development of a revised layout for Chesterfield Road between Thirwell Road and Windsor Road.

5.2 **RESOLVED:** That:-

- (a) the Cabinet Member approves the re-designed scheme to introduce a peak hour bus lane from Windsor Road to Thirwell Road and requests its implementation, as shown on drawing number SD/1449/LT107/C02 REVA, as shown in Appendix A of the report;
- (b) the Traffic Regulation Order be made relating to the proposed waiting restrictions and bus lane in accordance with the Road Traffic Regulation Act 1984;
- (c) the Cabinet Member notes the ongoing positive discussions with properties fronting the scheme and the potential need for CPO proceedings should negotiations prove fruitless; and
- (d) all parties responding to the consultation be informed accordingly.

5.3 **Reasons for Decision**

5.3.1 The revised scheme described in the report will contribute to improvements in the punctuality and reliability of bus services on Chesterfield Road and, as part of the Better Bus Projects, across the City. The scheme also gives improved accessibility to bus stops and should reduce congestion and improve road safety, especially for pedestrians and cyclists.

5.3.2 The revised proposals address the majority of concerns raised by objectors to the original proposals.

5.3.3 Full funding for the scheme can only be secured, via the Better Buses Partnership Board, once the total cost is more certain. Enquiries with United Utilities and specialist sub-contractors are ongoing but indications are that funding will be available; this being a scheme that the bus operators feel will deliver huge benefits.

5.4 Alternatives Considered and Rejected

- 5.4.1 Between the first and second consultation, officers looked at various options to address the objections received which were based around the proposed changes to access at Albert Road and Plantation Road. Feasibility studies were undertaken on various options including signalling the junction and creating a new access road to the rear of the Red Lion public house. The option of the access road was discounted due to cost of acquiring the land and construction. Signalling the Albert Road junction would lead to further delay on Chesterfield Road and therefore was also discounted.
- 5.4.2 The preferred option, as shown in Appendix A of the report, is considered to be the best solution when trying to achieve a balance which suits various user groups while at the same time satisfying road safety requirements.

This page is intentionally left blank