

**REPORT OF THE CHAIRMEN OF CULTURE COMMITTEE AND TRANSPORT
AND HIGHWAYS COMMITTEE****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to inform Council of decisions made by the Culture Committee and Transport and Highways Committee concerning issues raised in petitions presented to the Chairman of the County Council on 21st September and 20th October 2016.

Information and Advice**CULTURE COMMITTEE****A. Petition regarding the maintenance of Millennium Green (Ref 2016/200)**

2. A 81 signature petition was presented to the 15th September 2016 meeting of County Council by Councillor Joyce Bosnjak regarding the maintenance of the Mansfield Woodhouse Millennium Green (MWMG). The petitioners raise concerns regarding “the perceived wilful destruction of the Millennium Green by the Trust assigned to its care.” The petition states that the petitioners do not object to the maintenance of the Green but “strongly object to” management activities including the use of herbicides, removal of trees and the use of “industrial equipment such as diggers and chainsaws”.
3. The Committee were advised that the Millennium Green is managed by the MWMG Trust. To inform the long-term management of the site, a management plan was commissioned from a highly experienced ecological consultancy. The Trustees also sought advice from the Designing Out Crime Team from Nottinghamshire Constabulary; the Disability Information and Advice Line; Greenwood Community Forest; and, the Tree Officer at Mansfield District Council.
4. MWMG Trust is now implementing the management plan for the site. This work includes control of pernicious weeds to improve the botanical diversity of the site and to prevent encroachment onto paths, hedge-laying and tree works, and the installation of a RADAR key controlled gate to provide disabled access. The work has been carried out by a combination of volunteers and professional contractors.
5. The Greenwood Community Forest Partnership, which is hosted by the County Council, continues to provide advice and guidance to the MWMG Trust when requested. This is part of the support offered by Greenwood to a wide range of community groups, including Friends

Groups and Trusts, engaged in the management of green spaces. This support will continue to be provided.

6. The petition has been forwarded to the MWMG Trust, for them to respond in their role as landowners and managers.

TRANSPORT AND HIGHWAYS COMMITTEE

B. Petition requesting a Residents' Parking Scheme for The Beeches and Birch Court, Tuxford (Ref 2016/0180)

7. A 17 signature petition was presented to the 4th July 2016 meeting of County Council by Councillor John Ogle on behalf of residents of The Beeches and Birch Court, Tuxford. The petition requested that a residents parking scheme be introduced.
8. The Committee were advised that the Beeches/Birch Court is a cul-de-sac located off Newark Road to the southeast of the village centre. Properties do not have off street parking and there are no on street parking restrictions. Petitioners, who are elderly and some of whom have disabilities, state that they have increasing difficulties parking close to their homes due to parking by family members of residents. Alternative parking is available nearby and visitors have been asked to use this.
9. 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
10. The Committee agreed that this request did not meet these criteria: the alleged parking problems are caused by family members of residents and therefore do not pass tests b and c above. Residents living within a permit scheme are entitled to purchase visitor permits for use by family members. It is anticipated that residents would purchase these and the scheme would not provide the hoped-for benefits. The request is not considered to be an appropriate solution to the problem and so it was agreed that no further action is intended at this time.

C. Petition requesting Residents Parking Scheme, Brookfield Road Arnold (Ref 2016/181)

11. An 8 signature petition was presented to the 4th July 2016 meeting of County Council by Councillor Muriel Weisz which requested a residents' parking scheme be introduced on Brookfield Road between the Gedling Grove and Derby Street junctions. The residents complain of parking by shoppers, commuters, market traders, and from residents on the adjacent Gedling Road, some of who fall into the aforementioned parking restrictions. They indicate the problem has worsened since the nearby Friar Tuck Public House introduced pay and display in its car park and point out the car park on Gedling Road is free after 6pm.
12. The Committee was advised that similar requests from residents at the five properties represented on the petition have been received in 2009, 2013 and 2015. Requests from the

remaining properties on Brookfield Road have not been received. Any residents' parking scheme would need to consider a longer length of the road as a scheme covering these five properties would transfer the problem to where there are further terraced houses.

13. Residents from Gedling Road requested a residents' parking scheme in 2015, but a parking survey carried out in May of that year showed only 63% of its parking capacity was in use at its busiest time. Subsequently, the request is held on file for consideration, but is not considered a high priority and has yet to be approved for an annual Programme. The previous request for Brookfield Road was added to the same list, but has yet to be surveyed.
14. The Committee agreed that the request be considered in more detail and a survey conducted as appropriate to determine the feasibility and priority of a possible residents' parking scheme. The 2016/17 Works Programme is currently underway and the 2017/18 Programme will not be finalised until February 2017. If the request is not included in this upcoming programme, the request will be held on file for future consideration.

D. Petition requesting reintroduction of Residents Parking Scheme, Park Street, Sutton in Ashfield (Ref 2016/182)

15. A 44 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor David Kirkham. The petitioners requested the re-introduction of a residents parking scheme in the area which was removed following a consultation in 2011.
16. The County Council has a high number of resident parking scheme requests on record and is unable to support them all. Given this area previously had a scheme that was removed with necessary local support and there has been no change in circumstance to alter parking patterns the Committee agreed it is not appropriate to reconsider the reintroduction of the scheme.

E. Petition requesting parking restrictions on Mill Croft, Sutton in Ashfield (Ref 2016/0183)

17. A 45 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor Steve Carroll. The petition requests the introduction of parking restrictions at the junction of Mill Croft and Silk Street Sutton in Ashfield.
18. The Committee agreed that on occasion obstructive parking is occurring at this junction though at present it does not warrant the introduction of waiting restrictions because it currently does not meet the criteria for the introduction of new restrictions which are, three or more personnel injury accidents in last three years, obstruction of emergency services or buses on a regular basis.
19. In the absence of formal parking restrictions, the Police can take action against obstructive parking however they have other higher priority issues and may not be able to attend while the offence is occurring. The obstructive parking has been reported to the Police.
20. The request will be kept on file and monitored by officers when in the area. Should the situation become more acute then it may be included in a future years' programme of works.

F. Petition for Requesting Improvements to Zebra Crossings Victoria Road Netherfield (Ref 2016/184)

21. A 224 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor Nicki Brooks, concerning a number of existing zebra crossings on Victoria Road Netherfield. The petitioners requested that the crossings be made safer.
22. The Committee were advised that the main measure used to objectively assess road safety at a particular location is the number of accidents in which someone was injured. The Police produce reports on these incidents and on behalf of Nottinghamshire County Council, Via East Midlands receives the reports and maintains a comprehensive database of accidents to enable the safety of the Highway to be assessed.
23. In 2015 there were 1,795 Reported Injury Accidents across the County, which resulted in injury to 2,370 people. Funding has to be directed to sites where injury accidents are occurring, to ensure it is most effectively used.
24. A study of reported injury accidents at zebra crossings across the County was recently carried out by the specialist Accident Investigation team now within Via East Midlands. This included the crossings in Netherfield. As a result of this work a number of improvements have been included in the current Highways Improvement programme, for implementation during 2016/17 financial year.
25. The Committee were advised that on Victoria Road Netherfield, the crossings outside "Bargain Booze" and "Coral" are to receive upgraded LED belisha beacons, which are much brighter than the standard units, to make the crossings more conspicuous. These were specified to address accidents identified during the study.
26. No Reported Injury Accidents occurred at the crossings at "Jackie Bells Park" and "Good as New" between 1st January 2013 and 31st May 2016 and therefore the Committee agreed that no improvements be made at these sites.
27. The petition also called for a School Crossing Patrol. There is a very high demand for School Crossing Patrols, and only the busiest locations can be served. The provision of a Patrol is dependent on a range of criteria being met, primarily the number of school children crossing at the site, and the number of vehicles using the road. Providing a Patrol on a formal crossing such as a zebra crossing is not considered good practice in safety terms, and is only considered at exceptionally busy and complex sites. The Committee agreed that Netherfield Road will be assessed during the school term to see if it meets the criteria at any other point.

G. Petition requesting alteration to lanterns at Chartwell Grove, Mapperley (Ref 2016/0185)

28. A 35 signature petition was presented to the 4th July 2016 meeting of County Council by Councillor Michael Payne regarding the installation of new street lights on Chartwell Grove, Mapperley. The residents requested that the recently installed lanterns be removed and replaced with a style the same as previously in situ as they were in keeping with the design of the residential area.
29. Nottinghamshire County Council adopted the policy of moving to LED for all new street lighting installation in September 2013 after carrying out various trials on different lanterns and considering feedback from the Police, Road Safety advisors and residents.

30. The Committee were advised that in June 2016 the street lights on Chartwell Grove were upgraded from low pressure sodium lighting to new LED lanterns as part of the on-going street lighting maintenance programme taking place across the County. Chartwell Grove is public highway and therefore the standard replacement lantern has been used for the classification of road. The same have been installed throughout Ashfield, Broxtowe, Rushcliffe and Gedling.
31. When lanterns are being replaced in places of historical interest or conservation areas consideration is given to using alternative lanterns to be sympathetic to the area however Chartwell Grove does not fall under this category. As the Highways Authority there is no legal obligation to light the highway, but where it is lit columns and lanterns are procured in order to get best value and make the best use of financial resources.
32. Lighting manufacturers moved away from producing the low pressure sodium lanterns (which were there previously) as these do not meet the current standards of lighting and have become expensive to run and maintain. As a result, costs to replace and repair out dated lighting systems are disproportionately high. The lanterns themselves also cost around 60% more in energy to run than the LED alternative.
33. Investment in the LED programme to date has been £3.2m which has resulted in an annual reduction of 7,000,000kwh. In total £1.5m has been saved on the energy budget and this total will continue to rise each year as the programme progresses.
34. The LED's recently installed are Holophane V Max which is an award winning lantern in the industry. This is due to its flexibility, light weight, ease of fitting and future maintenance requirements, most importantly it came out best for illumination level.
35. For the above reasons the Committee agreed to not alter the lanterns installed.

H. Petition requesting the resurfacing of Lime Tree Avenue & Chestnut Grove, Kirby in Ashfield (Ref 2016/0186)

36. A 40 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor Rachel Madden on behalf of residents of Lime Tree Avenue and Chestnut Grove, Kirby in Ashfield. The petition requests that the road be resurfaced.
37. Lime Tree Avenue and Chestnut Grove, are interconnecting roads off Victoria Road (B6020). Both roads had the sewers replaced a number of years ago with the associated trench reinstatement being undertaken.
38. The Committee were advised that whilst the trench has settled, which results in an uneven road surface, this is within acceptable surface parameters for the class of road. The surface condition of both the trench and the existing road surface are showing signs of deterioration in discrete areas, however, these are not excessive and do not currently meet safety intervention levels. The visual appearance of the road is striking as the trench has been repaired in a material that has weathered in stark contrast to the original surface colour.
39. These roads do not feature in the 5-year highway maintenance programme, and inspection of both has confirmed that they do not warrant inclusion. Therefore, the Committee agreed that the request is not considered to be an appropriate solution at this time, but this will be monitored through the highway planned inspection programme.

I. Petition requesting replacement of brick Bus Shelter at Warsop Lane, Rainworth (Ref 2016/0187)

40. A 163 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor Yvonne Woodhead requesting that a brick bus shelter at Warsop Lane Rainworth be replaced with a modern shelter. The petitioners cite anti-social behaviour as the reason for this request.
41. The Committee were advised that Transport and Travel Services acknowledge the concerns raised by the community and have secured the funding to replace the brick shelter with a polycarbonate shelter. It will be replaced by 31st March 2017. It has also been arranged for the existing bus shelter to be cleaned out on a monthly basis until it is replaced, and for Newark and Sherwood District Council to install a bin at the bus stop.
42. In order to deal with the underlying issue of anti-social behaviour, Transport and Travel Services ask that the local community continue to report any antisocial behaviour to the Police or Newark and Sherwood District Council.

J. Petition requesting new Bus Shelter at Nottingham Road, Burton Joyce (Ref 2016/0188)

43. A 28 signature petition was presented to the 4th July 2016 meeting of the County Council by Councillor John Clarke. The petitioners are requesting a bus shelter be provided at Nottingham Road Burton Joyce where there is no existing shelter.
44. The Committee were agreed that Transport and Travel Services acknowledge the petition requesting the bus shelter, but decline the request on this occasion. The bus stop is insufficiently used by passengers to pass the value for money principle for the provision of a bus shelter as set out in the Council's Bus Stop Policy. In addition, the cost of installing a shelter would be prohibitively expensive as land behind the bus stop would need to be purchased in order to accommodate a bus shelter and significant engineering works would be required to construct the hardstanding.

K. Petition requesting Winter Service provision for the Whitegates Way estate and Sudbury Drive, Huthwaite (Ref 2016/0189)

45. A 157 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Tom Hollis on behalf of residents of Whitegates Way estate and Sudbury Drive, Huthwaite. The petition requests that the named roads be considered for inclusion on the gritted route network.
46. The Committee were advised that the Whitegates Way estate and Sudbury Drive form part of a wholly residential area accessed from the B6026 Blackwell Road.
47. All roads being considered for inclusion on gritting routes undergo an assessment which considers traffic flow (including use by public transport), road speed, topography, access to community facilities (schools, medical centres, etc.) and accident history.
48. The roads in question are not on a bus route and have low traffic flows (<1500 vehicles per day). There is no injury accident history and the roads do not serve any community infrastructure.

49. Based on this assessment, the Committee agreed that these road lengths do not meet requirements for inclusion on either the main or secondary gritted route network.
50. On the second point raised by the petition regarding the road humps provided throughout the estate, the Committee were advised that the height of these were checked at the time of installation and found to be within the specified tolerance. An inspection of the road humps will be arranged to check if there are any specific issues that have arisen and appropriate action will then be considered to address any adverse findings.

L. Petition requesting a review of Traffic Management on Brookhill Street, Stapleford (Ref 2016/190)

51. A 385 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Jacky Williams. The petition requests a review of traffic management on Brookhill Street, Stapleford.
52. The Committee were advised that the main measure used to assess the effectiveness of traffic management is the number of accidents in which someone is injured. In the last three and a half years there have been four injury accidents recorded by the Police on the length of Brookhill Street, one with fatal injuries and three with slight injuries. Two of the four accidents involved a pedestrian and the other two involved a collision with a parked vehicle. The most recent collision, which occurred on the 16th July 2016 was recorded as non-injury by the Police.
53. A comprehensive speed survey was carried out in 2010 which showed an 85 percentile speed of 28mph westbound and eastbound, with an average speed of 21mph westbound and 22mph eastbound.
54. There is a weight restriction on Brookhill Street and there is also a lorry watch scheme on the Nottinghamshire County Council web site, where members of the public can report the misuse of the weight restricted route by heavy goods vehicles.
55. The environmental impact and noise created by traffic calming measures, as well as limited support, has led to traffic calming measures only being introduced where there has been an identified injury accident problem involving vulnerable road users.
56. Where there are large numbers of vulnerable young people outside schools at start and finish times and where it is feasible to do so, we have introduced 20mph speed limits outside schools. The advisory speed limits, which make clear the association with a school, are introduced only at school entrances so they be more effective in achieving appropriate speeds.
57. A new speed survey was recently requested and the equipment was installed on the 22nd September 2016. The results of this survey will be available in November.
58. A number of "30mph for a reason" warning signs have been erected on Brookhill Street and New Eaton Road.
59. There are a number of junctions that currently do not have any parking restrictions on them. These have been added to the list to be considered in a future years' programme for the introduction of restrictions on the junctions only.
60. A Community Speed Watch scheme would be supported.

M. Petition requesting consideration of parking issues around Greythorne Drive (Ref 2016/191)

61. A 502 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Gordon Wheeler requesting implementation of a series of measures to address a perceived safety problem with vehicles parking their cars close to the junction of Walcote Drive, Greythorne Drive and Boxley Drive, West Bridgford.
62. The Committee were advised that local residents consider that a recently opened care home on Greythorne Drive provides inadequate car parking provision on site for both staff and visitors which results in overspill parking onto the adjacent highway. It is felt that inconsiderate parking on the highway is causing problems with regard to congestion, as well as potential highway safety issues.
63. They have also requested that the road surface between Boxley Drive and Greythorne Drive is fully resurfaced due to its poor condition, which they consider to have been damaged as a result of development of care home and adjacent housing development.
64. Parking for the Care Home was considered by the Highway Authority in its role as a statutory consultee to the Local Planning Authority (Rushcliffe Borough Council) as part of the planning application for the then proposed development. Planning permission for the site was granted by the Local Planning Authority and included a number of highways related planning conditions which sought to place an onus on the developer to encourage sustainable travel and thereby reduce the need for parking on site.
65. A Travel Plan for the site has been approved by the Local Planning Authority. The first tranche of monitoring data has recently been received and is currently being evaluated. This will determine whether or not the developer is meeting their targets with regard to reducing car use. Should it be shown they are not, then the Highway Authority will actively pursue further measures to mitigate the impacts of the development via the Local Planning Authority. Notwithstanding this, an application for the funding of junction protection measures such as double lines, will be considered in the next financial year should a problem still be apparent on site.
66. With regard to the road surface, its condition is being monitored on a regular basis and a number of re-active maintenance measures have been implemented in recent months to ensure the surface is an adequate and safe condition. A further and more substantial maintenance scheme is planned for later this financial year.

N. Petition requesting the resurfacing of Woodland Close, Newark (Ref 2016/192)

67. A 27 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Tony Roberts MBE on behalf of the residents of Woodland Close, Newark. The petition requests that the road be resurfaced.
68. The Committee were advised that Woodland Close is a cul-de-sac off Valley Prospect, Newark. This road does not feature in the five year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.
69. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.

70. However, the footways on Woodland Close do feature on the major maintenance programme and there are plans to resurface them in 2017/18, subject to Committee Approval and funding.

O. Petition requesting the resurfacing of Main Street, Woodborough (Ref 2016/193)

71. A 229 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Boyd Elliott on behalf of the residents of Main Street, Woodborough. The petition requests that the road be resurfaced.
72. The Committee were advised that Main Street runs from the junction of Bank Hill and Foxwood Lane to the junction of Shelt Hill and Lowdham Lane, providing the main road through Woodborough Village, giving access to the village amenities.
73. This road does feature on the major maintenance programme and there are plans to undertake structural inlay patching in 2017/18, subject to Committee approval and funding. Following this work, the road will be monitored and at the appropriate time in the future, it will be surface dressed. This work will be subject to separate Committee approval.
74. In the meantime, an inspection of the road has been organised to respond to any specific defects that may have arisen since the last inspection and the road will continue to be monitored through the planned highway inspection programme until the works take place.

P. Petition to improve road safety in Stanford on Soar (Ref 2016/0195)

75. A petition was presented to the 15th September 2016 meeting of the County Council by Councillor Andrew Brown on behalf of 106 residents of Stanford on Soar. The petition requests that lower speed limits are introduced in two locations and that gateway signs are installed at the two main entrances to the village.
76. An assessment will be carried out at the requested locations (including a visual survey, speed surveys and an investigation of the speed related injury accidents) to determine whether there is justification for extending the 30mph speed limits in line with Department for Transport guidelines.
77. Additionally, the Council will consider the request for gateway signing. If appropriate, and funding is available, any alterations will be considered for inclusion in a future programme of works. The Parish Council may wish to note that the County Council's Supporting Local Communities initiative offers financial support for the installation of gateway signing, and may wish to consider submitting a bid.

Q. Petition requesting the resurfacing of Green Close, Hucknall (Ref 2016/0196)

78. A 21 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor John Wilmott on behalf of the residents of Green Close, Hucknall. The petition requests that the road be resurfaced.
79. The Committee were advised Green Close is a cul-de-sac off Bestwood Road, Hucknall. This road does not feature in the five year highway maintenance programme and a review of the last survey findings does not indicate that it should be added.

80. An inspection of the road has been organised to respond to specific defects that may have arisen since the last inspection. Therefore, at this time the request is not considered to be an appropriate solution, but this will be monitored through the highway planned inspection programme.

R. Petition requesting a residents' parking scheme on Canal Road, Worksop (Ref: 2016/197)

81. A 10 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Kevin Greaves on behalf of residents requesting a residents' parking scheme on Canal Road, Worksop.
82. The Committee were advised that residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Canal Road is a combination of a residential / employment street located near the town centre. There is an existing residents' parking scheme at the Church Walk end and consideration will be given to whether this could be extended.
83. Canal Road will be surveyed and if necessary considered for an appropriate scheme in a future years' integrated transport programme if funding permits.

S. Petition requesting a review of the traffic calming measures in place throughout the Carsic Estate (Ref 2016/198)

84. A 392 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor David Kirkham on behalf of the residents of the Carsic Estate, Sutton in Ashfield.
85. The petition requests a review of the existing traffic calming measures in place throughout the Carsic Estate, in particular damage to the road surface around the features. There is also concern about the availability of vehicle parking in the light of possible Government plans for pavement parking legislation. The effect of these issues on local property values is also highlighted.
86. The Committee were advised that the existing Traffic Calming scheme in the Carsic Estate was implemented in 1996 to address the level of road accidents in the area. Since that time, a 51% reduction in the annual average number of road accidents has been achieved and maintained.
87. Carsic Road, which forms part of the main distributor for the estate, does feature on the major maintenance programme and there are plans to resurface it in part during 2017/18, subject to Committee approval and funding. The planned scheme will focus on the worst section of this road, with the remainder being considered for successive years as part of a rolling programme. Until that work is complete, the road will be monitored, with localised repairs to untreated sections carried out as necessary, through the highway planned inspection programme.
88. The Government's intentions regarding pavement parking are unclear at present, and Highway Authorities across the Country are therefore awaiting the outcome of these national deliberations. Dependent on the nature of the final outcome, the Council will consider how to respond on a County wide basis.

T. Petition requesting the relocation of a bus stop on BR0190 Daisy Farm Road on Newthorpe Common (Ref 2016/0199)

89. A 54 signature petition was presented to the 15th September 2016 meeting of the County Council by Councillor Keith Longdon on behalf of the residents of Newthorpe Common and the surrounding area.
90. Upon receipt of the petition, it has been decided to relocate the bus stop to outside 88-90 Newthorpe Common. The proposal will include relocating the bus stop pole and raised kerb along with installing an enforceable bus stop clearway.
91. Consultation over installing an enforceable bus stop clearway is being undertaken by the Improvements Team at Via who were originally commissioned to consult over the clearway at the existing bus stop outside 94-96 Newthorpe Common.
92. Nottinghamshire County Council's Bus Stop Policy states that a bus stop will not be moved unless there are concerns about highway safety. However, an exception has been made in this case for the following reasons:
- Meets the County Council aspiration to enable all buses to pull in parallel to the kerb, to help the elderly, disabled and buggy users board the bus safely and easily. It also stops the bus holding up the general flow of traffic which often happens if the bus parks at an angle or has to stop alongside parked cars which are blocking the stop;
 - There is sufficient budget in the ITM Bus Improvements programme to cover the additional cost of relocating the bus stop;
 - A suitable alternative location for the bus stop was identified that did not significantly impact on passengers;
 - The new location passed the highway safety check undertaken by the District Highway Manager.
93. The new location including a bus stop clearway was supported by all residents involved including those residents affected by the new bus stop location.

Statutory and Policy Implications

94. 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 contents of the report and the actions approved be noted.

Councillor John Knight
Chairman of Culture Committee

Councillor Kevin Greaves
Chairman of Transport and Highways Committee

For any enquiries about this report please contact:

Culture Committee:-

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Background Papers and Published Documents

- None

Electoral Division(s) Affected

Arnold North, Arnold South, Blidworth, Bramcote and Stapleford, Calverton, Carlton East, Carlton East, Eastwood, Hucknall, Kirkby in Ashfield South, Mansfield North, Newark West, Soar Valley, Sutton in Ashfield Central, Sutton in Ashfield East, Sutton in Ashfield West, Tuxford, West Bridgford West and Worksop West