

**6<sup>th</sup> September 2018****Agenda Item: 5****REPORT OF THE CORPORATE DIRECTOR, PLACE  
OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS AND BUS  
STOP CLEARWAYS – UPDATE ON GROUP MANAGER APPROVALS****Purpose of the Report**

1. To provide Communities and Place Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders and Bus Stop Clearways.

**Information**

2. A Traffic Regulation Order (TRO) is a legal order, which allows the County Council to regulate the speed, movement and parking of vehicles. Nottinghamshire County Council as Local Highway Authority has a responsibility to consider all objections received before making a TRO permanent. The introduction of a Bus Stop Clearway does not require a TRO, however the County Council has chosen to adopt a similar process to that used for TROs to consider objections made to the introduction of Bus Stop Clearways.
3. Under the current committee system officers have delegated authority to take day to day operational decisions and it is considered that many decisions on TRO's where objections are received fall within this definition. On 12<sup>th</sup> July 2012, Transport and Highways Committee approved an approach that permitted officers to deal with these matters for 3 objections or less with the following exceptions that are referred to the Committee for consideration, these exceptions include:
  - those which have received significant objections from consultees – more than 3 objections from separate properties that cannot be resolved by amendments to the scheme;
  - those which have received objections from the local County Councillor/s, formal decisions of District or Parish Council/s or another local authority;
  - those which have received objections from Public Transport Operators or Associations, Road Haulage Association, Freight Transport Association, Highways Agency, Traffic Commissioner or emergency service;
  - those which have received objections by petition;
  - those which have been the subject of a public inquiry.
4. The current process for officers to consider objections defined as operational decisions is by way of a report from Team Manager, Major Projects and Improvements (Via East Midlands) to the Group Manager, Highways and Transport within the Place department, this is the lead officer on the NCC retained client for highways.

## Group Manager Reports

5. The last update report to Committee with operational decisions was on 11<sup>th</sup> January 2018 detailing reported considered and approved in quarter 4 of 2016-17 and quarters 1 and 2 of 2017-18. All operational decisions made for quarters 3 and 4 of 2017-18 and quarter 1 2018-19 considering objections received are as follows:

Report	Number of Objections	Year (Quarter)	Sign-off Date
Nottingham Road, Rycroft Street and Wadsworth Road Area, Stapleford (Prohibition of Waiting) Traffic Regulation Order 2017 (5239)	3	2017/18 (Q3)	02/11/18
Glovers Lane and Main Street, Newark on Trent (Prohibition of Waiting) Traffic Regulation Order 2017 (3262)	1	2017/18 (Q3)	10/11/18
Newark on Trent, Alexander Avenue and Wolsey Road (Prohibition and Restriction of Waiting) Order (3261) 2017	1	2017/18 (Q3)	10/11/18
Coddington, Beckingham Road, Brownlow's Hill, Valley View, Balderton Lane, Main Street, Morgans Close, Parkes Close, Ross Close and Thorpe Close (Prohibition of Waiting) Traffic Regulation Order (3260) 2017	2	2017/18 (Q3)	10/11/18
Drummond Drive, Highfield Road and Vernon Drive, Nuthall (Prohibition of Waiting) Traffic Regulation Order 2017 (5228)	2	2017/18 (Q3)	04/12/18
Canal Road, Worksop (Residents' Controlled Zone) Traffic Regulation Order 2017 (1206)	1	2017/18 (Q3)	12/12/18
Eastgate, Worksop (Residents Parking Places & Parking Places) Traffic Regulation Order 2017 (1207)	1	2017/18 (Q3)	12/12/18
Burton Road, Cavendish Road, Garden City, Gedling Road, Manor Green Walk and Redland Grove, Carlton (Prohibition of Waiting) Traffic Regulation Order 2017 (7189)	2	2017/18 (Q3)	18/12/18
Lincoln Street & Northgate, Newark (Residents' Controlled Zone) Traffic Regulation Order 2017 (3268)	1	2017/18 (Q3)	18/12/18
Humber Road South and Murden Way, Beeston (Prohibition of Waiting) Traffic Regulation Order 2017 (5246)	1	2017/18 (Q3)	18/12/18
Various Roads in Mapperley and Woodthorpe (Prohibition of Waiting) Traffic Regulation Order 2017 (7196)	1	2017/18 (Q4)	25/1/18
Shirburn Avenue, Mansfield (Prohibition Of Waiting And Residents' Parking Places) Traffic Regulation Order 2017 (2209)	1	2017/18 (Q4)	25/1/18

Awsorth Lane and Maws Lane, Kimberley) (Prohibition Of Waiting Traffic Regulation Order 2018 (5249)	2	2017/18 (Q4)	14/3/18
Kneeton Road, East Bridgford (Prohibition of Waiting) Traffic Regulation Order 2018 (8267)	3	2017/18 (Q4)	14/3/18
Junctions Off Big Barn Lane, Mansfield (Prohibition Of Waiting) Traffic Regulation Order 2018 (2212)	3	2017/18 (Q4)	14/3/18
Oddicroft Lane And Penny Emma Way, Sutton-In-Ashfield) (Prohibition Of Waiting) Traffic Regulation Order 2018 (4205)	1	2018/19 (Q1)	17/5/18
A634 Safety Improvement Scheme) (Various Speed Limits) Order 2018 (1209)	3	2018/19 (Q1)	24/5/18
Mansfield Woodhouse – Traffic Calming	3	2018/19 (Q1)	24/5/18
Proposed Bus Stop Clearway – Mark Lane, East Markham (BA0523)	1	2018/19 (Q1)	28/6/18

6. The table below summarises the approximate numbers of TROs and bus stop clearways that were processed in the last five years (including present year) together with the number of objection reports considered by either Communities and Place Committee or the Group Manager for Environment and Highways.

Year	Number of TROs and Bus Stop Clearways	Reports Considered by Delegated Officer	Reports Considered by Committee
2018/19	165	4 (QTR1)	5 (QTR1)
2017/18	154	24	14
2016/17	143	17	18
2015/16	135	27	28
2014/15	165	18	19

### Other Options Considered

7. No other options were considered; the process was agreed at Transport and Highways Committee on 12<sup>th</sup> July 2012 and 21<sup>st</sup> September 2016.

### Reasons for Recommendations

8. To ensure that objections to permanent TRO's are appropriately and efficiently considered.

### Statutory and Policy Implications

9. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

### **Financial Implications**

10. The majority of TRO's are funded by the Local Transport Plan capital programme with a small number funded through revenue budgets or charged to third parties if development related. There are no direct financial implications for this report.

### **RECOMMENDATION/S**

It is **recommended** that:

- 1) Committee endorse the decisions made by officers in quarters 3 and 4 of 2017-18 and quarter 1 of 2018-19 and that a further report will be brought back to Committee at the next available meeting with decisions from quarter 2 of 2018-19.

**Adrian Smith**  
**Corporate Director Place**

#### **For any enquiries about this report please contact:**

Mike Barnett (Team Manager, Major Projects and Improvements) – Via East Midlands Limited, Tel: 0115 9773118

### **Constitutional Comments (SJE 02/08/2018)**

11. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the management of highways (including traffic management and residents' parking schemes) has been delegated.

### **Financial Comments (XXX xx/xx/xxxx)**

12. There are no specific financial implications arising directly from this 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 schemes are contained within the scheme file which can be found through the Major Projects and Improvements Team.

Reports approving the process include:

- Proposed change to the process for reporting objections to permanent traffic regulation orders – Transport and Highways Committee dated 12th July 2012
- Objections to permanent traffic regulation orders – update on service director approvals – Transport and Highways Committee dated 21<sup>st</sup> September 2016

Specific reports include:

- The Nottinghamshire County Council (Nottingham Road, Rycroft Street and Wadsworth Road Area, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2017 (5239) – Consideration of Objections
- The Nottinghamshire County Council (Glovers Lane and Main Street, Newark on Trent) (Prohibition of Waiting) Traffic Regulation Order 2017 (3262) – Consideration of Objections
- The Nottinghamshire County Council (Newark on Trent, Alexander Avenue and Wolsey Road) (Prohibition and Restriction of Waiting) Order (3261) 2017– Consideration of Objections
- The Nottinghamshire County Council (Coddington, Beckingham Road, Brownlow's Hill, Valley View, Balderton Lane, Main Street, Morgans Close, Parkes Close, Ross Close and Thorpe Close) (Prohibition of Waiting) Traffic Regulation Order (3260) 2017 – Consideration of Objections
- The Nottinghamshire County Council (Drummond Drive, Highfield Road and Vernon Drive, Nuthall) (Prohibition of Waiting) Traffic Regulation Order 2017 (5228) – Consideration of Objections
- The Nottinghamshire County Council (Canal Road, Worksop) (Residents' Controlled Zone) Traffic Regulation Order 2017 (1206) – Consideration of Objections
- The Nottinghamshire County Council (Eastgate, Worksop) (Residents Parking Places & Parking Places) Traffic Regulation Order 2017 (1207) – Consideration of Objections
- The Nottinghamshire County Council (Burton Road, Cavendish Road, Garden City, Gedling Road, Manor Green Walk and Redland Grove, Carlton) (Prohibition of Waiting) Traffic Regulation Order 2017 (7189) – Consideration of Objections
- The Nottinghamshire County Council (Lincoln Street & Northgate, Newark) (Residents' Controlled Zone) Traffic Regulation Order 2017 (3268) – Consideration of Objections
- The Nottinghamshire County Council (Humber Road South and Murden Way, Beeston) (Prohibition of Waiting) Traffic Regulation Order 2017 (5246) – Consideration of Objections
- The Nottinghamshire County Council (Various Roads in Mapperley and Woodthorpe) (Prohibition of Waiting) Traffic Regulation Order 2017 (7196) – Consideration of Objections
- The Nottinghamshire County Council (Shirburn Avenue, Mansfield) (Prohibition of Waiting and Residents' Parking Places) Traffic Regulation Order 2017 (2209) – Consideration of Objections
- The Nottinghamshire County Council (Awsorth Lane and Maws Lane, Kimberley) (Prohibition of Waiting) Traffic Regulation Order 2018 (5249) – Consideration of Objections
- The Nottinghamshire County Council (Kneeton Road, East Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2018 (8267) – Consideration of Objections

- The Nottinghamshire County Council (Junctions Off Big Barn Lane, Mansfield) (Prohibition of Waiting) Traffic Regulation Order 2018 (2212) – Consideration of Objections
- The Nottinghamshire County Council (Oddicroft Lane And Penny Emma Way, Sutton-In-Ashfield) (Prohibition Of Waiting) Traffic Regulation Order 2018 (4205)
- The Nottinghamshire County Council (A634 Safety Improvement Scheme) (Various Speed Limits) Order 2018 (1209)
- The Nottinghamshire County Council (Mansfield Woodhouse – Traffic Calming)
- Proposed Bus Stop Clearway – Mark Lane, East Markham (BA0523)

#### **Electoral Division(s) and Member(s) Affected**

County Councillors - Countywide