

## Transport and Highways Committee

**Thursday, 09 February 2017 at 10:30**

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

---

### AGENDA

- |   |  |         |
|---|--|---------|
| 1 | Minutes of the last meeting held on 19 Jan   | 3 - 6   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Personal Travel Planning   | 7 - 16  |
| 5 | West Bridgford Cycle Network - Prohibition of Waiting TRO  | 17 - 38 |
| 6 | Lower Orchard Street Area, Stapleford - Residents Parking Scheme TRO   | 39 - 46 |
| 7 | Lyndhurst Avenue, Blidworth - Proposed Bus Stop Clearway   | 47 - 52 |
| 8 | Responses to Petitions Presented to the Chairman of the County Council   | 53 - 58 |
| 9 | Work Programme   | 59 - 62 |

None

### 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	19 January 2017 (commencing at 10.30am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chair)  
Steve Calvert (Vice Chair)

Roy Allan	Stephen Garner
Andrew Brown	Richard Jackson
Richard Butler	Michael Payne
Steve Carr <b>A</b>	John Peck
Steve Carroll	

**OFFICERS IN ATTENDANCE**

Pete Barker	- Democratic Services Officer
Rachel Clack	- Legal Services
Neil Hodgson	- VIA East Midlands
Sue Jaques	- Flood Risk Manager
Gareth Johnson	- CPU and Enforcement Manager, Highways
Neil Lewis	- Team Manager, Countryside Access
Pete Mathieson	- Team Manager, Development & Partnerships
Sean Parks	- LTP Manager
Kevin Sharman	- Team Manager, Transport Planning & Programme Development
Adrian Smith	- Corporate Director, Place
Gary Wood	- Group Manager, Highways

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 15 December, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

**MEMBERSHIP**

Councillor Carroll replaced Councillor Harwood for this meeting only.

## **APOLOGIES FOR ABSENCE**

No apologies for absence were received.

## **DECLARATIONS OF INTERESTS**

No declarations of interests were made.

## **QUALITY BUS PARTNERSHIP PERFORMANCE AND UPDATE**

### **RESOLVED 2017/001**

That the ongoing successes of the Statutory and Voluntary Quality Bus Partnership schemes in delivering public transport improvements be noted.

## **CONCESSIONARY FARE SCHEME: EXTENSION OF THE SCHEME TO INCLUDE S19 MINIBUS SERVICES**

### **RESOLVED 2017/002**

1. That the progress of the easylink and Ring and Ride services be noted.
2. That the renewal of grant funding for 2017/18 for Nottingham Community Transport and Our Centre be approved whilst a new Concessionary Scheme is formed.
3. That the extension of the Concessionary Fare scheme to include S19 operated Minibuses services, offering disabled residents a discount on travel from 2018 for a two year pilot, be approved.

## **CONSULTATION ON THE IMPLEMENTATION OF CLEAN AIR ZONES IN ENGLAND**

### **RESOLVED 2017/003**

That the contents of the report be noted.

## **SECTION 19 REPORTS – FLOODING IN CROPWELL BUTLER, THURGARTON, MANSFIELD AND GOTHAM**

### **RESOLVED 2017/004**

That the information contained in the Section 19 reports, Appendices A, B, C and D, be noted.

## **CCTV ENFORCEMENT CAR UPDATE REPORT (MARCH-NOVEMBER 2016)**

### **RESOLVED 2017/005**

That the contents of the report be noted.



## **RIGHTS OF WAY MANAGEMENT PLAN FOR NOTTINGHAMSHIRE**

### **RESOLVED 2017/006**

1. That the commencement of an eight week public consultation on Nottinghamshire's draft Rights of Way Management Plan (ROWMP) be approved
2. That the revised Plan be presented to a future meeting of the Transport and Highways Committee with final approval by the Policy Committee.

## **RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL**

### **RESOLVED 2017/007**

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

## **WORK PROGRAMME**

### **RESOLVED 2017/008**

That the Work Programme be noted.

The meeting closed at 11.44am

**CHAIRMAN**



**9<sup>th</sup> February 2017****Agenda Item: 4****REPORT OF CORPORATE DIRECTOR OF PLACE DEPARTMENT****PERSONAL TRAVEL PLANNING****Purpose of the Report**

1. The purpose of this report is to update Committee on the personal travel planning undertaken in the county; and the outcome of the Access Fund Bids for funding for personal travel planning work.

**Information and Advice****Perception survey results**

2. The County Council undertakes periodic surveys with the public and local businesses to determine what they think should be the Council's transport priorities. These surveys are then used to help inform transport strategy, as well as the programmes of work funded to deliver that strategy. The most recent surveys were undertaken in 2015 in the Nottingham urban area (as part of the Big Idea Survey); and in 2016 in the North Nottinghamshire area.
3. The surveys undertaken with a sample of county residents (approx. 3,300) were carried out 'face to face' in the district/town centres and in Nottingham City Centre; whilst the surveys undertaken with a sample of local businesses from each of the districts (approx. 300 in total) were carried out on the telephone. The surveys include a number of questions about how people currently travel, how they would like to travel in the future, and which out of the following are their first, second and third transport priorities:
  - Improving cycling and walking routes
  - Improving the safety of our roads
  - Improving the information on local transport options
  - Maintaining a good quality road network
  - Making it easy for people to get around using a range of transport modes
  - Making journey times more reliable by all means of transport
  - Reducing air pollution caused by local traffic
  - Reducing traffic congestion on our roads
  - Staying healthy through physical activity.
4. The tables in appendix 1 detail what the residents in each of the seven districts and the Nottinghamshire local businesses which took part in the surveys considered to be their transport priorities. Reducing traffic congestion was the highest priority for residents in each

of the districts. Similarly, reducing traffic congestion was the highest priority for Nottinghamshire businesses. These results are consistent with surveys undertaken in 2010 as part of the development of the third Local Transport Plan.

5. As both the local residents and businesses consider reducing congestion the highest priority, and because such measures help deliver a number of national, regional and Nottinghamshire objectives relating to the economy, health and the environment, a programme of measures is developed through the integrated transport programme to address congestion and its impacts on local communities. These measures include:
  - cycling and walking infrastructure improvements to enable people to make short journeys on foot or bicycle instead of by car (e.g. new crossings, footways and cycleways)
  - passenger transport infrastructure improvements to encourage people to make longer distance journeys by bus, train and tram (e.g. bus stop improvements to help people use buses and bus priority measures to make journey times more reliable)
  - junction capacity improvements (e.g. traffic signal upgrades) to help ensure we make the best use of our existing highway infrastructure
  - targeted personal travel planning to encourage more people to make more journeys on foot, bicycle and/or passenger transport where they are able to do so.

## Personal travel planning

6. Personal travel planning (PTP) is a long established behavioural change mechanism of a coordinated programme of measures to help address congestion and increase healthy, active lifestyles. It has been undertaken across the UK since the late 1990s; when Nottinghamshire County Council was a pioneer local authority in the delivery of PTP with a national reputation. It involves direct contact with individuals, offering information, help, incentives and motivation to enable them to change their travel choices.
7. In addition to small-scale PTP projects undertaken across the UK (predominantly funded through the integrated transport block or developer contributions), the Department for Transport (DfT) has funded large-scale programmes of PTP through the 'Sustainable Travel Towns' and 'Local Sustainable Transport Fund' initiatives.
8. Much research has been undertaken on PTP, including by the DfT, and evaluation of the many schemes undertaken in the UK show consistent results. The DfT published report 'Making Personal Travel Planning Work' states that *"Within the UK, PTP has been reported to reduce car driver trips by 11% (amongst the targeted population) and reduce the distance travelled by car by 12%. In terms of mode share, this represents a decrease in car driver trips of 4 percentage points, with walking the main beneficiary, having, on average, a reported increase of 3 percentage points. Follow-on benefits from these impacts can be expected in terms of wider community benefits, including the improved health of participants, a greater propensity to use local services, and improved local air quality"*. The limited evidence that exists concerning the long-term impacts of PTP campaigns suggests that changed travel behaviour is sustained in the immediate years following the PTP (up to five years afterwards).
9. The evidence on the cost-effectiveness of PTP, which draws upon experience both in the UK and more extensively overseas, shows that the cost-benefit ratio for PTP is much higher than for many other transport schemes (such as infrastructure schemes). According to DfT

research PTP “typically reports positive cost–benefit figures in the order of 1:30 over a 10-year period”. The research also found that the “cost-effectiveness of PTP is improved as the scale of implementation is increased”.

10. Although the County Council was unsuccessful in obtaining Local Sustainable Transport Fund funding for travel planning work, in 2013 the County Council funded a trial of PTP in Mansfield Woodhouse, Sutton in Ashfield and Worksop. The purpose of the trial was to see if PTP delivered in these areas would provide similar results to those elsewhere in the UK, as this would help deliver residents’ and businesses’ transport priorities as well as national and Nottinghamshire strategic priorities relating to the economy, environment and health. Following the successful outcome of the trial (as detailed in paragraph 19 below) further PTP has been undertaken in Daybrook in 2014; and Beeston and Compton Acres in 2016.

### **Personal travel planning delivery process**

11. The delivery of personal travel planning is not appropriate at all locations. It has been found to be more successful in locations where there are existing walking, cycling and passenger transport facilities and where local services can be accessed by such facilities (i.e. where it supports capital infrastructure investment in a broad range of transport projects). It is also important to target areas where there is a high level of car use for short journeys; and where there may be other factors that may encourage people to change their travel behaviour (e.g. health issues, local congestion issues).
12. The first step in the delivery process is therefore identifying appropriate areas where the travel planning will be delivered. This is carried out based on the factors detailed in the paragraph above but also considers factors such as health statistics for local residents, and importantly how the work will give added value to other programmes of work (e.g. infrastructure improvements, regeneration of town centres, health programmes etc.).
13. The PTP undertaken in Nottinghamshire to date has therefore not been undertaken in isolation and is undertaken as part of a coordinated programme of works aimed at addressing specific issues. For example the PTP undertaken in:
  - Mansfield Woodhouse, Sutton-in-Ashfield, and Worksop was undertaken to help deliver health improvements (each of these areas suffers from higher than average obesity/lower than average levels of physical activity), address congestion hotspots and support planned transport infrastructure schemes
  - Daybrook was undertaken to help deliver air quality improvements within the air quality management area and were co-ordinated with workplace travel planning and traffic management improvements
  - Beeston/Chilwell and Compton Acres was undertaken to help promote the take-up of the newly opened tram lines to Beeston and Clifton.
14. The Council also recognises that personal travel planning is also not appropriate for everyone (e.g. some people need to use their car for work at all times so are unable to travel to work by other means); and also that some people may simply not want to change their travel behaviour. Therefore the personal travel planning process enables those invited to take part to decline if they are unable to, or do not want to, take part.

15. The programmes of work undertaken across the UK have enabled effective PTP delivery mechanisms to be developed based on the most successful schemes. The County Council therefore worked with AECOM, the County Council's highways delivery partner, to develop and deliver a programme of PTP in the county. The PTP delivery model in Nottinghamshire is based on the DfT's best practice guidance 'Making Personal Travel Planning Work' and tailored to fit within the budget and timescale constraints of the project. AECOM has successfully delivered PTP in a number of highways authorities (e.g. Warrington, Wigan, and Milton Keynes); whilst this PTP delivery model has been successfully delivered by AECOM in nearby Leicester City and Leicestershire County councils.

16. The delivery phase of the project consists of three stages:

Stage 1: Introductory postcard

- An introductory postcard is sent to all of the households in the target area (the number of households targeted depends on the funding available for the project), introducing the programme to the householder and letting them know that a travel advisor will be visiting them in the near future. This postcard also advises households how they can opt out of the project should they wish to do so. Alongside this, the County Council issues a press release to raise the profile of the project.

Very few households opt out of the project on receipt of the postcard. For example, during the most recent PTP undertaken in the Beeston/Chilwell and Compton Acres areas only 101 (2%) of the 4,053 households sent postcards opted out of the project at this stage.

Stage 2: Travel advisor visit

- Travel advisors visit the selected households (that have not chosen to opt out of the project) on a weekday or a Saturday. If the householder is available when the travel advisor visits them, they can either decline to take part in the project, participate fully in the project, or engage only in the bits of the project they would like to (e.g. request travel information but not complete the travel survey). If the householder is not available they are visited one more time in an attempt to complete this stage of the process.

A high percentage of households who are available when the travel advisor visits them opt to take part in the PTP. For example, during the most recent PTP undertaken in the Beeston/Chilwell and Compton Acres areas eight out of ten households who were available when the travel advisor visited took part in the PTP.

Stage 3: Travel advice/information pack

- If the householder is available when the travel advisor visits them, and they wish to take part in the project, the travel advisors will discuss the various travel options with the householder and give them a travel information pack as part of the conversation. Where a household does not answer the door on either the first or second visit, a travel information pack is posted through the letterbox on the second visit.
- The travel information packs provide a variety of walking, cycling and passenger transport information specific to the project area, including:
  - details about relevant bus, rail, and NET routes and timetables
  - ticketing options (e.g. smartcard ticketing and weekly, monthly, annual ticketing). The packs also include a discounted passenger transport voucher (subsidised by

the relevant passenger transport operator in the area) which can be redeemed on the local bus or tram

- details on local cycle routes, cycle parking, cycle training/maintenance and cycling safety
- details on leisure walking and cycling such as the nearby Rights of Way network or trails, as well as details on programmes of organised leisure walks and rides
- details on the countywide car share scheme
- information on fuel-efficient driving.

17. The final step of the process is an independent (i.e. not by the County Council or AECOM) evaluation of the delivery and outcomes of each programme of PTP to determine if the PTP undertaken has delivered changes in travel behaviour, and also whether the delivery model can be refined and improved upon.

### **Outcomes of the personalised travel planning undertaken in Nottinghamshire**

18. Since 2013 the County Council has delivered PTP to:

- 2,707 households in Mansfield Woodhouse, Sutton-in-Ashfield and Worksop in 2013 (workplace travel planning was also undertaken at the same time at nearby business parks in each of these towns)
- 820 households along the A60 in Arnold/Daybrook in 2014 to help address local air quality issues (workplace travel planning was also undertaken at the same time at nearby businesses) 820 households
- 1,395 households within 500m of the new Nottingham Express Transit (NET) routes in Beeston/Chilwell and Compton Acres in 2016 to help promote patronage on the NET (with a further 1,956 households sent travel information packs).

19. Results from households contacted as part of each of these programmes of PTP are detailed below:

- Mansfield Woodhouse, Sutton-in-Ashfield and Worksop
  - Car (as driver) journeys to work decreased by 18% (from 68% to 50%)
  - Car sharing journeys to work increased by 6% (from 7% to 13%)
  - Bus journeys to work increased by 7% (from 6% to 13%)
  - Walking journeys to work increased by 2% (from 11% to 13%)
  - Cycling journeys to work increased by 3% (from 2% to 5%)
  - Train journeys to work increased by 1% (from 1% to 2%).
- Daybrook
  - Car (as driver) journeys to work decreased by 15% (from 60% to 45%)
  - Car sharing journeys to work increased by 2% (from 5% to 7%)
  - Bus journeys to work remained the same (17%)
  - Walking journeys to work increased by 9% (from 11% to 20%)
  - Cycling journeys to work increased by 2% (from 3% to 5%).
- Beeston/Chilwell and Compton Acres
  - Car (as driver) journeys to work decreased by 5% (from 55% to 50%)
  - Car sharing journeys to work increased by 4% (from 4% to 8%)
  - Bus journeys to work decreased by 4% (from 7% to 3%)
  - Tram journeys to work remained the same (13%) although tram journeys for shopping trips increased by 9% (from 5% to 14%)



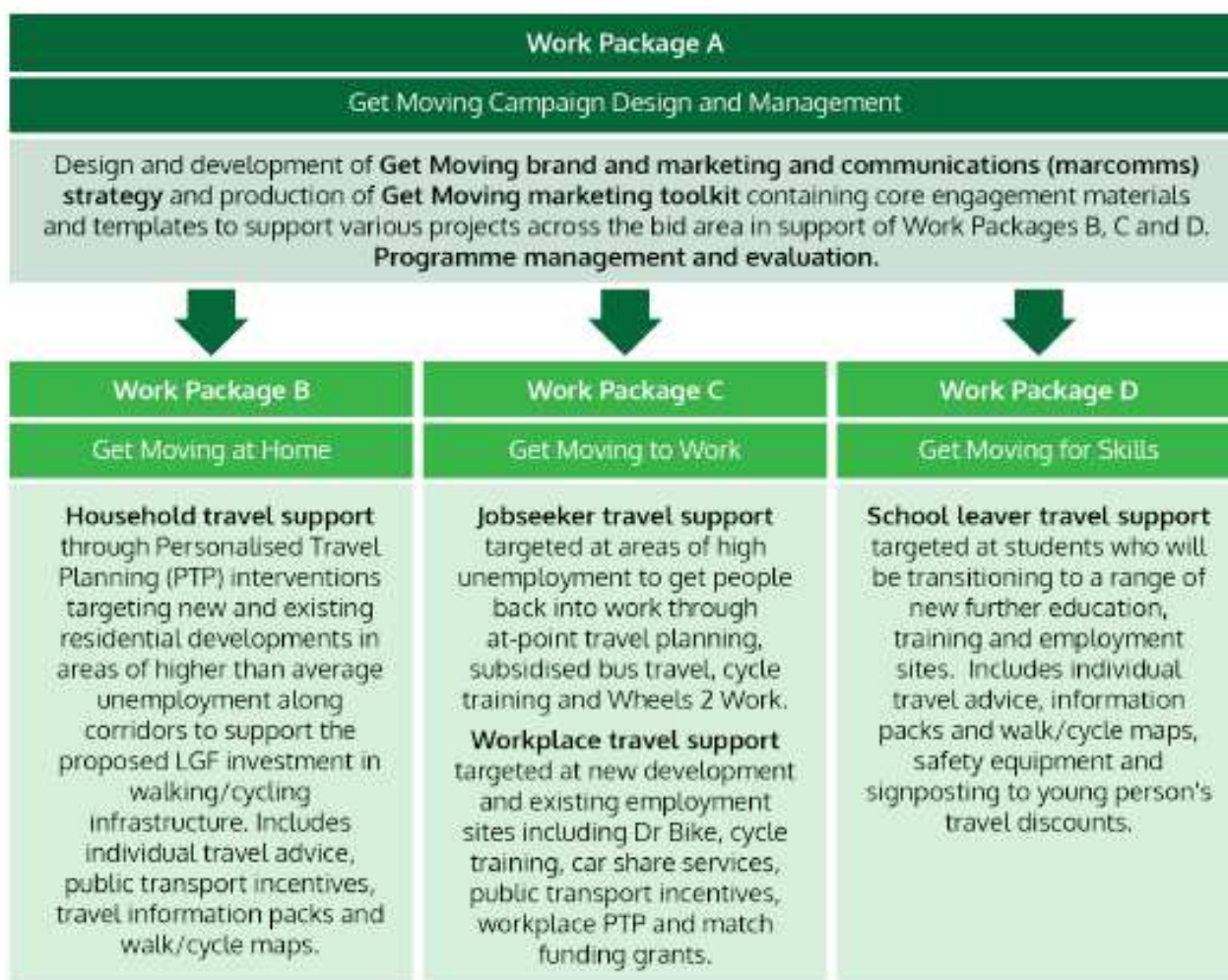
- Walking journeys to work decreased by 3% (from 11% to 8%)
- Cycling journeys to work increased by 4% (from 6% to 10%).

20. Whilst PTP has been successful in reducing the number of car journeys driven to work in each of the areas where it has been undertaken, it was much more successful in the Mansfield Woodhouse/Sutton-in-Ashfield/Worksop and Daybrook areas (18% and 15% reduction in car journeys to work respectively) when compared to the Beeston/Chilwell and Compton Acres areas (5% reduction in car journeys to work).
21. The households targeted for PTP undertaken in the Mansfield Woodhouse, Sutton-in-Ashfield, Worksop and Daybrook areas were selected using a number of key factors relating to high car use for short trips, local congestion hotspots, health, and other issues (as detailed in paragraphs 11 and 12 above). As the PTP undertaken in Beeston/Chilwell and Compton Acres was to primarily promote the new NET lines, the households targeted for PTP undertaken in Beeston/Chilwell and Compton Acres, however, were solely selected based on their proximity to one type of new facility (i.e. households located within 500m of the new tram lines rather than all of the other data/factors detailed above).
22. It would therefore appear that PTP where households are targeted using a variety of factors (as detailed in paragraphs 11 and 12 above) delivers more successful results than targeting households solely on their proximity to new infrastructure. To ensure the best value for money from future PTP programmes of work it is therefore important that any future PTP work undertaken by the County Council is targeted effectively using the factors detailed in paragraphs 11 and 12 above, rather than solely their proximity to new infrastructure.

### **Access Fund Bids 2017/18 to 2019/20**

23. As detailed in the 20<sup>th</sup> October 2016 'Access Fund 2017-2020 funding bids' Transport & Highways Committee report, the County Council bid to the DfT for Access Fund revenue funding to fund future travel planning work. The bids are for funding to undertake coordinated large-scale personal travel planning work in Mansfield and Newark on Trent to support the planned housing/employment growth and the recent/planned Local Growth Fund infrastructure improvements in these areas; and in Daybrook and West Bridgford to help address air quality issues.
24. On 26<sup>th</sup> January 2017 the DfT announced that both of these bids have been successful and the funding for the proposed travel planning work will be available in 2018/19 and 2019/20. The Council has secured the following funding from the DfT:
- £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school leavers in Mansfield and Newark on Trent (as detailed in the diagram below)
  - £150,000 to undertake personalised travel planning with residents in Daybrook and West Bridgford to further address air quality issues in these two areas.
25. The small-scale targeted PTP programmes delivered in the county to date (and the successful results of these programmes) were used as evidence of the effective delivery of PTP programmes in the county in both of the Access Fund bids. The Access Fund revenue funding will, however, help deliver PTP programmes in these four areas on a much larger and co-ordinated scale.





## Other Options Considered

26. The alternative options are to not undertake PTP, or to undertake it in a different way. The option to not undertake any PTP was rejected due to its proven success nationally and locally in delivering strategic objectives related to the economy, the environment and health, as well as its good value for money. Alternative methods of PTP delivery were considered as part of the development of the PTP programmes and the current method is based on best practice and refined by local experience.

## Reason/s for Recommendation/s

27. To make all members of Transport & Highways Committee aware of the DfT support for personalised travel planning, and consequently the central Government funding available for such work, the personalised travel planning undertaken in the county, the reasons why it is undertaken, and the outcomes from its delivery.

## **Statutory and Policy Implications**

28. 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**

- 1) It is recommended that Committee:  
Note the content of this report.

**Adrian Smith - Corporate Director Place Department**

**For any enquiries about this report please contact:**  
Sean Parks – Local Transport Plan manager

## **Constitutional Comments (SJE 27/01/2017)**

29. As this report is only for noting by Committee, Constitutional Comments are not required.

## **Financial Comments (GB 27/01/2017)**

30. There are no financial implications arising directly from this report.

## **Background Papers and Published Documents**

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- 'Making Personal Travel Planning Work – Research Report', Department for Transport December 2007
- 'Making Personal Travel Planning Work – Practitioners' Guide', Department for Transport November 2008

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

- All

## Appendix 1 – Residents and local businesses transport priorities

Table A – Residents' transport priorities

District	1 <sup>st</sup> priority	2 <sup>nd</sup> priority	3 <sup>rd</sup> priority
<b>Ashfield</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining a good quality road network</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>
<b>Bassetlaw</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining a good quality road network</li> </ul>	<ul style="list-style-type: none"> <li>Improving walking and cycling routes</li> </ul>
<b>Broxtowe</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Making journey times more reliable by all means of transport</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads; and</li> <li>Maintaining a good quality road network</li> </ul>
<b>Gedling</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Making it easy for people to get around using a range of transport modes</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>
<b>Mansfield</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining a good quality road network</li> </ul>
<b>Newark &amp; Sherwood</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Improving walking and cycling routes</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>
<b>Rushcliffe</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Making it easy for people to get around using a range of transport modes</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>

Table B – Local businesses' transport priorities

	1 <sup>st</sup> priority	2 <sup>nd</sup> priority	3 <sup>rd</sup> priority
<b>Whole county</b>	<ul style="list-style-type: none"> <li>Reducing traffic congestion on our roads</li> </ul>	<ul style="list-style-type: none"> <li>Improving the safety of our roads</li> </ul>	<ul style="list-style-type: none"> <li>Maintaining a good quality road network</li> </ul>



**9<sup>th</sup> February 2017****Agenda Item: 5****REPORT OF CORPORATE DIRECTOR, PLACE**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (MUSTERS RD, MELTON RD, DEVONSHIRE RD, MANVERS RD, GORDON RD, EXCHANGE RD AND ETHEL ROAD, WEST BRIDGFORD) (20 MPH SPEED LIMIT) ORDER 2017 (8257) AND THE NOTTINGHAMSHIRE COUNTY COUNCIL (A606 MELTON ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2017 (8256)**

**CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Orders and whether they should be made as advertised with amendments as detailed in the recommendation.

**Information and Advice**

2. West Bridgford is located within the greater Nottingham conurbation and as such links well with pedestrian and cycle routes to destinations such as Nottingham City Centre, railway station and university areas. At the Transport and Highways Committee (THC) meeting on 17<sup>th</sup> November 2016 a report was presented which provided information on the proposal for a network of cycling routes in the West Bridgford area. The routes are intended to deliver coherent, joined-up north-south, east-west and orbital cycle routes to improve cycling access to jobs, training (including schools) and other services in the town, as well as in nearby Nottingham City. Funding for the delivery of the project has been secured from the Local Enterprise Partnership (LEP) through an allocation of money specifically available to support cycle network development. Other external funding sources (such as Section 106 and Section 278 developer contributions for cycling improvements) and integrated transport block funds provided the necessary match to secure the LEP finance.
3. The strategic cycle network is designed to improve access to jobs, local shops, schools and other local services to help cater for increased demand for cycling facilities for local residents, and encourage more people to cycle more often. Encouraging more cycling is an important element in delivering national and local aims to address local congestion, air quality and health issues. In addition to help address local congestion issues the proposed cycle network has been designed so that it does not reduce the number of traffic lanes available to cars.

4. Measures and type of schemes that will be delivered to make up the strategic cycle network across the County are included in the Cycling Strategy Delivery Plan for Nottinghamshire that was approved at the THC meeting on 11<sup>th</sup> February 2016, these include:
  - On-road cycle lanes;
  - Shared-use facilities on the footway where there is sufficient width to accommodate cyclists and pedestrians;
  - Signed-only routes;
  - Off-road routes;
  - Introduction of 20mph speed limits along cycle routes where it is not possible to introduce any formal cycling facilities.
5. The proposed cycle route network in West Bridgford was developed following an extensive consultation exercise which included mail-shots, four public events and on-line information, undertaken in July and August 2016. Approximately 200 people attended the events and 238 written responses were received, details were included in the approved THC report which endorsed 5 proposed routes comprising approximately 17 miles, drawing CLH-SP-16-001/201 represents the routes previously agreed. Of those who responded:
  - All but 7% lived in West Bridgford; with 61% living on one of the proposed routes;
  - Almost a fifth do not currently cycle;
  - Almost 50% of cycling undertaken was wholly in West Bridgford;
  - Almost 90% support the delivery of improved cycling facilities in West Bridgford.
6. In order to support the delivery of the five routes that will collectively form the West Bridgford cycle network traffic orders are proposed along Routes 1 and 5. The statutory consultation and public advertisement of proposals was undertaken from 19<sup>th</sup> December 2016 to 21<sup>st</sup> January 2017. This included hand delivering documents to properties fronting the proposals, notices installed on lighting columns in the area and document packages placed at West Bridgford Library and County Hall. Drawings H/TRO/8257/001 Rev A (proposed 20 mph limits) and H/TRO/8256/001, 002, 003 and 004 (proposed 'No Waiting At Any Time') represent the advertised proposals that have been amended taking into account comments and objections received.

## **Comments Received - Speed Limit**

7. Traffic Order 8257 relates to the introduction of a mandatory 20mph speed limit on a number of roads in West Bridgford, a total of twenty-one responses were received to these proposals. Nine responses supported the proposals this included cycling group Pedals and West Bridgford Methodist Church, three responses were comments only, one query from the media and eight responses are considered outstanding objections to the speed limit proposals.
8. General comments from all respondents included views that the proposals are not enough to make the road safe at key times of the day (peak times), the proposals should be extended onto nearby and adjacent streets, include redesign of key junctions, take into account existing street furniture and avoid the proliferation of signs, the effectiveness should be monitored and that extra measures be taken to enforce the speed limits if required. Specific comments were made regarding Devonshire Road as it is considered that this road is used as a key local route which it is suggested is likely to take more through traffic due to nearby developments including Rushcliffe Arena. The local resident suggested that a partial



one-way or closure of the road to through traffic might be options to consider and also requested additional parking restrictions on the junctions at either end.

9. Eight responses are considered as outstanding objections, issues raised include:
- The 20mph speed limit won't have desired effect, comments received that the area-wide speed limits introduced during 2015 in Lady Bay and area between Davies Road and Radcliffe Road have not made any difference to speed;
  - Mandatory 20 mph speed limit should extend to any residential road in the area and that the current approach is piece meal;
  - There is currently excessive speed on some of the roads, particularly on Musters Road;
  - Suggests speed cushions or speed cameras are installed to prevent people travelling at excessive speed or cameras.
10. One of the objections received was from Nottinghamshire Police who have raised an objection to the proposals to introduce a mandatory 20 mph limit along Musters Road, Gordon Road and Melton Road. This is on the grounds that these are considered to be key local distributor routes which are wide and relatively straight. The consequence being that in the view of the Police the introduction of limits at such locations which are signed only will not result in a reduction of traffic speeds. The Police have been clear in their response that enforcement action on these routes would not take place. The Police do not have objections to the mandatory 20 mph limits proposed on residential streets.

## **Response – Speed Limit**

11. The aim of the proposed lower speed limits is to improve the environment for vulnerable road users such as cyclists and pedestrians. This approach is consistent with guidance contained in the Local Transport Note (LTN) 2/08 and Manual for Streets 2 which are documents that are used to assist in the design of cycle friendly infrastructure. The proposals are concentrated along roads that form part of routes 1 and 5 previously approved at Transport and Highways Committee.
12. At present there are two areas with mandatory 20 mph speed limits in West Bridgford. The first is the area bounded by Radcliffe Road, Davies Road and Albert Road initially introduced as an advisory limit in 2012. The second is the Lady Bay area which forms part of a "Home Zone" which included an advisory 20mph speed limit when introduced around 2000/01. The aim of the Home Zone was to improve the quality of life in residential areas, encourage lower traffic speeds, offer informal priority to pedestrians and provide an emphasis around a visual change of environment through the inclusion of traffic calming, seating and other street furniture.
13. In November 2015 at Transport and Highways Committee the two area wide advisory 20mph limits were made mandatory following the consideration of objections received to that proposal. It is not proposed to extend these zones, rather it is intended to target key routes that are a part of the cycle strategy. Further changes to the area-wide 20mph or the introduction of additional 20mph speed limits may be considered in the future depending upon the outcome of ongoing monitoring and also subject to the statutory consultation procedure.

14. In response to the objection from Nottinghamshire Police it is proposed that advisory, as opposed to mandatory 20mph limits be introduced along the lengths of road subject to the objection. This will retain the integrity of the intention to create a coherent North - South cycle route and allow for monitoring to take place such that the introduction of a mandatory limit may be reconsidered in the future on the basis of greater evidence. The Police do not have objections to an advisory 20mph speed limit on the A606 Melton Road, Musters Road and Gordon Road or the mandatory limits on the residential streets. The amendments are shown on drawing H/TRO/8257/001 Rev A.

## **Comments Received – No Waiting At Any Time Restrictions**

15. Traffic Order 8256 relates to the introduction of 'No Waiting At Any Time' restrictions along part of Melton Road for a length of over 1,800 metres between Carnarvon Road and Village Street, the proposals also include junction protection for a distance of 10 metres on each side road joining Melton Road along this section where there are no restrictions currently.
16. Seventeen responses were received to the proposed 'No Waiting At Any Time' restrictions. One response from Pedals was in support, the remaining sixteen which includes two from two organisations are considered as outstanding objections. Issues raised from local residents that are specific to the proposed TRO as opposed to the principle of a cycle network include:
- The parking restrictions would displace vehicles onto adjacent streets where there is limited parking available;
  - The 'No Waiting At Any Time' restrictions are overly restrictive and would be an inconvenience to local residents as trades people, health professionals and visitors will not be able to park near the properties;
  - The restriction will cause issues with visitor parking to properties including that associated with childcare provision and picking up / dropping off elderly relatives. It was suggested that proposals are less restrictive allowing parking overnight and at weekends;
  - The restrictions will make access to local shops more difficult;
  - Comments that there is minimal parking along this route and even then it is limited to certain times of the day, considers that there are other roads in the areas that would benefit from parking restrictions.
17. Objections were received from Westdale Care Homes from the Chair of the management committee for Westdale Quaker Housing Association. At the Care Home there are currently 22 residents over the two properties at 127 and 129 Melton Road, there are regular visitors who take residents out thereby requiring easy access. There are also visiting GP's, Emergency Ambulance and others who require access.
18. The Care Home host fund raising events and have limited on-site parking and use these events to supplement income as they are a non-profit making, charitable organisation. The site has numerous and varied visitors; the care home manager has concerns that visits may be discouraged if on street parking is lost. In addition, the objectors refer to shopping and medication deliveries that use the road if the car park is full. There are also regular maintenance workers that need close vehicle access. The objectors are concerned that the restrictions will displace parking and puts other users above the needs of residents and businesses along the route.



19. An objection has been received from Grosvenor House Day Nursery, the building located just South of Boundary Road on the inbound side of Melton Road which has operated as both a school and nursery for over 60 years and the road outside has been used for parking / dropping off. The objection contains information relating to numbers of parents whom rely on waiting outside the premise to drop off and pick up children, typically during January this averages 80 manoeuvres in the morning peak and a similar amount during the evening peak. It is also stated that staff at the nursery will be forced to park on adjacent residential streets where parking is already at a premium. There is currently off street parking at the nursery which is able to accommodate eight vehicles. The Director of the nursery has suggested that the waiting restrictions and cycle route are terminated on the approach to the nursery and resumed beyond it.

## **Response – No Waiting At Any Time Restrictions**

20. The proposal to introduce a no waiting at any time restriction along part of Melton Road is intended to create a dedicated delineated inbound and outbound route for cyclists that as far as possible is free from parked vehicles. It is intended that both the inbound and outbound route will be delineated visually from live traffic with the use of road markings and signage to indicate that it is an advisory cycle lane. This represents a commitment to provide a high quality route that supports existing cyclists and will also serve to encourage others to consider cycling.
21. As part of the installation of an advisory cycle lane design guidelines recommend that waiting and / or loading restrictions are implemented to cover times the lane is used. Proposals include double yellow lines that prohibit waiting at all times, though it is not proposed to implement loading restrictions to maintain a degree of flexibility for local residents and businesses. This means that, where it is safe to do so, a short period is permitted to carry out loading operations within a no waiting at any time restriction therefore residents can continue to have legitimate deliveries to properties made, as is the case now.
22. It is not intended to alter the waiting restrictions or the configuration of spaces adjacent to the shopping area along Melton Road and it is not considered that the restrictions proposed further along Melton Road will have any adverse impact upon the shops or the viability of the area.
23. Westdale Care Home is located on the A606 Melton Road close to Burleigh Road and Exeter Road. These side roads do not have any parking restrictions (apart from the proposed double yellow lines around the junctions) and provide nearby alternative parking provision for visitors. Limited loading and unloading is permitted within the proposed restrictions that should accommodate deliveries should space not be available within the site.
24. Further discussions have been held with Westdale Care Home to understand the needs of the business, in light of comments received and taking into account comments and objections from local residents it is proposed that restrictions along sections of Melton Road are changed to 'No Waiting Monday to Friday between 7am and 7pm) as shown on drawings H/TRO/8256/002, 003 and 004. The alterations will provide on-street parking provisions at a number of locations along Melton Road including:
- On the inbound side of Melton Road between Devonshire Road and Exeter Road;

- On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
  - On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
25. It is acknowledged that the proposed restrictions may alter current parking behaviours and it is considered that there are alternatives available for residents and visitors on adjacent streets if wishing to park for a period of time. However, where it is recommended that the proposed restrictions are changed it should provide greater opportunity and on-street parking provision in the evening and weekends when traffic demand is lower. Given the concern expressed by representatives of the care home it is intended to monitor parking activity in the area following the proposed alterations and review after six months to consider whether any changes are required. This is a compromise on the overall cycling strategy, but considered appropriate taking into account a balanced approach and responses received.
26. There are currently no specific parking restrictions on the public highway outside Grosvenor House Day Nursery and it is clear that this facility is valuable to the nursery to allow parents to have unrestricted access to drop off and pick up children, excepting where there are 'Keep Clear Markings' a bus stop clearway and 'No Waiting At Any Time' restrictions on the approach to the junction with Boundary Road.
27. Following further discussions with the Day Nursery it is recommended that a bay providing Limited Waiting for 20 minutes is provided on Melton Road between Grange Road and the existing Keep Clear Markings. It is proposed that this would be in operation Monday to Friday between 7am and 7pm. Outside of these hours restrictions will be in place to prevent overnight and weekend parking to ensure a continuous and clear cycle route along this section of Melton Road. The limited waiting bay would provide additional short-term parking provision for up to 7 vehicles that would mainly be in use during drop off and pick up times. This extra capacity should assist the Day Nursery and help minimise displaced parking onto nearby roads such as Grange Road and Endsleigh Gardens. The Day Nursery are supportive of this revision and have withdrawn their objection.
28. Broader comments received relate to the principle of the introduction of cycle networks, including questioning if there was sufficient activity to support their introduction, that the route needs to be designed to be clear and useable and not introduced piecemeal as it is suggested has been the case in the past.
29. Surveys undertaken during October 2016 showed 230 cyclists using Melton Road over a 9-hour period, a Summer factor can be applied to this which raises the count to over 300 cyclists in the same period. There is also considered to be significant latent demand particularly from the anticipated Sharphill Woods development which will benefit directly from the proposed link.
30. It is considered that the proposed restrictions will support the County Council in achieving its aims and objectives set-out in the Cycling Strategy Delivery Plan to deliver a prioritised high quality, joined up, safe and well-connected cycle network.

## **Other Options Considered**

31. Other options considered relate to the extents of the proposed 20mph limits, which could have been either lesser or greater and not implementing a mandatory lower limit. In response to comments received the recommendation has been amended to change the proposed mandatory 20mph speed limit to advisory on the main through routes.
32. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The proposals link to wider cycling strategy for the area and in recognition of the demand for on-street parking from local residents and businesses the recommendation has been modified to provide sections of on-street parking provision in the evening and weekends.

## **Comments from Local Members**

33. Local County Councillors Steve Calvert and Liz Plant have been involved in the development of the proposals and support the revisions detailed in the recommendation.

## **Reasons for Recommendations**

34. The proposals are considered appropriate taking into account a balanced view of the needs of all road users and link with the Council's objectives to deliver a well-connected cycle network. It is proposed that the route once established is monitored in respect of altered cycle activity and parking patterns in the area.

## **Statutory and Policy Implications**

35. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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.

## **Financial Implications**

36. The total current cost of delivering the entire West Bridgford Cycle Network is estimated to be £1.030m of which £685,000 has been secured from the LEP, local contribution from NCC using Local Transport Plan funds is £250,000 and £95,000 of developer contributions. The cost of the works and implementation of the traffic order considered in this report are estimated to be in the region of £30,000 which is included in the overall scheme estimates.

## **Crime and Disorder Implications**

37. Nottinghamshire Police raised no comments to TRO8256 (No Waiting At Any Time) restrictions, but have objected with regards to the introduction of some mandatory 20mph speed limits as described in this report.

## Public Sector Equality Duty Implications

38. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore, the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.
39. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

## RECOMMENDATION/S

### It is recommended that:

- 1) The Nottinghamshire County Council (Devonshire Rd, Manvers Rd, Gordon Rd, Exchange Rd and Ethel Road, West Bridgford) (20 mph Speed Limit) Order 2017 (8257) is made as advertised and that the objectors be informed accordingly with the following amendment:
  - Remove proposed mandatory 20mph speed limit on A606 Melton Road, Musters Road and Gordon Road from Order 8257;
  - An advisory 20 mph limit is placed upon Melton Road, Musters Road and Gordon Road to the extent as advertised as part of the consultation process. The revised proposal is shown on the attached drawing H/TRO/8257/001 Rev A.
- 2) The Nottinghamshire County Council (A606 Melton Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2017 (8256) is made as advertised subject to the following amendment and that the objectors be informed accordingly:
  - Amend the 'No Waiting At Any Time' restrictions to 'No Waiting Monday to Friday, 7am – 7pm' along the following sections of Melton Road:
    - On the inbound side of Melton Road between Devonshire Road and Exeter Road;
    - On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
    - On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
  - Amend the 'No Waiting At Any Time' restrictions on Melton Road between Grange Road and existing 'Keep Clear Markings' to Limited Waiting (20 minute limit, Monday to Friday 7am – 7pm) and 'No Waiting Monday to Friday, 7pm – 7am and all day Saturday and Sunday'.

The revised proposals are shown on the attached drawings H/TRO/8256/001, 002, 003 and 004.

**Adrian Smith**  
**Corporate Director (Place)**

**Name and Title of Report Author**  
Mike Barnett - Team Manager (Major Projects and Improvements)

## **Constitutional Comments (SJE – 27/01/2017)**

40. This decision falls within the Terms of Reference of the Transport and Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and road safety has been delegated.

## **Financial Comments (GB 27/01/2017)**

41. The financial implications are set out in paragraph 36 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. Specific papers include:

Equality Impact Assessment – Consideration of Objections for Traffic Order 8256, West Bridgford

Transport and Highways Committee Report - West Bridgford Strategic Cycle Network (Agenda Item 5, 17<sup>th</sup> November 2016)

Transport and Highways Committee Report – Nottinghamshire Cycling Strategy Delivery Plan (Agenda Item 6, 11<sup>th</sup> February 2016)

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

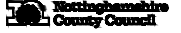
West Bridgford Central and South  
West Bridgford Central and South

Councillor Steve Calvert  
Councillor Liz Plant



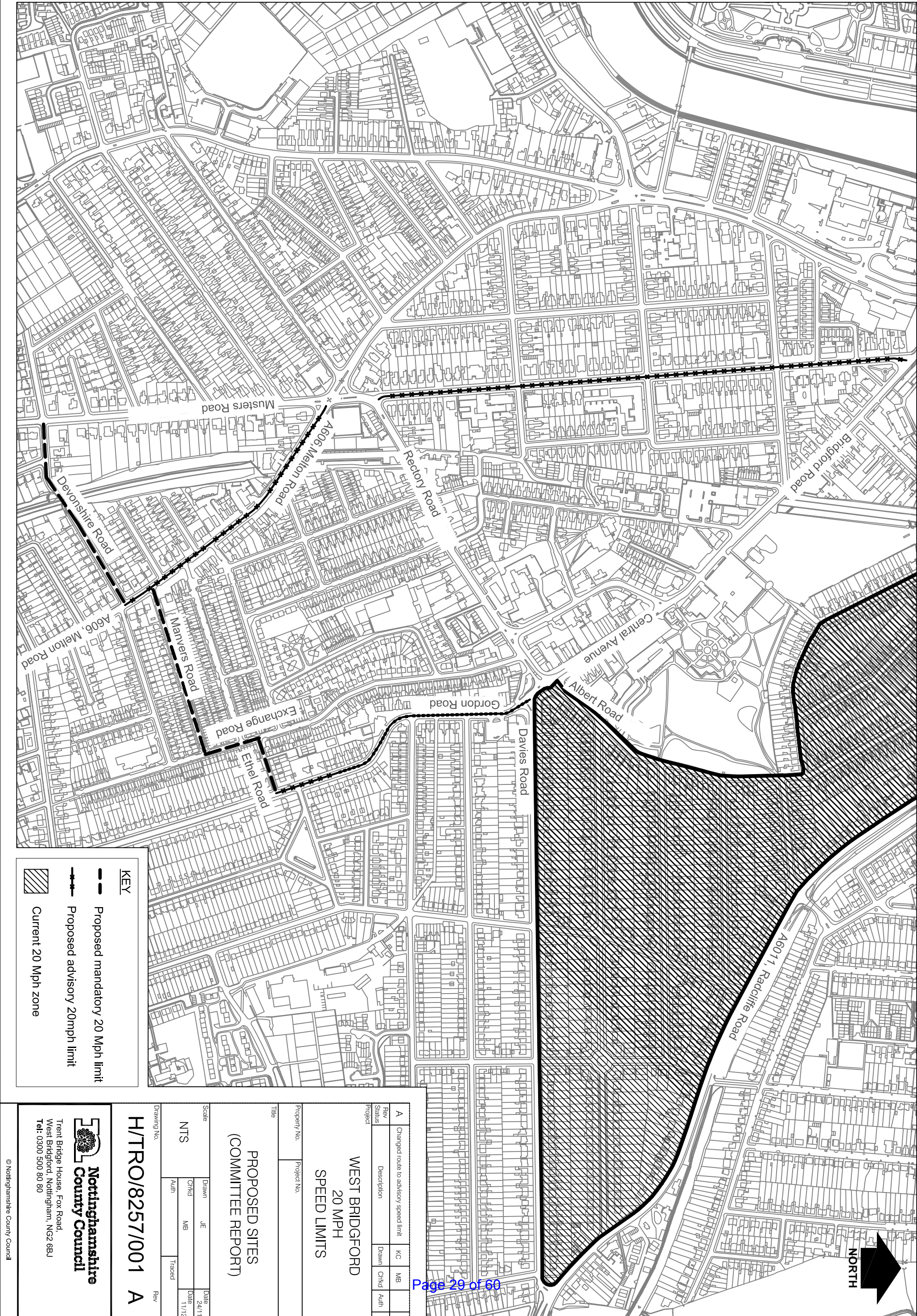




Description		Drawn	Checked	Auth	Date
WEST BRIDGFORD STRATEGIC CYCLE ROUTES					
Property No.	Project No.				
Title APPENDIX 2 ROUTE PLAN					
Scale	Drawn	M.E.	7/11/16		
N.T.S.	2500	M.E.	7/11/16		
Auth	7/11/16	7/11/16			
Drawing No.		Rev			
CLH-SP-16-001/01					
 Nottinghamshire County Council					
Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80					
© Nottinghamshire County Council					







Page 29 of 60

Rev	Status	Description	Drawn	Chkd	Auth	Date
A	Changed route to advisory speed limit	KC	MB			1/17

Project	WEST BRIDGFORD 20 MPH SPEED LIMITS
---------	--

Property No.	Project No.
--------------	-------------

PROPOSED SITES (COMMITTEE REPORT)					
Scale	Drawn	JF	Date		24/11
	Chkd	MB	Date		1/12
NTS	Auth		Traced		
Drawing No.		Rev			

H/TRO/8257/001 A



**Nottinghamshire**  
County Council

Trent Bridge House, Fox Road,  
West Bridgford, Nottingham, NG2 6BJ  
Tel: 0300 500 80 80













© Crown copyright and database rights 2017  
Ordnance Survey 100019713.

#### KEY

- Proposed double yellow line - 'No Waiting At Any Time'
- Existing double yellow line
- - - Proposed single yellow line - 'No Waiting Mon-Fri 7am - 7pm'
- Proposed limited waiting parking bay for 20mins Mon-Fri 7am-7pm and single yellow line at all other times



in partnership with



**Nottinghamshire  
County Council**

[www.viaem.co.uk](http://www.viaem.co.uk) Tel 01623 873873

Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,  
Nottinghamshire NG22 8ST

© Via East Midlands Limited, Registered in England 09903246

Project

## WEST BRIDGFORD CYCLEWAY IMPROVEMENTS

Drawn

JE

Date

15/12

Property No.

Project No.

H/TRO/8256

Chkd

MB

Date

19/12

Auth

Traced

Title

MELTON ROAD  
DYL'S

Scale

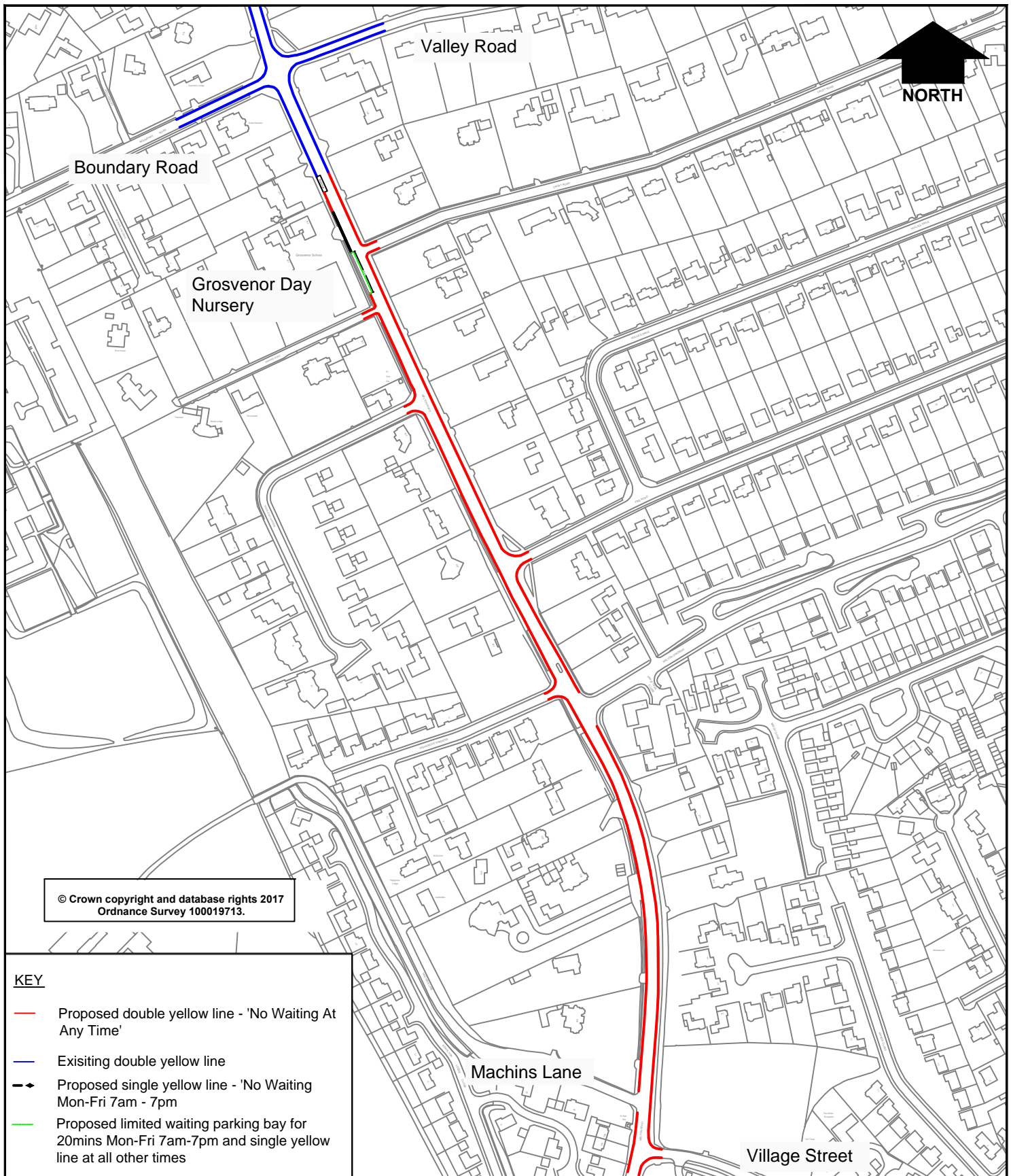
N.T.S



Drawing No.

H/TRO/8256/002

Rev

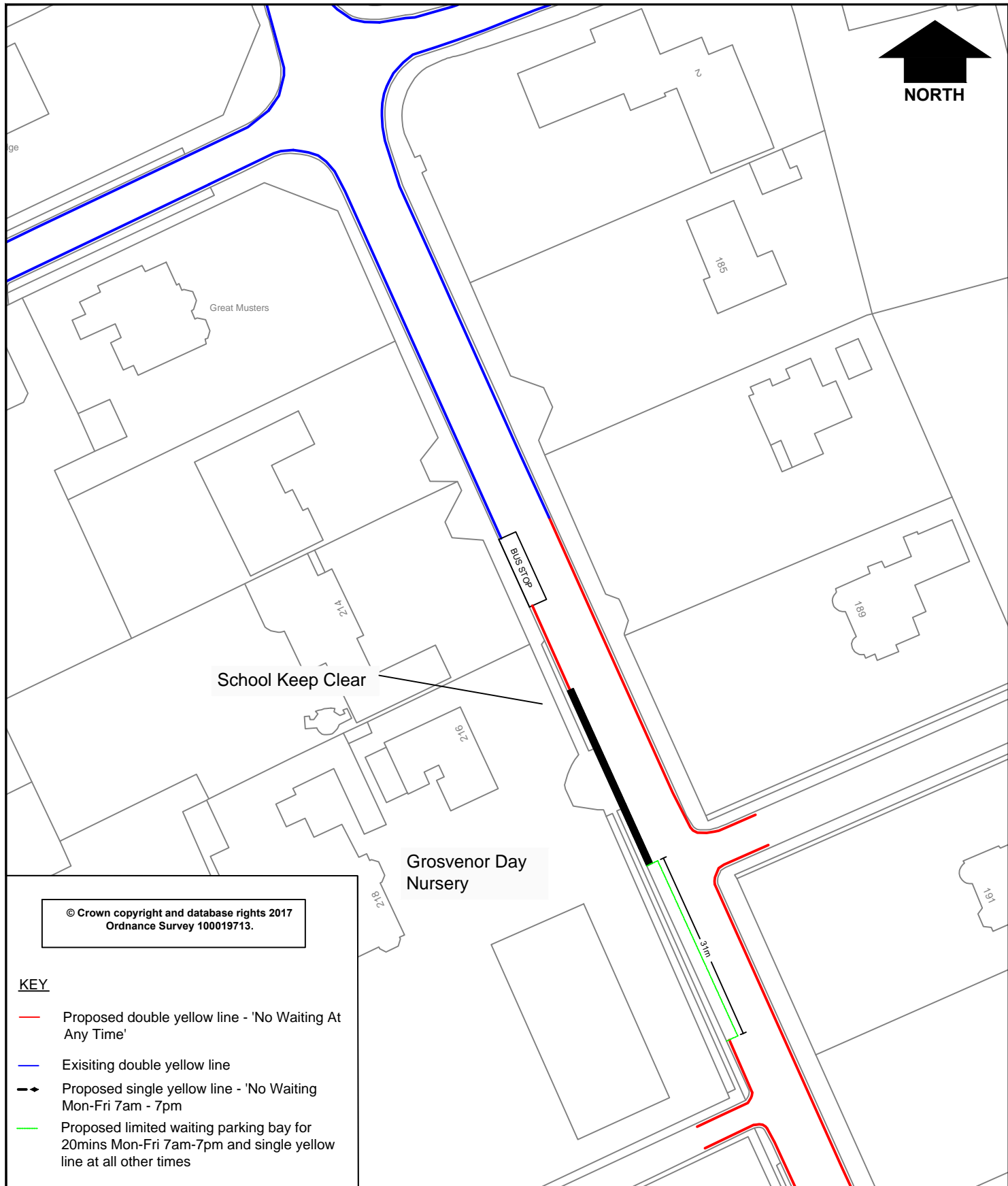






<div></div> <div>in partnership with</div> <div></div> <div><a href="http://www.viaem.co.uk">www.viaem.co.uk</a> Tel 01623 873873</div> <div>Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire NG22 8ST</div>	Project		WEST BRIDGFORD CYCLEWAY IMPROVEMENTS		Drawn	JE	Date	15/12		
	Property No.		Project No.		H/TRO/8256		Chkd	MB	Date	19/12
	Title		MELTON ROAD DYLS						Auth	Traced
	Drawing No.		H/TRO/8256/003						Rev	
	© Via East Midlands Limited, Registered in England 09903246									







<div></div> <div>in partnership with</div> <div> Nottinghamshire County Council</div> <div><a href="http://www.viaem.co.uk">www.viaem.co.uk</a> Tel 01623 873873</div> <div>Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire NG22 8ST</div>	Project		WEST BRIDGFORD CYCLEWAY IMPROVEMENTS		Drawn JE	Date 15/12	
	Property No.		Project No. H/TRO/8256		Ch'kd MB	Date 19/12	
	Title		MELTON ROAD Page 37 of 60DYL'S			Auth	Traced
	Drawing No.		H/TRO/8256/004			Scale N.T.S	
						Rev	



**9<sup>th</sup> February 2017****Agenda Item: 6****REPORT OF CORPORATE DIRECTOR - PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (LOWER ORCHARD STREET,  
MIDDLE ORCHARD STREET AND UPPER ORCHARD STREET,  
STAPLEFORD) (PROHIBITION OF WAITING AND RESIDENTS'  
CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2017 (5219)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

**Information and Advice**

2. Lower Orchard Street, Middle Orchard Street and Upper Orchard Street are roads near the town centre of Stapleford. The roads are mainly residential and the majority of properties are Victorian terraced properties that do not have access to off-road parking. However, there are approximately eight town-houses on Middle Orchard Street which do have off-road parking; private parking is also available to residents of Kayes Court (located off Middle Orchard Street).
3. A petition was presented to the 26<sup>th</sup> June 2014 meeting of the County Council by Councillor Williams on behalf of 17 residents of Lower Orchard Street and Middle Orchard Street requesting the introduction of a residents' parking scheme to address intrusive parking in the area; which residents felt was by workers and visitors to the nearby town centre and other facilities such as the health centre.
4. In response to the petition a parking survey was conducted in April 2015 to determine levels of non-resident parking in the area. The results indicated that there were significant levels of non-resident parking in the area with parking on Upper Orchard Street reaching 80% capacity or more for half the day and, of those parking on the street, half were not residents. On Middle Orchard Street only five of the 16 vehicles that parked on the day of the survey were residents. Of the 11 non-residents, five parked for five hours or more. In addition, these roads are narrow such that significant numbers of vehicles parking opposite properties can make access difficult.
5. As a result of the survey residents were consulted on a proposal to introduce a residents' parking scheme. In April 2016 all residents on Lower Orchard Street, Middle Orchard Street, Upper Orchard Street and of Kayes Court received an initial questionnaire regarding the proposal. Kayes Court is a residential complex, accessed off Middle Orchard Street, which

has private parking bays for residents, however the hammerhead turning area within the complex is public highway and therefore parts of it could be used for vehicle parking by non-residents. A 37.5% response rate was achieved with 85% of responses supporting the introduction of a residents' parking scheme. This met Nottinghamshire County Council's threshold for the introduction of a residents' parking scheme.

6. As a result, it is proposed to introduce a residents' parking scheme on Lower Orchard Street, Middle Orchard Street, Upper Orchard Street and Kayes Court. This controlled zone would operate Monday to Saturday from 9am – 5pm; which is consistent with other schemes operating in the local area.
7. The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/04078/2258/01, was carried out between 16<sup>th</sup> August 2016 and 16<sup>th</sup> September 2016. The document packages were held at Stapleford Library and County Hall with copies of the notice erected at a number of locations in the area.

## **Objections Received**

8. A total of thirteen responses were received, one of which was received from County Councillor Williams who was supportive of the scheme, one commented on the boundary of the scheme and the remaining eleven responses are considered to be outstanding objections.
9. Objection – Proposed Residents Parking Scheme is not required  
Ten objectors (including 6 individuals writing from three households), objected on the basis that they did not consider a scheme was required and that they would find such a scheme inconvenient. Among the comments made were that the problems with parking occurred primarily in the evening and that the permit scheme would not resolve this. Other comments made were that all but one property on their road had driveways and that the majority of on-street parking in the area was residents and their visitors. Some respondents felt that the relocation of two small businesses away from the area had changed the situation from when the controlled zone was originally requested and that there was no need for a scheme because sufficient parking was now available. They objected to the introduction of a scheme due to the complication, restriction and cost to residents.
10. Response– Proposed Residents Parking Scheme is not required  
It is recognised that a permit scheme can be an inconvenience and expense to households within the controlled area. This is why extensive consultation is undertaken to determine both need for such a scheme and residents' support for it. The change in local businesses since the initial parking survey is noted. However, these changes were in place when the questionnaire was circulated to residents in April 2016, and the response from this questionnaire still indicated majority support for the introduction of a scheme. Comments were received from other residents which referred to problems with intrusive parking from non-residents and of regularly being unable to park in reasonable proximity to their homes. Regrettably it is not always possible to achieve a solution which meets everyone's needs so it is necessary, in these cases, to reflect the majority view. The times of operation of the scheme are 9.00am – 5.00pm, Monday to Saturday, will address the problem with commuter and staff parking but retain flexibility for households to have unlimited visitor parking on-highway outside of this period.

11. Objection – Cost / number of permits available

Two residents also objected on a number of points relating to the purchase and issuing of permits. One respondent has multiple vehicles and whilst these are normally kept garaged, they are occasionally parked on the highway. Under the scheme rules, the resident would not be able to obtain permits for each of their vehicles. The other respondent objected to having to pay for permits (both visitor and resident) and felt it was unfair, however the resident also noted that they currently had difficulty parking near her house.

12. Response – Cost / number of permits available

Under the operational rules relating to County Council Resident Parking Schemes, permits are issued to residents who own or keep and use a car, light van or motorcycle on a full time basis. Each resident is entitled to a single permit, allocated to a specified vehicle. In houses with multiple residents (two or more individuals, living at the same address) who each own/use a vehicle they will each be eligible for a single permit for their vehicle. However, a resident who owns multiple vehicles will only be able to apply for one permit to use for one of these vehicles. The household will also be entitled to apply (and pay) for a single visitor permit, which is not linked to any particular vehicle.

It is recognised that the objector will only be able to obtain a permit for one of the several vehicles that they own. However, they are also eligible to purchase one visitor permit, which under the rules of the scheme, can be used on any vehicle parked on the public highway. The times of operation of the scheme are 9.00a.m. – 5.00pm, Monday to Saturday, and households would have unrestricted parking on-highway outside of this period. It is acknowledged that the introduction of a scheme will cause a degree of inconvenience to the objector; but the rules of operation for a residents' permit scheme are standard throughout the County and have been designed to ensure an equal opportunity between residents to park on the highway available.

The installation of a residents' parking scheme in an area benefits only the residents of that area, not the highway network as a whole. It is County Council policy that permits for these schemes must be issued at the applicant's own expense. Whilst the objector does not want a scheme to operate in their area, the majority view expressed in the questionnaire undertaken in April 2016, indicated support for the scheme.

13. Objection – scheme should be extended to adjacent roads

A local resident of Pinfold Lane objected on the basis that they parked in the proposed controlled area and that the introduction of restrictions there would increase parking pressures on their road (outside the proposed zone) making it harder for them to park.

14. Response – scheme should be extended to adjacent roads

The objector lives at the junction of a street within the proposed controlled zone and under the rules for County Council Resident Parking scheme this household would be eligible to apply for permits to park within the controlled zone. They also have off-road parking at their property.

Pinfold Lane is outside the proposed controlled zone, it is further away from the town centre and the majority of properties on the road have off-road parking. This means it would not meet criteria for a residents' permit scheme.

It is noted that a new development comprising housing and an Aldi store is planned for Pinfold Lane, but as each development will have dedicated parking it is unlikely to have a detrimental effect on parking availability.

## **Other Options Considered**

15. Other options considered relate to the times and extent of the controlled zone proposed, which could have been either lesser or greater. The proposed scheme is consistent with other schemes operating in the area. The restrictions are considered to be a reasonable balance between the retaining public access to the highway, ensuring residents' access is maintained and the reasonable availability of parking.

## **Comments from Local Members**

16. County Councillor Jacky Williams expressed her support for the proposals; County Councillor Stan Heptinstall MBE did not comment on the proposals.

## **Reason for Recommendation**

17. The proposals are considered appropriate taking into account a balanced view of the needs of all road users; balancing the need to retain public access to the highway with ensuring residents' access is maintained and their reasonable access to on-street parking.

## **Statutory and Policy Implications**

18. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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.

## **Financial Implications**

19. This scheme is being funded through the Local Transport Plan Integrated Transport Measures budget for 2016/17 with an estimated cost to implement the works and traffic order of £5,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

It is **recommended** that:

The Nottinghamshire County Council (Lower Orchard Street, Middle Orchard Street and Upper Orchard Street, Stapleford) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2017 (5219)

is made as advertised and objectors notified accordingly.

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

**Name and Title of Report Author**

Mike Barnett - Team Manager Major Projects and Improvements (Via East Midlands Limited)

**Constitutional Comments (LMcC – 05/01/2017)**

21. The recommendations in the report fall within the Terms of Reference of the Transport and Highways Committee.

**Financial Comments (GB – 05/01/2017)**

22. The financial implications are set out in paragraph 19 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.

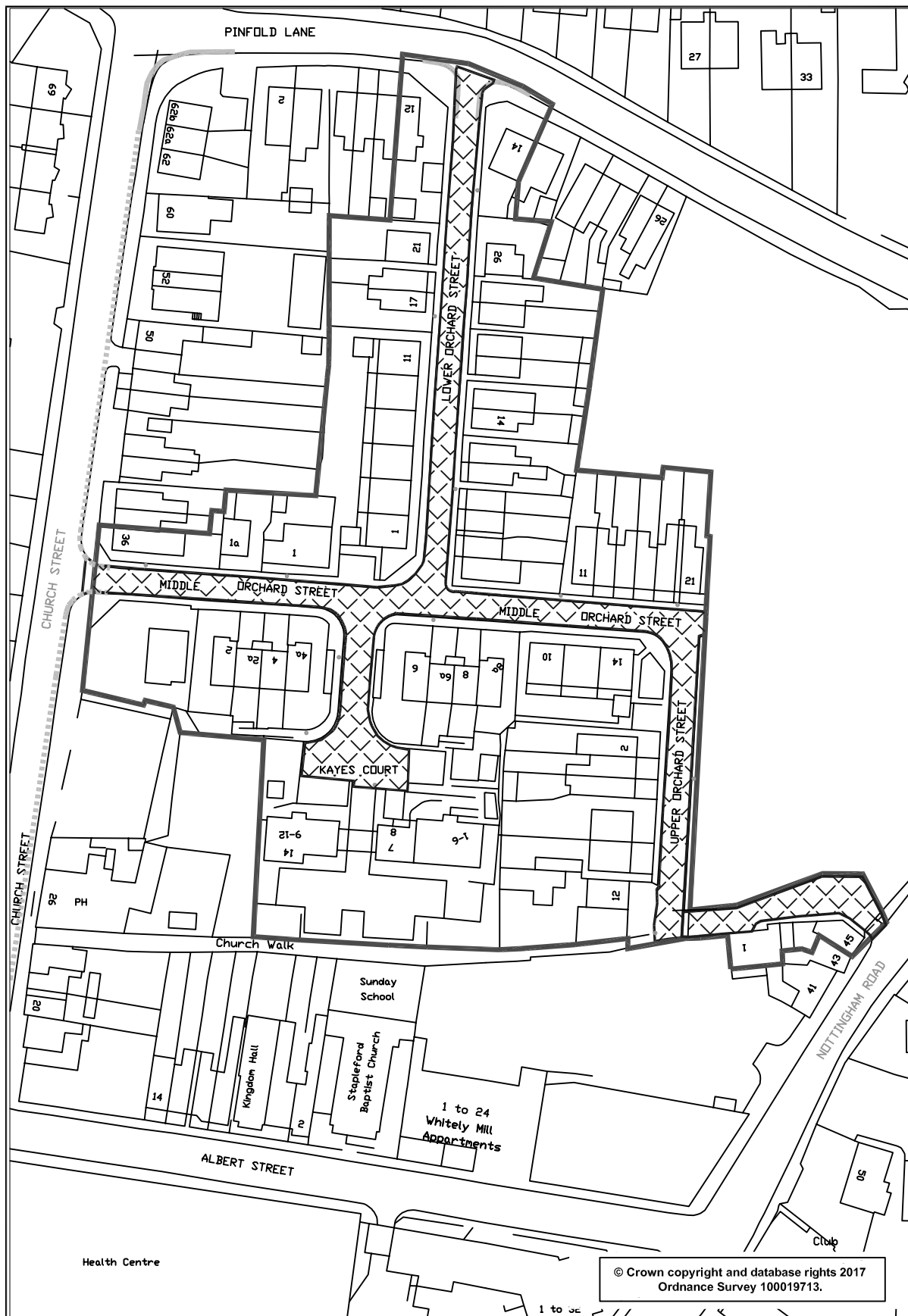
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

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

Stapleford and Bramcote ED	County Councillor Jacky Williams
Stapleford and Bramcote ED	County Councillor Stan Heptinstall MBE







# KEY

Existing Double Yellow Lines

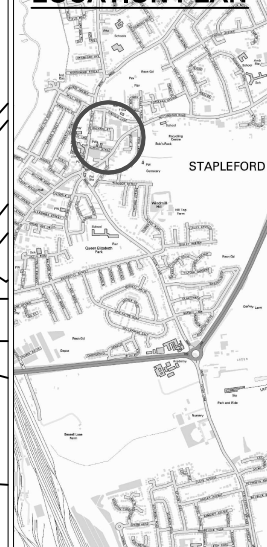
Existing Single Yellow Lines (Mon to Sat 8 am - 6pm)



Area of proposed RPS where permits would be required to park

Boundary of proposed Residents Parking Scheme (properties eligible to buy permits)

## LOCATION PLAN



© Crown copyright and database rights 2017  
Ordnance Survey 100019713.

Project

Lower, Middle and Upper Orchard Street  
Area Stapleford

Drawn

SLW

Date

Jan '17

Property No.

Project No.

TRO 5219

Chkd

MB

Date

Jan '17

Auth

Traced

Title

Proposed Residents Parking Scheme  
Monday to Saturday 8am - 5pm  
REPORT PLAN

Scale

N.T.S.

Drawing No.

H/04078/2258/02

Rev



in partnership with



www.viam.co.uk Tel 01623 873873  
Bilthorpe Depot, Bilthorpe Business Park,  
Bilthorpe, Nottinghamshire NG22 8ST

© Via East Midlands Ltd



**9<sup>th</sup> February 2017****Agenda Item: 7****REPORT OF CORPORATE DIRECTOR - PLACE****PROPOSED BUS STOP CLEARWAY (LYNDHURST AVENUE, BLIDWORTH –  
STOP REF. NS0369)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed bus stop clearway and whether it should be implemented as proposed.

**Information and Advice**

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve public transport.
3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
  - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
  - Ease congestion as a correctly aligned bus will not block the road for other road users;
  - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
  - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
  - Ensure that bus services operate on time and are not delayed.
4. Lyndhurst Avenue is a local road within a residential area of Blidworth. Bus stop NS0369 is located on the section between Dale Lane and Grange Road and approximately half the properties have off-street parking provisions, although not all have dropped kerbs. The County Council has received reports from the local residents and bus operator that parking at this location is causing accessibility issues as a result it is proposed to introduce a bus stop clearway to this stop, which would be active at all times (24 hours a day, 7 days a week). During site visits and initial investigations, it was established that one of the residents adjacent to the proposed clearway is a blue badge holder and from the information provided, it appears that they may be eligible for an advisory disabled parking bay to be marked on the

highway outside the property. Subject to successful application by the resident this will be incorporated in the proposed scheme.

5. The consultation took place between 29<sup>th</sup> October 2016 and 24<sup>th</sup> November 2016 and the attached drawing LR/P.H.IB.31617.02/002 represents the advertised proposals.

## **Objections Received**

6. During the consultation period four responses were received and three are considered as outstanding objections.

7. Objection – Loss of on street parking

Two objections to the clearway are due to the loss of on street parking provision and subsequent displacement of vehicles. Concern has been expressed that displaced vehicles will park outside the objector's properties causing issues of loading / unloading and also difficulties due to young children needing to be dropped off / picked up.

8. Response– Proposed Residents Parking Scheme is not required

The purpose of the bus stop clearway is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. Whilst the primary purpose of the Highway is to facilitate the movement of people and vehicles, it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. However, unrestricted on-street parking is available nearby on Lyndhurst Avenue, offering alternative parking provision without obstructing the bus stop.

Of these two objectors, both have a drive that could enable off street parking. There is currently no vehicle dropped crossing installed and residents can apply for one to be installed.

9. Objection – Lack of need for clearway

Two objections received consider there was no need for a clearway in this location, including remarks that the bus stop is used infrequently as passengers tend to board at stop NS0351, closer to the shop on Lyndhurst Avenue. One local resident suggests that the problem is with vehicles parking both sides of the road and that double yellow lines on the opposite side to the bus stop would resolve access difficulties.

10. Response – Lack of need for clearway

This particular bus stop (NS 0369) has been identified by bus operators as a location where buses are frequently obstructed from pulling up alongside the kerb due to parked cars that is causing accessibility issues for local bus users. There have also been occasions when parked vehicles on both sides of the road have prevented the buses from driving along Lyndhurst Avenue and police have had to be contacted to resolve the situation. Stagecoach have confirmed that this stop and others in the immediate area are well used with patronage averaging over 100 passengers per day using the stops, this includes school children attending Joseph Whitaker School in Rainworth.

The implementation of 'No Waiting At Any Time' (double yellow lines) would prevent parking on one side and keep a lane clear. However, this would further reduce parking provision and still not resolve the issue of parked vehicles at the bus stop.

Currently this stop is served by Stagecoach services 28 and 28B, which run 7 days a week and it is considered that the times of the buses serving the stop prevent it being practical to reduce the hours the clearway is active.

## **Other Options Considered**

11. Other options considered relate to the length of time and numbers of days that the bus stop clearway is in force.

## **Comments from Local Members**

12. County Councillor Yvonne Woodhead did not comment on the proposals.

## **Reason for Recommendation**

13. The proposals are considered appropriate taking into account a balanced view of the needs of all road users and for facilitating the safe passage of traffic, particularly buses.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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.

## **Financial Implications**

15. This scheme is being funded through the Local Transport Plan Integrated Transport Measures budget for 2016/17 with an estimated cost to implement the works and traffic order of £700.

## **Crime and Disorder Implications**

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

## **Public Sector Equality Duty Implications**

17. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore, the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.
18. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

## **RECOMMENDATION/S**

It is **recommended** that:

The bus stop clearway on Lyndhurst Avenue, Blidworth (reference NS 0369) is made as advertised (24 hours a day, 7 days a week) and objectors notified accordingly.

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

### **Name and Title of Report Author**

Mike Barnett - Team Manager Major Projects and Improvements (Via East Midlands Limited)

### **Constitutional Comments (SJE – 18/11/2016)**

19. 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 both traffic management and road safety, and the provision of passenger transport services, including bus initiatives, has been delegated.

### **Financial Comments (GB – 18/11/2016)**

20. The financial implications are set out in paragraph 15 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 Environmental Management and Design Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Equality Impact Assessment

Transport and Highways Committee - Proposed Change to the Process of Managing Objections to Bus Stop Clearways, 11<sup>th</sup> September 2014 (Agenda Item 5)

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

Blidworth ED

County Councillor Yvonne Woodhead



**9<sup>th</sup> February 2017****Agenda Item: 8****REPORT OF CORPORATE DIRECTOR, PLACE****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 12<sup>th</sup> January 2017.

**A. Petition requesting traffic calming on Forest Road, Clipstone (Ref: 2016/0213)**

2. A 38 signature petition was presented to the 12<sup>th</sup> January 2017 meeting of the County Council by Councillor John Peck. The petition requested that the Council provide suitable traffic control measures along Forest Road to reduce the speed of vehicles. Specifically, it requested speed humps or similar controls as already exist on Garibaldi Road, nearby. The accompanying letter cited an apparent increase in traffic speeds on Forest Road since it was resurfaced, and that Forest Road is a popular route for children walking to and from several local schools.
3. The most effective form of Traffic Calming in a 30 mph speed limit consists of 'vertical deflection' features, i.e. road Humps of various types. These have been very successful in reducing the level of road accident casualties. However, these projects are expensive, they can be unpopular with drivers, and usually lead to complaints about noise from residents. Consequently, they are only considered as a remedy to the most serious of problems.
4. The number of reported injury accidents at a location is the measure used to allocate funding to improve road safety. By targeting funding where high numbers of injury accidents have occurred, we have been very successful in reducing the level of road accident casualties across the county.
5. Traffic calming with vertical deflection has previously been installed on the immediately neighbouring Garibaldi Road, as mentioned in the petition. This was in response to a period when seven reported injury accidents occurred including five involving injury to school-aged children.
6. In the period 1<sup>st</sup> January 2013 to 31<sup>st</sup> October 2016 there were only two reported injury accidents on the whole length of Forest Road. One involved a motorcyclist falling off his machine after apparently hitting an object in the carriageway. The other involved a van which collided with a pedal cycle upon which two twelve-year old boys were travelling. Fortunately, both accidents involved slight injuries only.

7. Based on the accident history on Forest Road the Council could not justify funding for traffic calming. This length of road will, however, be monitored actively for further reported injury accidents in order that prompt action can be taken if the situation worsens.
8. It is recommended that the leading petitioner be informed.

**B. Petition requesting the extension of the Robin Hood Line to Edwinstowe and Ollerton (Ref: 2016/0214)**

9. A 621 signature petition was presented to the 12<sup>th</sup> January 2017 meeting of the County Council by Councillor John Peck. The petition requests the County Council do everything possible to enable the extension of the Robin Hood Line to Edwinstowe and Ollerton.
10. The County Council supports the extension of the Robin Hood Line from Shirebrook to Ollerton, with intermediate stations at Warsop and Edwinstowe; and has been working hard since 2009 to try to secure funding to enable this to happen. Nottinghamshire County Council alone has paid for all the work undertaken to date to develop this scheme, amounting so far to nearly £225,000. No financial contribution of any sort whatsoever has been received from any other body towards any aspect of taking this scheme forward.
11. Currently, to enable the re-opening of the line to passenger services, funding is needed for five elements:
  - i. Development and design
  - ii. The renovation of the old stations in Warsop and Edwinstowe and construction of a new station at Ollerton
  - iii. Bringing the tracks, signalling and related infrastructure up to passenger line standards
  - iv. Alterations to Network Rail's test track, and
  - v. An annual revenue subsidy.
12. The costs of the above works are outside the scope of the County Council as the capital costs have been estimated to be in excess of £20m, with an ongoing annual revenue cost of nearly £1m per year. The only available funding sources for the capital works are either through the Local Growth Fund (negotiated between central Government and the Local Enterprise Partnership) or the New Station Fund. In order to access funding from either of these allocations, all of the match funding and other funding elements required for the project must be already committed. These multiple funding processes are outside the control of the County Council and for this scheme to move forward it therefore needs a coordinated commitment from within central Government.
13. The County Council therefore met with the new Rail Minister on 21<sup>st</sup> November to raise these issues and the Minister agreed to ask their officers to look into the scheme further. It should, however, be noted that the main funding mechanisms for any works, the Local Growth Fund and New Stations Fund, have already been allocated up to March 2021 and March 2020 respectively. The County Council is therefore unable to apply for funding for any works to extend the Robin Hood Line from these funding allocations until 2020 at the earliest. The Council will continue to seek opportunities to promote the extension and secure the necessary funding.
14. It is recommended that the lead petitioner be informed accordingly.

**C. Petition requesting a residents' parking scheme on Meyrick Road, Newark (Ref: 2016/0215)**

15. A 9 signature petition was presented to the 12<sup>th</sup> January 2017 meeting of the County Council by Councillor Tony Roberts on behalf of residents of Meyrick Road, Newark. The petition requests that a residents' parking scheme is introduced on the road due to parking by non-residents accessing Newark Northgate station and the town centre.
16. Meyrick Road is a residential road with no off-street parking situated to the north-west of the town centre; there are currently no on-street parking restrictions.
17. Requests for 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. Schemes are prioritised based on the level of non-resident parking.
18. A parking survey will be undertaken to determine if a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.
19. It is recommended that the lead petitioner be informed accordingly.

**D. Petition requesting a residents' parking scheme on Ley Lane, Mansfield (Ref: 2016/0216)**

20. A 5 signature petition was presented to the 12<sup>th</sup> January 2017 meeting of the County Council by Councillor Joyce Bosnjak on behalf of residents of Ley Street, Mansfield Woodhouse. The petition requests that a residents' parking scheme is introduced in the road.
21. Ley Lane is a residential road situated to the north-east of the town centre. There is a mixture of properties on the road, the majority of which have off-street parking. Whilst there are existing on-street parking restrictions on Ley Lane outside Nettleworth Infant and Nursery School, this request relates to an existing parking bay located outside numbers 17 to 25 Ley Lane which has no parking restrictions. These properties have no off-street parking and it is unclear if the parking bay is being used by residents or non-residents.
22. Requests for 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. Schemes are prioritised based on the level of non-resident parking.
23. A parking survey will be undertaken to determine if a residents' parking scheme should be considered a priority at this location for possible inclusion in a future year's integrated transport programme.
24. It is recommended that the lead petitioner be informed accordingly.

**E. Petition requesting a residents' parking scheme on Whitfield Street, Newark (Ref: 2016/0217)**

25. A 29 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Stuart Wallace on behalf of residents of Whitfield Street, Newark. The petition requests that a residents' parking scheme is introduced.
26. Whitfield Street is a residential road with no off-street parking situated to the north-west of the town centre; there are currently no on-street parking restrictions.
27. In 2015, residents of Whitfield Street were consulted on whether to be included in a residents' parking scheme that was proposed on nearby William Street, but the residents did not support the scheme at that time.
28. A residents' parking scheme is (subject to statutory procedures) due to be implemented on nearby Barnby Gate and a survey was undertaken on Whitfield Street in October 2016 to determine if this road should be included in the scheme. The survey identified that it would be appropriate to incorporate Whitfield Street in the residents' parking scheme proposed on Barnby Gate, should the residents support such a scheme.
29. A residents' parking scheme on Whitfield Street will therefore be included in the 2017/18 integrated transport programme subject to Transport and Highways committee approval and the necessary statutory consultation processes.
30. It is recommended that the lead petitioner be informed accordingly.

**F. Petition requesting a review the traffic management system on Derby Road, Stapleford (Ref: 2016/0218)**

31. A 904 signature petition was presented to the 12th January 2017 meeting of the County Council by Councillor Stan Heptinstall (although it should be noted that some of the signatories appear on the petition a number of times). The petition, organised by local district councillors, requests that the County Council review the traffic management system on Derby Road, Stapleford and to allow three hours free parking in the local car parks.
32. Officers will contact Councillor Heptinstall, and subsequently the organisers of the petition, to discuss their concerns about the existing traffic management arrangements on Derby Road in further detail. Following these discussions, feasibility studies will be undertaken, if required, to determine if any amendments to the existing arrangements should be prioritised for inclusion in a future integrated transport programme.
33. The local car parks are operated by Broxtowe Borough Council. A copy of the petition has therefore been sent to Broxtowe Borough Council so that they can consider the request for free parking in the local car parks.
34. It is recommended that the lead petitioner be informed accordingly.

**G. Petition requesting a residents' parking scheme on Carlingford Road, Hucknall (Ref: 2016/0219)**

35. A 94 signature petition was presented to the 12<sup>th</sup> January 2017 meeting of the County Council by Councillor John Wilmott on behalf of residents Carlingford Road, Hucknall. The petition requests that a residents' parking scheme is introduced.
36. Carlingford Road is a residential road situated to the north of the town centre and has a pre-school located on the road; there are currently no parking restrictions.
37. The County Council proposes to undertake an area wide review of parking in Hucknall during 2017/18 following the completion of the Hucknall town centre improvement scheme. The review will consider non-resident parking on a number of streets in Hucknall and it is proposed that Carlingford Road be included in the proposed review.
38. Following the completion of the Hucknall parking review, a residents' parking scheme (or alternative parking restrictions) on Carlingford Road will be considered for inclusion in a future integrated transport programme should it be considered appropriate (subject to Transport & Highways Committee approval).
39. It is recommended that the lead petitioner be informed accordingly.

**Statutory and Policy Implications**

40. 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 the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to a County Council meeting for the actions to be noted.

**Adrian Smith - Corporate Director Place Department**

**Background Papers and Published Documents**

- None



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

- Rufford – Councillor John Peck
- Newark West – Councillor Tony Roberts
- Mansfield North – Councillors Joyce Bosnjak and Parry Tsimbiridis
- Newark East – Councillor Stuart Wallace
- Bramcote & Stapleford – Councillors Stan Heptinstall and Jacky Williams
- Hucknall – Councillors John Wilmott, Alice Grice and John Wilkinson

**9 February 2017****Agenda Item: 9**

## **REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME**

### **Purpose of the Report**

1. To consider the Committee's work programme for 2017.

### **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**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>16 March 2017</b>				
Transport & Highways Committee	Key Achievements	Info	Various	Various
Charging for Services	Approval of charge levels	Decision	Gary Wood	Gary Wood
ITM/Capital Maintenance Programme	Programme approval	Decision	Gary Wood	Gary Wood
Flood Alleviation Schemes – Capital Programme	Update report	Info	Gary Wood	Sue Jaques
Rail Update	Propose consultation responses	Decision	Gary Wood	Kevin Sharman
Highways Performance Report Q3	Quarterly Update	Info	Don Fitch	Gary Wood
Gedling Access Road – CPOs	Progress Report	Info	Mike Barnett	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
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>
<b>20 April 2017</b>				
Tram Update	Update report	Info	Sean Parks	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>15 June 2017</b>				
Highways Performance Report Q4	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 July 2017</b>				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various