

Transport and Environment Committee

Wednesday, 13 October 2021 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes of last meeting held on 1 September 2021 | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Highways Review Update Report | 7 - 10 |
| 5 | Highways Winter Service 2021-2022 | 11 - 16 |
| 6 | Responses to Petitions presented to the Chairman of the County Council | 17 - 22 |
| 7 | Active Travel Fund - Tranche 2 Infrastructure Programme | 23 - 32 |
| 8 | Nottinghamshire County Council (Cotgrave Road, Normanton Wolds and Plumtree and Church hill, Plumtree)(50MPH Speed Limit Order 2021 (8306) | 33 - 40 |
| 9 | Nottinghamshire County Council (Various Roads in Cropwell Bishop) (Prohibition of Waiting) Traffic Regulation Order 2021 (8309) | 41 - 54 |
| 10 | Nottinghamshire County Council (Hartland Drive Seaton Way Shaldon Close Spring Lane Mapperley Prohibition of Waiting Traffic Regulation Order 2021 (7236) | 55 - 64 |

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 Noel McMenamin (Tel. 0115 993 2670) 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 Environment Committee
Date	01 September 2021 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Neil Clarke MBE (Chairman)
Mike Adams (Vice-Chairman)
John Ogle (Vice-Chairman)

Matt Barney	Tom Hollis
Maureen Dobson A	Sam Smith
Glynn Gilfoyle	Nigel Turner A
Penny Gowland	John Wilmott

SUBSTITUTE MEMBERS

Chris Barnfather.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

None.

OFFICERS IN ATTENDANCE

Doug Coutts	-	Via East Midlands Ltd
Nick Crouch	-	Place Department
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Adrian Smith	-	Place Department
Heather Stokes	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF LAST MEETING HELD ON 19 JULY 2021

The minutes of the last meeting held on 19 July 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Maureen Dobson – Other reasons.

Nigel Turner – Medical/sickness reasons.

3. DECLARATIONS OF INTERESTS

None.

4. NATURAL ENVIRONMENT AND WOODLAND CREATION

it was agreed that a copy of the presentation provided at the meeting would be emailed to Committee members. It was further agreed that Committee members could have access to a compendium of information related to natural environment and woodland creation, including biodiversity mapping.

RESOLVED 2021/016

That:

- (1) Committee considered the report and presentation to inform future reports; and
- (2) The Committee's support for and commitment to the work of the Nottinghamshire Biodiversity Action Group be reaffirmed, in view of the declaration of a Climate Emergency.

5. HIGHWAYS REVIEW UPDATE REPORT

During debate, it was agreed that Committee members should receive a presentation from Via East Midlands Ltd in advance to inform their attendance/visit at Bilsthorpe Depot.

RESOLVED 2021/017

That:

- (1) The update be considered; and;
- (2) The holding of a Members Open Day at Bilsthorpe Depot ahead of final recommendations coming to the Committee.

6. RESPONSES TO PLANNING CONSULTATIONS

RESOLVED 2021/018

That the Protocol as appended to the report dealing with comments on planning applications and other planning proposals be approved.:

7. TRANSPORT AND ENVIRONMENT PERFORMANCE REPORT QUARTER 1 – 2021-2022

RESOLVED 2021/019

That there were no actions required in relation to the performance information on the Council's services in respect of transport and environment for the period 1 April 2021 to 30 June 2021.

8. ACTIVE TRAVEL FUND TRANCHE 3

RESOLVED 2021/020

That the following be approved:

- (1) the proposed Active Travel Fund Tranche 3 bid, and its delivery should the Department for Transport allocate funding for its delivery;
- (2) the proposed Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford, and the undertaking of this work should the Department for Transport allocate funding for its delivery; and
- (3) The next steps of the development of the D2N2 Local Cycling and Walking Infrastructure Plan as detailed within the report.

9. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STAKEHOLDER FOCUS DAYS 7-8 SEPTEMBER 2021

RESOLVED 2021/021

That approval be given for the Committee Chairman, or one of the Committee Vice-Chairmen, if required, to attend the Electric Vehicle Charging Infrastructure Stakeholder Focus Days in central London on 7-8 September 2021, together with any necessary travel and accommodation arrangements.

10. WORK PROGRAMME

RESOLVED 2021/022

That, subject to scheduling items on 'Invasive Species Update', Review of Approach to Local Planning Matters', and 'Recovery of Public Transport following the Pandemic', the Work programme be approved.

The meeting concluded at 1.05 pm

Chairman

13 October 2021**Agenda Item:4****REPORT OF THE CORPORATE DIRECTOR, PLACE****HIGHWAYS REVIEW UPDATE REPORT****Purpose of the Report**

1. The purpose of this report is to:
 - Update Councillors on the County Council's highway services review which is underway following on from the motion agreed at Full Council on 27th May 2021;
 - Provide a verbal update on the Local Government Association Peer Review ;
 - Set out the reporting timeline for the outputs from the review.

Information

2. At the Transport and Environment Committee of 15th June 2021, Councillors agreed to the commencement of a cross-party highway review. The first meeting of the review panel took place on 14th July, with the second meeting involving practical demonstrations taking place at Bilsthorpe Depot on 23rd July 2021.
3. A website updating on the progress of the Highways Review work has been set up and is being updated regularly. The website address is:

<https://www.nottinghamshire.gov.uk/transport/roads/cross-party-highways-review-panel>
4. As part of the review, it was agreed to seek support from external consultants to provide national and international knowledge and expertise. WSP have been appointed to support the work of the panel. WSP have many years experience of working in the highways sector and currently have clients in over 20 highway authorities providing guidance and support on highways reviews and highway asset management and maintenance practice. Matthew Lugg, the lead consultant has been gathering evidence from Councilors and officers to inform his work.
5. The third and fourth meetings of the panel took place on 3rd Sept and 5th October, with the focus on possible improvements to approaches to road and footway maintenance, as well as drainage.
6. As part of the overarching review, the Local Government Association (LGA) undertook a targeted highways peer review to consider the progress made and emerging outputs from the highways review work. The LGA peer review took place during the week commencing 20th September. As part of the process a number of Councillors, officers and stakeholders were interviewed. A verbal update on the LGA review will be given at Committee.

Further Review Panel Meetings and Next Steps

7. A further panel meeting is planned for 20th October. This will cover highways environmental maintenance, including verge and tree maintenance, as well as our approach to managing and coordinating utility works. It is intended that the key outputs and recommendations from the LGA Peer Review, WSP's work and the Member panel be presented to Committee in November.

Other Options Considered

8. Other aspects of the highway service were considered for inclusion, beyond those included in the terms of reference however these are not included in this review.

Reason for Recommendations

9. The review provides an opportunity to renew and develop the service to match the ambitions of the County Council and expectations of residents to ensure the right services are being delivered in the most cost effective way.

Statutory and Policy Implications

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

Financial Implications

11. As previously reported, the cost of the review will be accommodated within the existing highway budget and is estimated to be £20-£40k . Any financial implications arising from the review will be considered as part of the review outcomes to be reported to Committee.

Public Sector Equality Duty implications

12. Any public sector equality duty implications arising from the review will be considered as part of the review outcomes and report to Committee.

Implications for Sustainability and the Environment

13. Effective highway maintenance approaches can reduce congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes. Any specific implications for sustainability and the environment will be considered as part of the review outcomes and report to Committee

RECOMMENDATIONS

1. It is recommended that Committee considers and ratifies the update provided in the report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Derek Higon – Service Director Place and Communities - 0115 9773498

Gary Wood – Head of Highways and Transport – 0115 9774270

Constitutional Comments (SJE – 14/09/2021)

14. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways and pavements has been delegated.

Financial Comments (SES 14/09/2021)

15. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

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.

- Report to Transport and Environment Committee 15th June 2021 – Highways Review

Electoral Division(s) and Member(s) Affected

- All

13 October 2021**Agenda Item:5****REPORT OF THE CORPORATE DIRECTOR, PLACE****HIGHWAYS WINTER SERVICE 2021/22****Purpose of the Report**

1. To seek endorsement of the procedures associated with provision of the Winter Maintenance Service and the preparation for Winter 2021/22.

Information**Background to Service**

2. The Highways Act 1980 places a duty of care upon Highway Authorities “to ensure, as far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice”. It also states that it is a duty to remove obstructions arising from an accumulation of snow on the highway. The Council meets these statutory duties through the provision of both a planned and reactive winter service, which meets the national standards that are set out in the Code of Practice: Well Managed Highway Infrastructure (October 2017) and associated documents.
3. Currently, two key documents provide the basis of the service delivered to the public by the County Council in response to winter weather, these are:
 - **Highway Network Management Plan**, which sets out the policies associated with the provision of the winter service.
 - **Winter Service Plan** sets out the County Council’s policies, operational arrangements, procedures, routes, equipment associated with delivering the highway winter maintenance services.
4. In accordance with the above documents and the Code of Practice: Well Managed Highway Infrastructure, each year the Council publishes on its web site information about the winter service including the routes where precautionary gritting is undertaken and general advice to the travelling public and to motorists.
5. The overall size of the County Council’s gritting network is considered good given the geography of the County and currently 35% (approx. 1,712km) of the network is treated as precautionary measure. This compares with the audit commission’s recommendation of 24%-38% treated network length.

6. Via EM Ltd. will make and circulate the daily gritting decision by e-mail to all Members and interested stakeholders, NCC communications team will use this information to inform all other parties through the County Council's website and social media.
7. All Members of the County Council are provided with a document which explains winter service arrangements in October/November of each year. This document includes useful information, advice, contact telephone numbers for constituents and specific contact information for Members only. This document is being updated for the coming season in conjunction with the County Council communications team and will be published shortly.
8. During the winter of 2020/21 Covid-19 did - *at times* - impact upon the availability of gritter drivers however, Via EM Ltd. was able to mitigate against this and ensured the service was not adversely effected. Continuity was achieved through a mix of technological solutions and the operational flexibility offered by Via EM Ltd.'s experienced pool of drivers, it is anticipated that this situation will continue through the forthcoming coming winter season.
9. There are a number of weather related factors which may adversely affect gritting operations:
 - When temperatures fall to minus 6 degrees celcius and below the effectiveness of road salt is reduced therefore - *in these circumstances* - it is possible that ice can form even though gritting has taken place.
 - When salt is applied to highway surfaces it does not directly melt snow, it first has to form a saline solution. During prolonged periods of wintery weather snow can fall faster than saline solution can be produced, this may result in snow accumulating on road surfaces.

Service Improvements and Changes for the 2021-22 Winter Season

10. Via EM Ltd. has procured and installed a replacement vehicle tracking & navigation system for Nottingham's fleet of gritters. The winter of 2021/22 will be the first full season where this system is available for use and work is ongoing to realise the reporting and route optimisation opportunities it offers.
11. The new system is web-based and allows driver performance to be monitored more effectively because it is possible to produce reports with greater ease. All the functionality of the previous GPS system has been replicated i.e. the ability to monitor the whereabouts of each vehicle centrally during the gritting operations and to record time, location, gritting activity, vehicle speed etc.
12. In addition to the above, the new system also provides real time '*in-cab*' route guidance. This enhances the resilience of our winter service operations because it allows drivers to complete routes they may be unfamiliar with, this functionality proved to be invaluable during the winter of 2020-21 to mitigate against the impact of Covid-19. All vehicles are also equipped with an on-board CCTV system.

Decision Making Process

13. Precautionary gritting runs are undertaken where the forecast road surface temperatures are predicted to fall below zero degrees centigrade.
14. The daily forecast is issued around midday by weather forecast service provider. This is interrogated and the gritting decision made which will take into account predicted

temperatures, rainfall, and timings. In the event of a marginal or extraordinary forecast, another member of staff having received the appropriate training will verify the decision.

15. In addition to the forecast, Ice Prediction software will be utilised which will show in graphical form the predicted road surface temperatures and road surface condition. This will be monitored throughout the forecast period.
16. The gritting instruction is issued by email and the gritting shift organised as necessary. From 20:00hrs each night the weather forecast is verified.
17. The weather forecast service provider will make any amendment to the forecast. In severe weather, salting treatment will be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition.
18. Snow fall of less than 25mm will normally be treated with precautionary salting rather than ploughing. Where moderate snowfall occurs (25mm-100mm), consideration will be given to ploughing. Lower amounts will usually be treated by slush blades fitted to gritting vehicles. This can be supplemented by additional lorry mounted ploughs where conditions dictate. During heavy snowfall (>100mm), gritting routes will be augmented by additional ploughs. Only once main routes are passable will resources be transferred to other parts of the network.

Preparation for the Winter of 2021/22

19. Arrangements are being made for Parish and District Councils to be supplied with a quantity of rock salt in advance of the winter season to allow for some local resilience to amenity infrastructure and self-help among local communities.
20. The County Council currently has approximately 17,000 tonnes of grit available, this is more than the amount used in an average winter and 7,000 tonnes more than the nationally recommended stock levels specified in the Code of Practice. The Code recommends that Highway Authorities should hold sufficient salt stocks at the beginning of the winter season to deliver 12 days or 48 gritting 'runs', which for Nottinghamshire equates to 10,000 tonnes. As a consequence, the Council is in an excellent position to respond, operate and maintain around-the-clock treatment in severe weather conditions. Salt supplies will be replenished over the winter period as required.
21. Via EM Ltd.'s frontline gritter drivers operate on a night-shift basis from the beginning of November through to the end of March each year in order to provide a guaranteed flexible response to differing weather conditions. The drivers are supported and coordinated by a night controller who monitors the weather conditions from the forecast provided by the weather service forecast provider and through a bespoke arrangement that includes data from the Council's own weather stations, located at:
 - A606 Tollerton
 - A611 Coxmoor
 - A60 Costock
 - A631 Beckingham
 - B6045 Blyth
 - A614 Perlethorpe
 - A614 Burntstump

- A608 Annesley
 - Mapperley Top
22. In addition, the Council has shared access to four weather stations owned by other authorities, located at:
- A1 Claypole
 - A57 Newton
 - A453 Clifton
 - A52 Saxondale
23. All drivers are trained and assessed annually to achieve the City and Guilds qualification in Winter Maintenance Operations. All winter action decision makers will undertake training to fully understand forecasts provided by the weather forecast service provider. In addition, all decision makers have completed the IHE Professional Certificate in Winter Service which is now the benchmark qualification amongst practitioners. All decision makers have between 6 and 28 years' experience in the role.
24. Operations take place from four depots Countywide in Gamston, Markham Moor, Bilsthorpe and Newark. The County Council has a fleet of 30 gritting lorries – *three of which have been purchased this year to replace older vehicles* – this ensures there is adequate availability throughout the season to cover the 23 routes. In addition, there is one towable gritting unit which can be mobilised during severe weather.
25. 1,405 grit bins are located across Nottinghamshire providing a resource to enable members of the public to self-help in the event of snow and ice. These bins are placed at highway junctions, where there is a steep gradient or in heavily pedestrian traffic areas, predominantly on roads not subject to routine precautionary gritting. The grit bins are inspected and refilled at the beginning of each season and maintained throughout the winter.
26. Communications strategy is agreed between, highways officers and communications teams at the start of each season, this includes details about operational arrangements, publication of key facts & figures, out of hours contact numbers and contact with local media. During the winter communications are managed through Council's communication team using social media to advise on conditions and activities.

Winter Service Plan for 2021/22

27. The County Council and Via EM Ltd. are completing their preparations and will stand ready for the forthcoming winter maintenance season, these preparations included undertaking the annual review of the Winter Service Plan which determined that no substantive changes are required for 2021/22.

Other Options Considered

28. Ensuring, as far as reasonably practicable, that safe passage along a highway is not endangered by snow and ice is a statutory duty under section 41(1A) of the Highways Act 1980. Removing any obstructions arising from an accumulation of snow on the highway is also a statutory duty under section 150 of the Highways Act 1980. As such the County Council as highway authority is responsible for the fulfilment of these duties.

Reason/s for Recommendation/s

29. The manner in which the service is provided, the routes, operational, management and recording arrangements have been developed over a number of years and reflect current industry best guidance. Whilst the highway officers continue to review operations and routes no significant alternative options for the delivery of the service are considered suitable at this time.

Statutory and Policy Implications

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

Financial Implications

31. The Highway Winter Service is funded from the Highways Revenue Budget which has already been approved.

RECOMMENDATION/S

It is recommended that Committee:

- 1) Endorses the procedures and communications arrangements - *set out in this report* - which will ensure Nottinghamshire's highway winter service is fully prepared to meet the challenges of the forthcoming winter season

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Martin Carnaffin, Contract Manager,
Tel: 0115 9774227

Constitutional Comments (SJE – 14/09/2021)

32. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways and pavements has been delegated.

Financial Comments (SES 14/09/2021)

33. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

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.

- Highway Network Management Plan
- Winter Service Plan

Electoral Division(s) and Member(s) Affected

- All

13 October 2021**Agenda Item:6****REPORT OF THE 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 presented to the County Council at its 25 March 2021, 27 May 2021 and 22 July 2021 meetings.

Information**A. Request for a 20mph speed limit in Cropwell Butler (Ref:2020/0416)**

2. A 215-signature petition was presented to the 27 May 2021 meeting of the County Council by Councillor Neil Clarke. The petition was submitted to the Councillor by residents of Cropwell Butler with the main focus of the petition being for the County Council to implement a mandatory 20mph speed limit through the village.
3. The County Council assesses speed limits using national guidance, in order to maintain consistency both locally and nationally. The Authority will therefore undertake a review of the road network in Cropwell Butler, in line with the guidance to determine whether 20mph speed limits are considered appropriate.
4. The petition also requested the introduction of a number of other traffic management features within the village. These included the extension of the 30mph speed limit on Hardigate Road and Radcliffe Road, interactive speed signs and rumble strips on both of these roads, a one way system on a section of Radcliffe Road, a traffic mirror at the junction of Main Street and Tithby Road, additional one way signage for Back Lane; and finally amendments to the existing weight restrictions.
5. As with the request for a 20mph speed limit throughout the village, these requests will need to be investigated in line with the County Council's policies and criteria.
6. The County Councillor and lead petitioner will be informed of the outcome of the above investigations into the speed limit and traffic management requests once they are complete. It is recommended that the lead petitioner be informed accordingly.

B. Request for Double Yellow Lines, The Green, Radcliffe on Trent (Ref:2020/0417)

7. A 96-signature petition was presented to the 27 May 2021 meeting of the County Council by Councillor Roger Upton. The petition was submitted to the Councillor by residents of The Green, Holme Lane and Island Lane, Radcliffe on Trent. The residents of the aforementioned roads are experiencing difficulties with vehicles parking at and in the vicinity of the Main Road junction with The Green.
8. The residents request that double yellow lines are installed at the junction of Main Road and The Green, with the restrictions extending into The Green by 25 metres. The Green is scheduled to be resurfaced in August 2021 and the petitioner would like to see the restrictions laid at the same time as these works.
9. It is acknowledged that the route from Main Road, through The Green to Holme Lane, is used by drivers towing horse boxes and vehicles wishing to access the facilities at Holme Pierrepont for leisure and walking purposes. In order to ensure the free passage of the highway at the location of concern, a scheme to implement parking restrictions will be consulted on in the next financial year (2022/2023).
10. The proposals will be to provide double yellow lines from the Main Road junction, extending into The Green on both sides of the road, up to and opposite the boundary of Nos 4 and 6.
11. Unfortunately, it will not be possible to introduce these restrictions at the same time as the resurfacing works due to the formal consultation process that the Authority is obliged to follow.
12. It is recommended that the lead petitioner be informed accordingly.

C. Request for additional parking or parking restrictions, Owthorpe Road, Cotgrave (Ref:2021/0419)

13. An 18-signature petition was presented to the 22 July 2021 meeting of the County Council by Councillor Richard Butler. The petition was submitted to the Councillor by local residents that are experiencing difficulties accessing and egressing their driveways due to vehicles from staff attending Ash Lea School, parking opposite their properties on Owthorpe Road at Cotgrave.
14. The residents have requested that either additional parking is provided within the school grounds to remove the overflow parking on Owthorpe Road; or that parking restrictions are installed opposite the residential properties on Owthorpe Road, between the junction of White Furrows and the existing 'School Keep Clear' zig zag lines.
15. A thorough investigation has taken place and unfortunately, as the staff car park at the school is already used to its maximum capacity, it is foreseen that installing restrictions on Owthorpe Road may cause the staff to park elsewhere on the highway; transferring the parking problem to other locations nearby.
16. For example, the parking may move further down Owthorpe Road to opposite the junction with White Furrows and in the vicinity of the bus stop clearway, onto the same side of the road as the properties, or onto nearby estate roads. This transference of parking would generate complaints from residents elsewhere and create visibility and access issues for the residents.

17. The request for parking restrictions has therefore been declined, but further investigations are currently taking place to explore the possibility of increasing the off street parking capacity at the school.
18. It is recommended that the lead petitioner be informed accordingly.

D. Request for a footway and signage along the A616, Little Carlton (Ref:2021/0420)

19. A 119-signature petition was submitted to the 22 July 2021 meeting of the County Council by Councillor Bruce Laughton on behalf of residents requesting that the County Council construct a footway (referred to in the petition as a bridleway) alongside the A616 with an interactive sign warning of horses in the road.
20. The section of the A616 along which a footway has been requested is of a significant length (approximately 300m) and, despite having wide verge available for much of its length, also has a narrow bridge over the watercourse adjacent to the bus stops and mature hedging along the entire length of route. These three issues would make the cost of any works extremely high. Given the high cost and the estimated low number of people using the route means that the proposal would offer very poor value for money. Due to the high number of outstanding requests for such facilities and the fact that a footway along this route would offer poor value for money, unfortunately this request cannot be prioritised at present. However, the request will be kept on file and will be considered should a future funding opportunity arise.
21. The County Council's policy regarding the installation of interactive hazard warning signs states that they may be used as a means of addressing injury accidents where the site has been identified as having a pattern of reported personal injury accidents. In all cases alternative solutions should always be considered such as geometric improvements, conventional signing and lining treatments, surface treatments or improved street lighting.
22. There have been no reported injury accidents on this section of road and therefore an interactive sign is not considered appropriate. However, the installation of standard warning signs may be appropriate, and this will be considered for inclusion in a future year's programme of works.
23. It is recommended that the lead petitioner be informed accordingly.

E. Wilford Field – Proposed Local Nature Reserve (Ref: 2020/0410).

24. A 1,769-signature petition was presented to the 25 March 2021 meeting of the County Council by Councillor Gordon Wheeler. The petition requests that the Council protect Wilford Field for the future, designate it as a Local Nature Reserve and work with the local community to formulate a management plan, including planting trees and access improvements.
25. The area known as Wilford Field is a restored former waste tip, owned by the County Council and is protected as an open space under Policy 34: Green Infrastructure and Open Space Assets of Rushcliffe Borough Council's Local Plan. It is adjacent to the Greythorne Dyke Local Wildlife Site.
26. Since the site was originally capped, it has developed a grassland flora with trees around the edges and some scrub encroachment. There are also well-used informal footpaths around the edge of the site and across the centre, with a number of other evident desire lines. The site can be accessed via a bridge and steep bank from Lydney Park, with a level access from

the footpath and cycle route connecting Rushcliffe Arena to the new development at Foxfield Way.

27. We are advised that the site is still venting and that any future management works would need to avoid breaching the capping material. This is likely to preclude tree planting across the main part of the site and may require more active management of encroaching scrub.
28. Following the submission of the petition, an informal Friends Group has been formed by interested local residents, with a view to writing a Management Plan for the site and potentially taking on some management activities and/or responsibilities.
29. The Friends can be supported and advised on forming a properly constituted group by members of the Conservation Team (Greenwood and Green Spaces), with the potential for developing a more formal arrangement for the Friends to take on some or all of the ongoing management. A Management Plan would also need to be agreed for the site, with proposals for seeking funding for any improvements required, with a view to designation as a Local Nature Reserve in the longer term.
30. Responsibility for any management actions and interventions related to the former waste tip itself would remain with the County Council.
31. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

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

RECOMMENDATIONS

It is recommended that:

- 1) the proposed actions be approved, and the lead petitioners be informed accordingly;
- 2) the outcome of Committee's consideration be reported to Full Council.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Items A to C – Joanne Horton, Via EM Ltd Service Manager Highway Management, Tel: 0115 804 0123

Item D – Paul Hillier, Local Transport Plans Principal Officer, Tel: 0115 977 4866

Item E – Heather Stokes, Conservation Team Manager, Tel: 0115 993 2592

Constitutional Comments (SJE – 14/09/2021)

33. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

Financial Comments (SES 10/09/2021)

34. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Bingham West – Councillor Neil Clarke
- Cotgrave – Councillor Richard Butler
- Muskham and Farnsfield – Councillor Bruce Laughton
- Radcliffe on Trent – Councillor Roger Upton
- West Bridgford West – Councillor Gordon Wheeler

13 October 2021

Agenda Item:7

REPORT OF CORPORATE DIRECTOR, PLACE**ACTIVE TRAVEL FUND – TRANCHE 2 INFRASTRUCTURE PROGRAMME****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the final Active Travel Fund Tranche 2 infrastructure programme which has been determined based on the outcome of consultation and design work, as well the level of funding available for its delivery.
2. It should be noted that the programme set out in this report (including its potential delivery) may be affected by future measures which are considered necessary to safeguard the public and employees against infection of COVID-19. This programme could therefore be subject to change and will be reviewed in line with future changes to government and/or County Council guidance on safeguarding practices.

Information

3. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. To date the Department for Transport (DfT) has allocated £2.441m towards the Council's ATF Tranche 1 and 2 proposals (£0.263m and £2.178m respectively). The County Council's ATF Tranche 2 bid also included a contribution towards the proposals from its integrated transport block (up to 20% of the award which equates to up to £0.44m).
4. The Council's Tranche 2 bid proposals totalled over £3m which exceeded the Council's funding allocation and therefore it isn't possible to deliver all the schemes included within the original Bid with the funding available (or to replace any of the Bid proposals with alternative schemes). The total funding available for the Tranche 2 infrastructure programme (including Tranche 1 carry over) is shown in the table below.

Funding source	Amount
DfT ATF capital allocation	£1.743m
DfT ATF revenue allocations	£0.525m
NCC contribution (from its integrated transport block allocation)	£0.440m
Total	£2.708m

5. Further refinement of the infrastructure proposals included in the Bid has therefore been undertaken to determine a programme that fits the above funding. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals with the second phase of refinement made following completion of the planned

consultation. Public and stakeholder consultation was undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme. The consultation was used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the ATF Tranche 2 delivery programme.

6. After Committee approval of this approach at its 7 January 2021 meeting, the first round of consultation on five potential infrastructure schemes was undertaken during February and March 2021. Following consideration of the outcome of the first round of consultation, at its 15 June 2021 meeting, Transport & Environment Committee determined the next steps for each of the schemes still under consideration in order to inform which of the schemes should progress to construction. This work, which involved further feasibility/design work and consultation on five schemes, has now been completed and the outcomes from this work is detailed below:

- **A6191 Chesterfield Road South, Mansfield** segregated cycleway. Detailed design work has determined that the scheme cannot be delivered within the total budget available due to expected extensive works required to move utilities. Whilst the estimated cost of the scheme means it will not be delivered as part of the ATF Tranche 2 infrastructure programme, design work will be completed to enable the Council to determine if the scheme offers value for money should sufficient funding become available for its delivery in the future.
- **Beeston cycling improvements:** Estimated cost: up to £90,000. This project comprises two elements: a point closure on Dovecote Lane and a cycle parking hub to improve integration with passenger transport:
 - **Dovecote Lane, Beeston** point closure (£45,000) – The location and potential impacts of the proposals are being reviewed following concerns raised during the first round of consultation. It is proposed that an update report is brought to a future Committee once this work has been finalised.
 - **Beeston passenger transport interchange cycle parking hub** (£45,000) – Whilst funding has been secured for the delivery of the cycle parking hub, the proposed cycle hub requires an ongoing revenue budget to support its running costs and maintenance. Conversations are underway to identify a revenue funding source to pay for these costs in future years; and it is proposed that the cycle parking hub will be implemented should a suitable funding source be identified and secured.
- **High Pavement, Sutton in Ashfield** cycleway/footway: Estimated cost: £535,000. It is considered that the scheme shown in the attached Appendix 1 could be taken forward for construction. There were, however, very few responses to the two rounds of consultation undertaken on the proposed scheme (9 responses received during the first round and 38 responses received during the second round of consultation). Of the limited numbers of people that responded, 44% of respondents (4) in the first round and 53% of respondents (20) did not support the scheme.
- **Randall Way, Retford** segregated cycleway/footway: Estimated cost: up to £843,000. Design work has identified issues concerning land ownership and the extents of the highway boundary that impact on the proposed scheme that Via EM Ltd developed and consulted on. Officers are therefore investigating if an alternative scheme can be delivered within the highway boundary. Should such a scheme be identified and be deliverable within the funding constraints this will progress to construction. Discussions with the affected landowners are underway so that if this is not possible, agreements can be sought

so that the scheme is developed so that it can be considered for inclusion as part of a future funding bid.

- **Regatta Way, West Bridgford** segregated cycleway/footway: Estimated cost £1.24m. Whilst design work has identified several issues along the proposed route that have increased scheme costs, it is considered that the scheme shown in the attached Appendix 2 is taken forward for construction. During the two rounds of consultation this scheme received strong public support (only 7% of the 83 respondents in the first round and only 12% of the respondents in the second round of consultation opposed the scheme).

7. The total value of the proposed programme is as follows:

Scheme	Estimated cost
Beeston cycling improvements	Up to £0.090m
Randall Way, Retford	Up to £0.843m
High Pavement, Sutton in Ashfield	£0.535m
Regatta Way, West Bridgford	£1.240m
Total	£2.708m

8. The proposed package of measures includes only those schemes that were considered to fully meet the requirements set out in this tranche of ATF. A further tranche has subsequently been announced, and the county council has submitted a bid for funding to construct or improve cycle facilities at
- B6021 Kirkby Folly Road, Sutton in Ashfield
 - Baulk Lane, Stapleford
 - River Trent Path, West Bridgford.

In addition, the county council also submitted a bid for a countywide cycle parking infrastructure programme.

Two further schemes were also included in the bid as reserves, should government be able to allocate additional funding. These are located at A611 Derby Road, Mansfield and A612 Colwick Loop Road, Netherfield. This was reported to Committee on 1st September 2021.

9. A key requirement for securing funding is that proposed schemes are included within the county council's Local Cycling and Walking Infrastructure Plan (LCWIP). The Plan is divided into three separate geographical areas, each with their own bespoke strategies and priorities, to ensure that each area of the county is given equal weight and priority for delivery.

Further scheme/programme development, design and consultation

Other Options Considered

10. The options currently being considered are set out within this report. Details of the options previously considered and reported on are detailed within the 7 January 2021 Communities & Place Committee and 15 June 2021 Transport & Environment Committee papers.

Reason/s for Recommendation/s

11. The programme detailed within this report have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The

measures detailed in the report have been developed to reflect a balance of delivery of the County Council's strategic and transport objectives, member, public and stakeholder requests and priorities, evidence of need (including technical analysis), and value for money.

Statutory and Policy Implications

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

Financial Implications

13. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

Public Sector Equality Duty implications

14. The programme detailed within this report complies with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

15. Equality impact assessments of each of the individual elements of the ATF Tranche 2 infrastructure programme have also been undertaken by project managers as part of the scheme development to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

16. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads. The ATF Tranche 2 infrastructure programme contained within this report has been developed to help address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that Committee approves the following schemes as set out in this report and its appendices:

- 1) the funding of the cycle parking hub in Beeston, should funding for its ongoing maintenance and running costs be secured
- 2) the delivery of the Regatta Way, West Bridgford cycle/footway improvements
- 3) the delivery of the High Pavement, Sutton in Ashfield cycle/footway improvements

- 4) the delivery of the Randall Way, Retford cycle/footway improvements, should a scheme be identified and be deliverable within the funding constraints.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Team Manager, Local Transport Plans & Programme Development

Constitutional Comments (SJE 04/10/2021)

17. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways and pavements, of traffic management, of integrated transport measures, and of road safety, has been delegated.

Financial Comments (RWK 04/10/2021)

18. There are no additional financial implications arising from the report. The revenue and capital costs detailed in the report are included in current revenue budget and capital programme allocations.

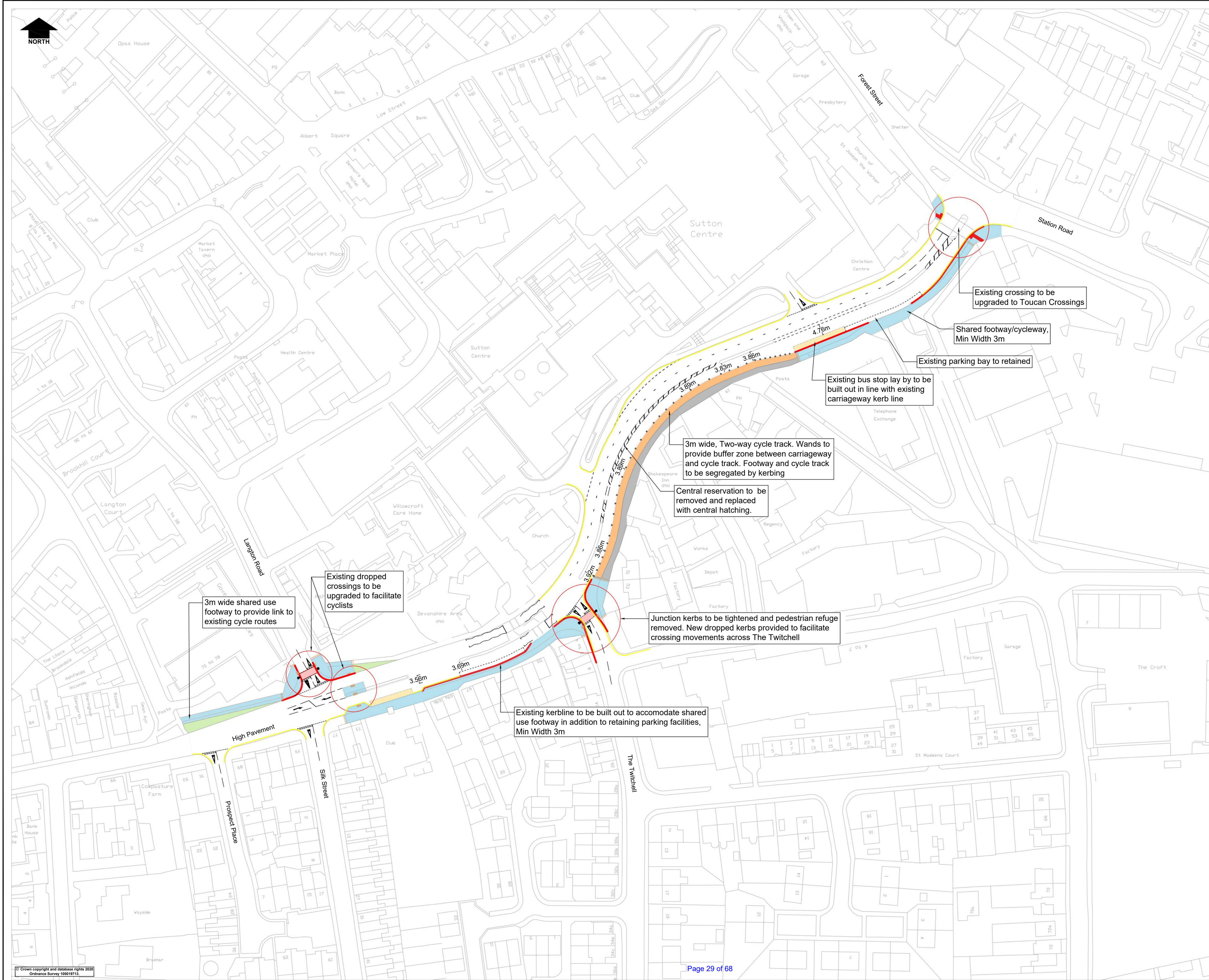
Background Papers and Published Documents

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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- D2N2 Local Cycling and Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Highways Capital & Revenue Programmes 2021/22 – 15 June 2021 Transport & Environment Committee report

Electoral Division(s) and Member(s) Affected

- | | |
|-----------------------------|-------------------------------|
| • Sutton Central & East | Sam Deakin |
| • Ashfields | Jason Zadrozny |
| • Retford West | Mike Quigley |
| • Beeston Central & Rylands | Kate Foale |
| • Mansfield West | Sinead Anderson, Paul Henshaw |
| • Mansfield North | Ben Bradley, Anne Callaghan |
| • Radcliffe on Trent | Roger Upton |



KEY

- Existing Arrangement
- Carriageway Extents
- Shared Use Footways (Min width 3m)
- 3m wide two-way cycle track. 0.5m wanded buffer zone between cycle track and carriageway. Cycle track and footway segregated by kerbing.
- 2m wide footway adjacent to carriageway or cycle track
- Existing Grass Verge
- Proposed kerb lines to be realigned
- West-bound bus stop clearways
- Tactile Paving at uncontrolled crossing points
- Tactile paving at controlled crossing points

- NOTES**
- Proposed design ONLY. Scheme subject to further detailed design.
 - Do not scale from this drawing.
 - All measurements are given in metres unless otherwise stated.



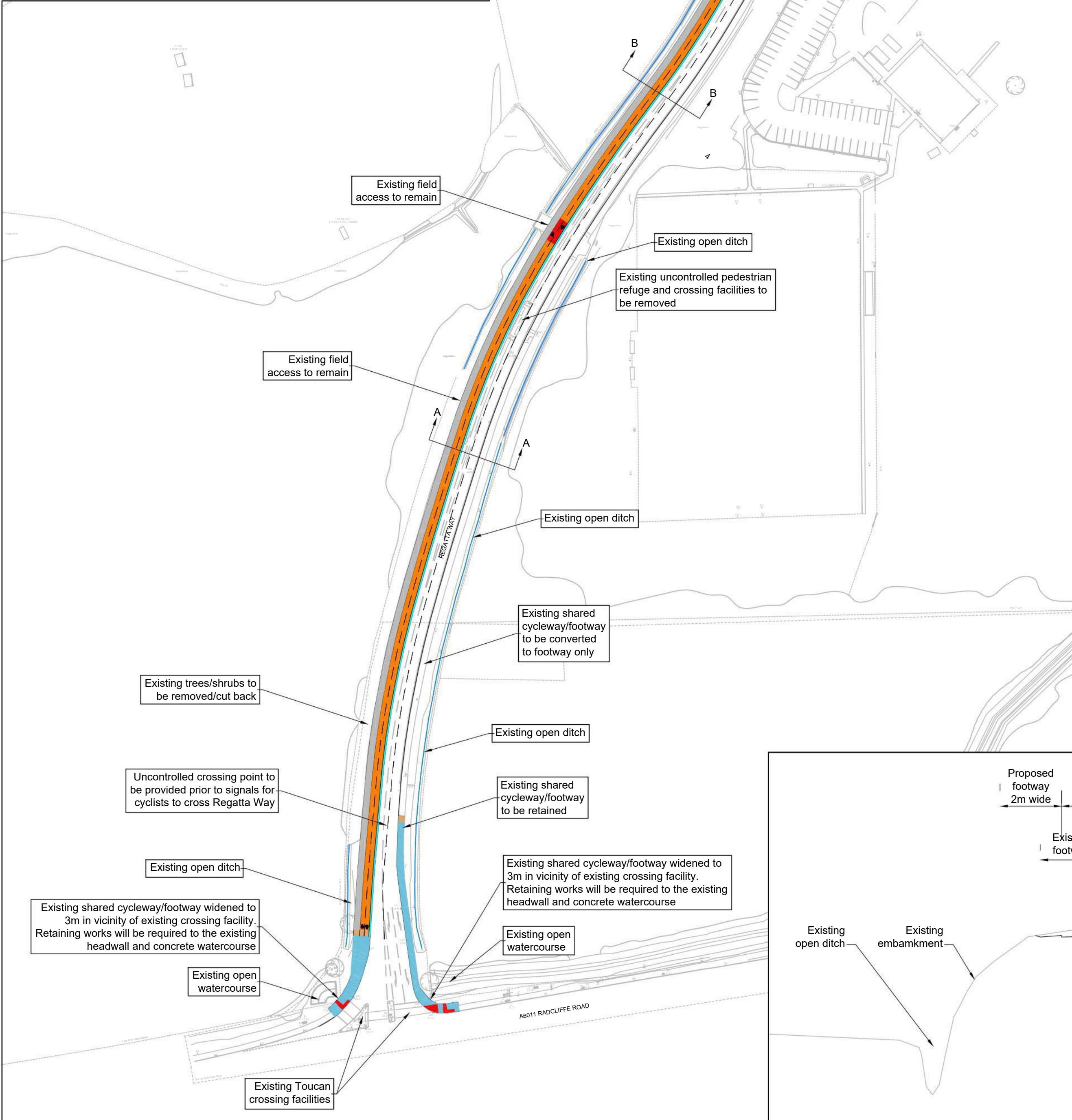
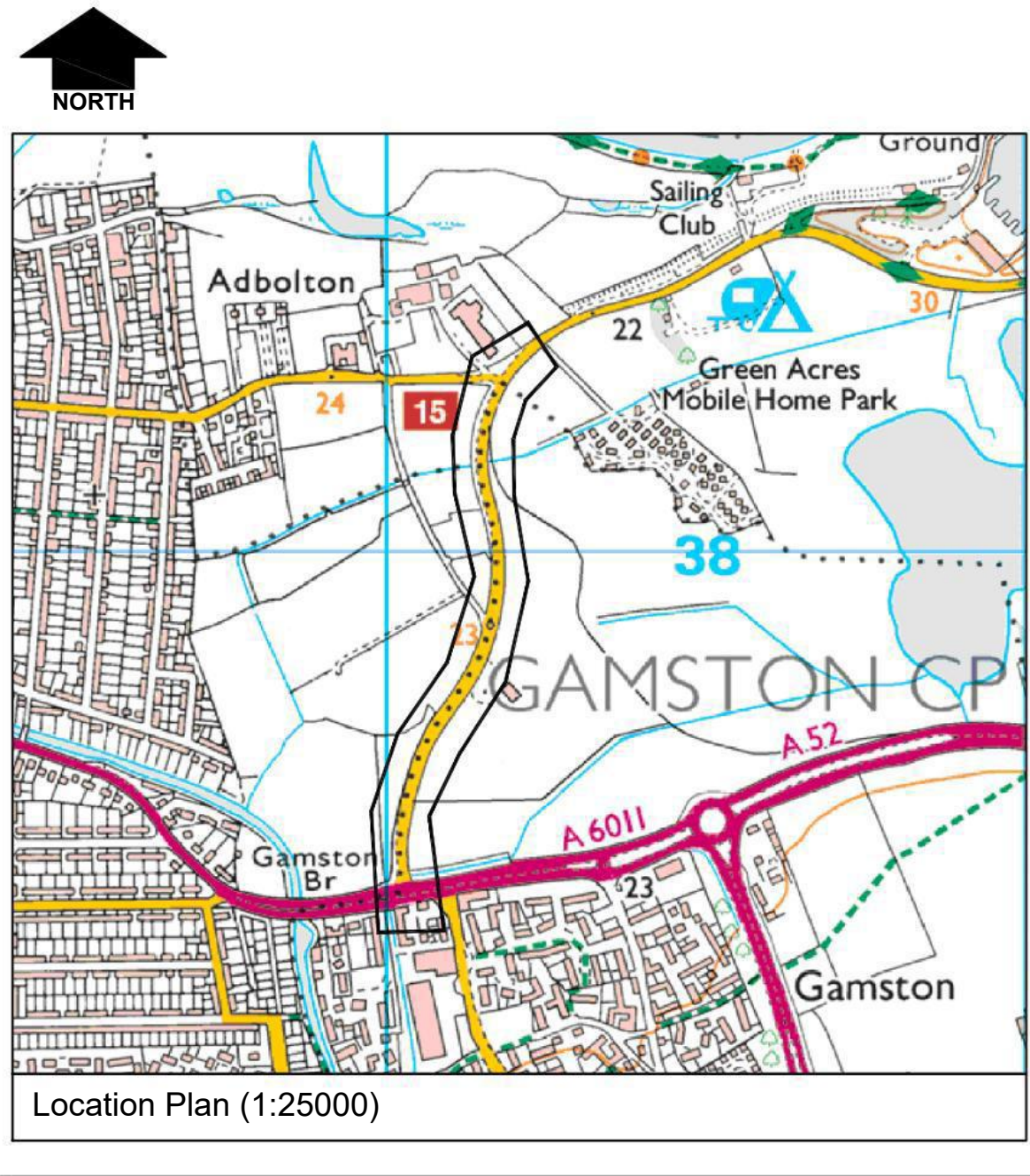
C	Remove central reservation to north-east of The Shakespeare Inn and replace with hatching. Revised bus stop clearway by the Telephone Exchange. Add existing double yellow lines and parking bays.	JAB			18/08/21
B	Revised to show central reserves which may potentially be removed.	RS			
A	First Issue	KC			
Rev.	Description	Drawn	Ch'kd	Auth	Date

Active Travel Fund. Tranche 2 Consultation					
Status	DRAFT	Project No.	TP2150480		

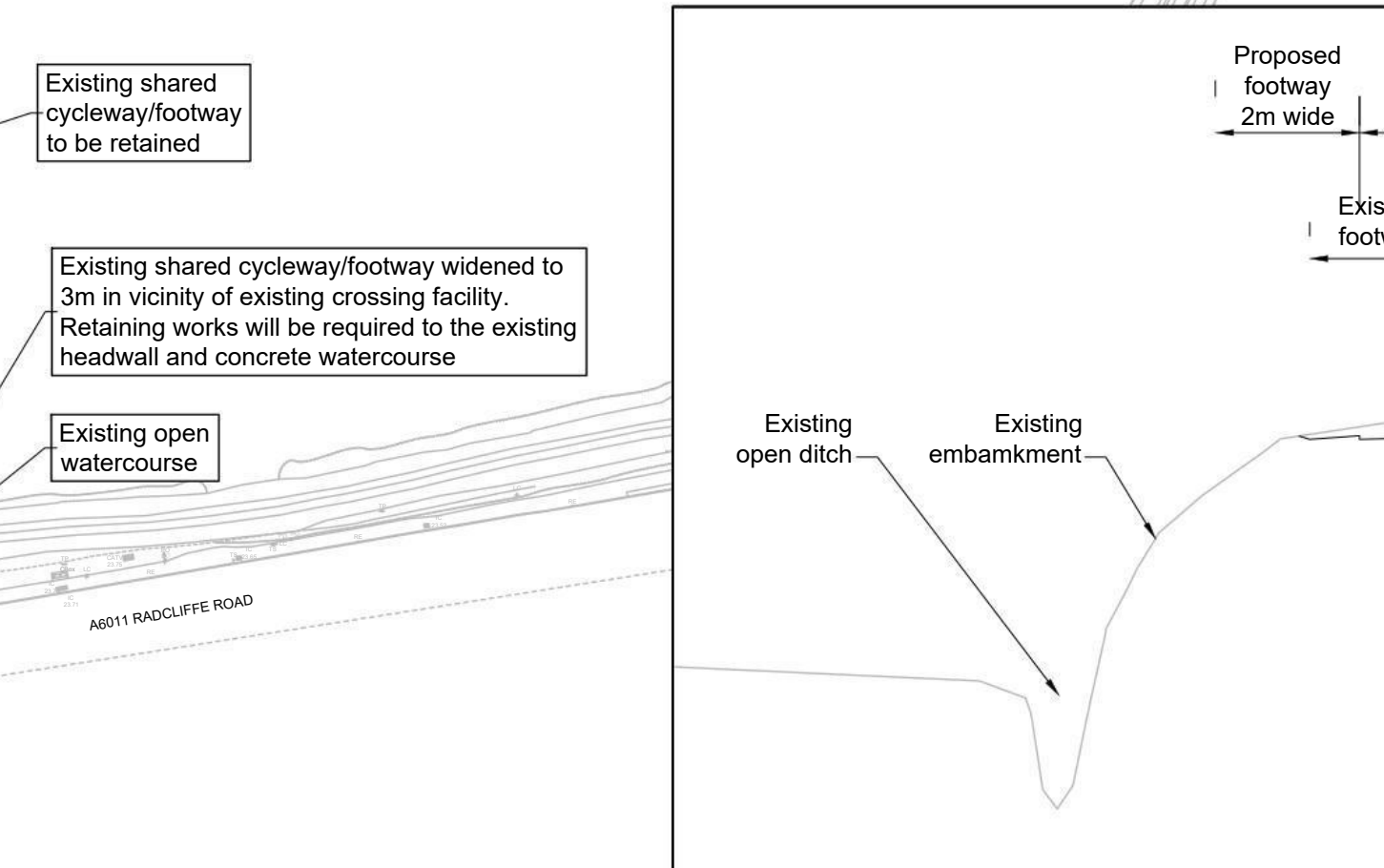
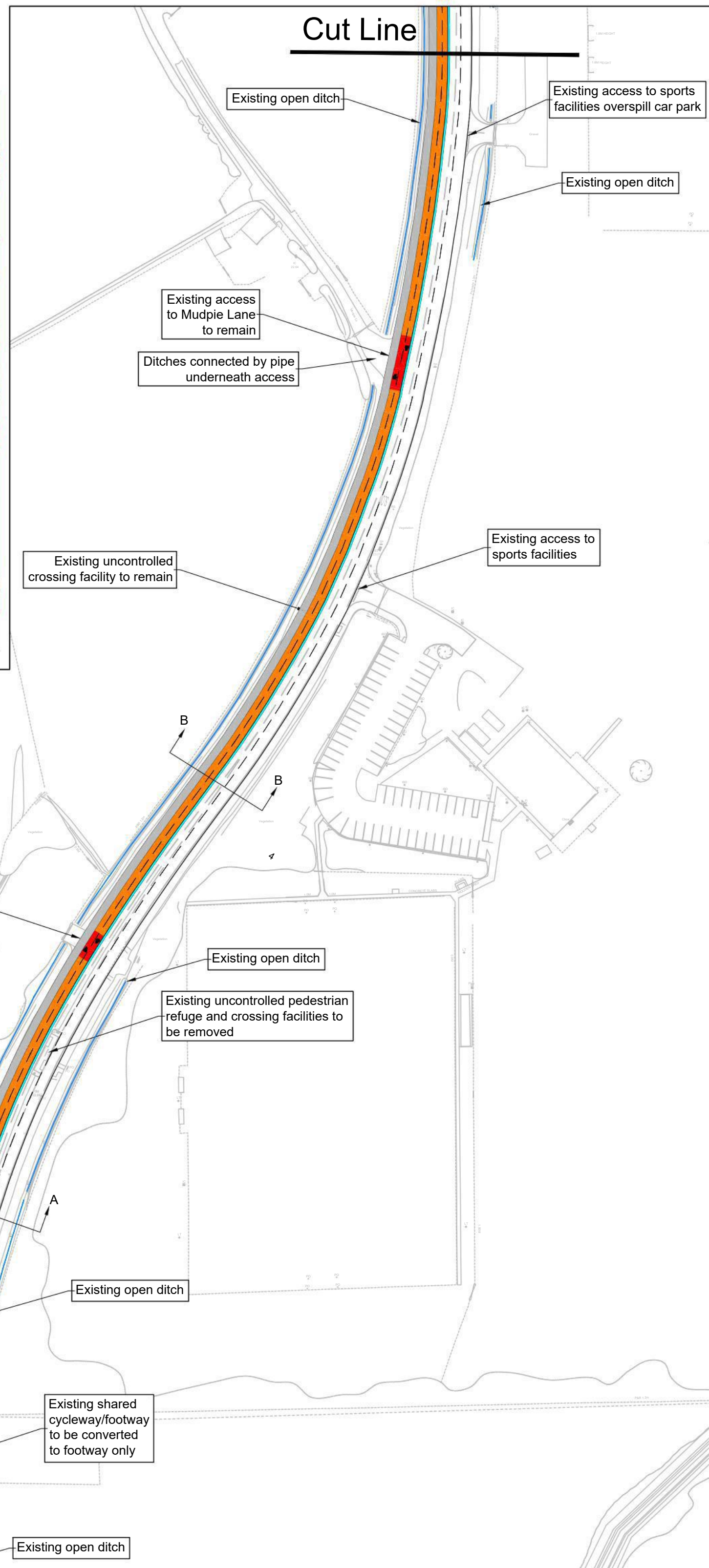
High Pavement, Sutton-in-Ashfield Consultation Plan					
Scale	NTS @A1	Drawn	KC	Date	10/06/21
		Checked	MW	Date	10/06/21
		Drawn	18/08/21	Traced	
Drawing No.	TP2150480/HPavement/001				Rev.
					C

via in partnership with **Nottinghamshire County Council**

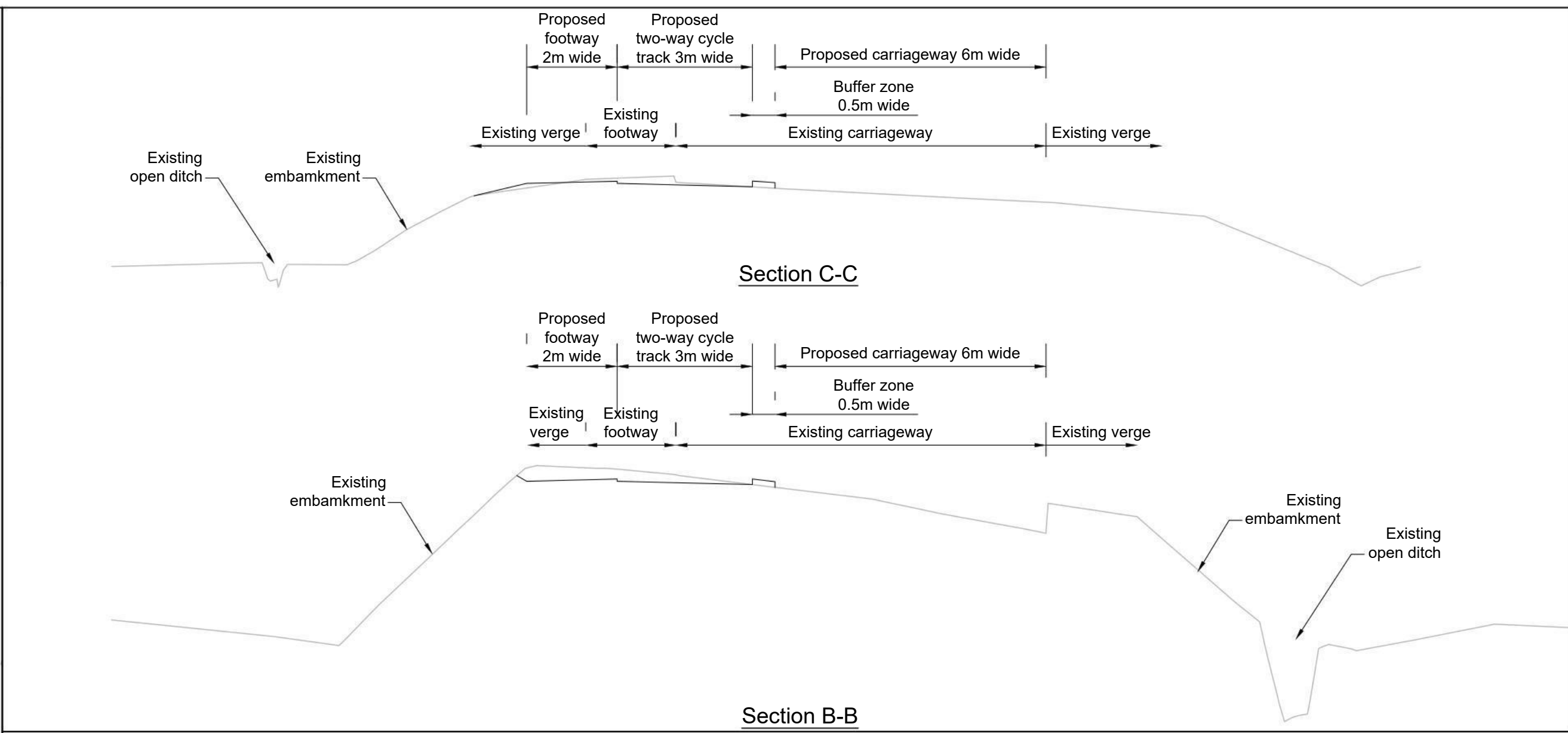
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Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire, NG22 8ST



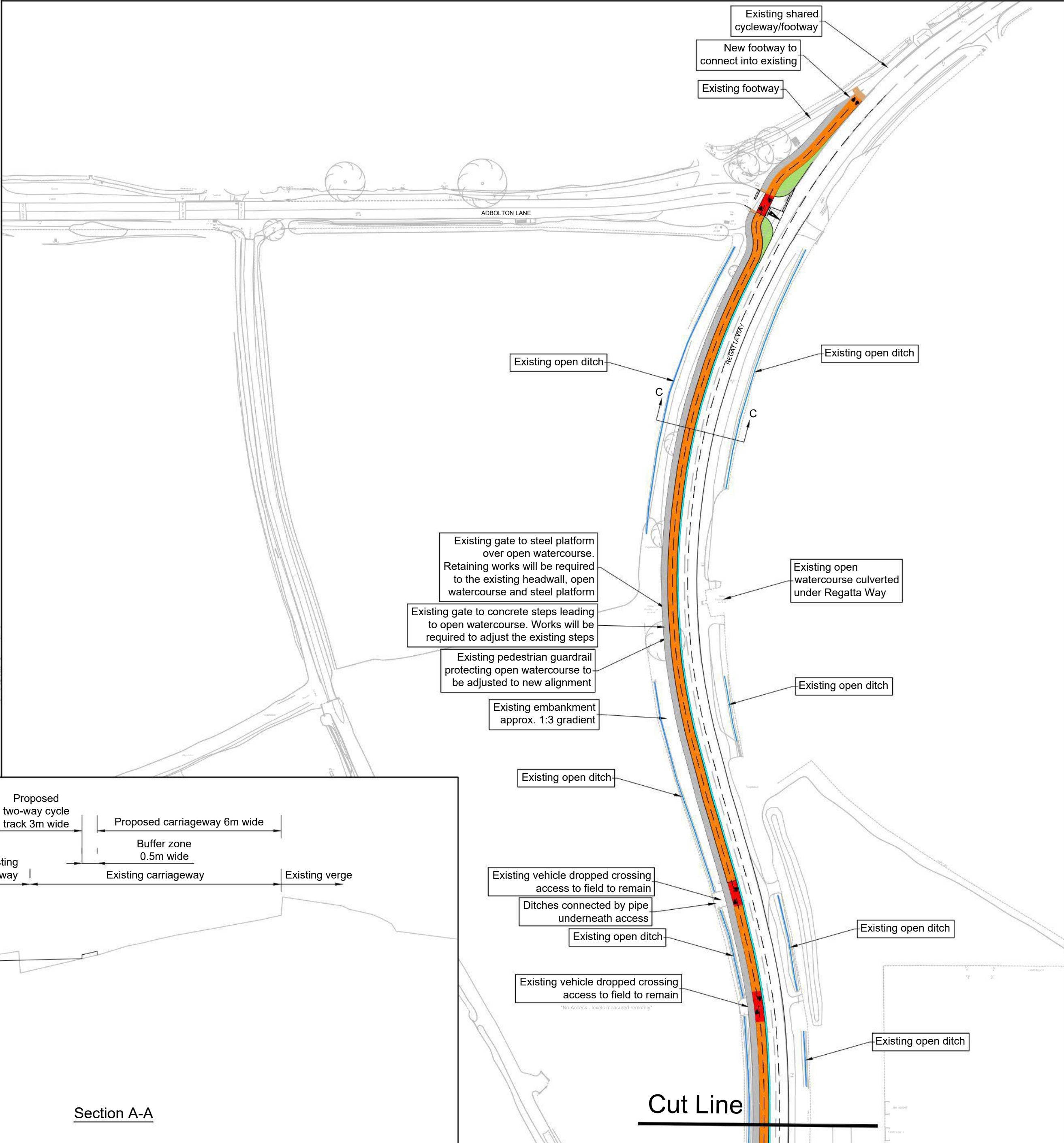
General Arrangement (1:1000)



Cross Section (1:1000H, 1:500V)



Cross Section (1:1000H, 1:500V)



General Arrangement (1:1000)

KEY	
	Existing Layout
	Buffer Zone (0.5m width)
	3m wide two-way cycle track, 0.5m kerbed buffer zone between cycle track and carriageway. Cycle track to be 50mm below existing footway. Footway and cycle track segregated by kerbing
	2m wide footway adjacent to carriageway or cycle track
	Carriageway extents
	Shared use footway (Min 3m wide)
	Coloured bituminous surfacing across junctions and accesses on Segregated Cycle Track
	Proposed Highway Layout
	Existing Grassed Verge
	Tactile Paving / Corduroy Paving
	Existing open ditch

- NOTES**
1. This drawing is to be read in conjunction with all other relevant drawings, details and specifications.
 2. Do not scale from this drawing.
 3. All measurements are given in metres unless otherwise stated.

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project					
Active Travel Fund Regatta Way, West Bridgford					
Status					
Project No. TP2150478					
Information					
Drawing Title					
Proposed Segregated Cycle Track With Annotation					
Scale					
1:1000 @A1					
Drawing No.					
ATF-HSP-HGN-RW-DR-CH-001					
Rev.					
0					

via

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**13 October 2021
Agenda Item:8**

REPORT OF THE CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (COTGRAVE ROAD, NORMANTON THE WOLDS AND PLUMTREE AND CHURCH HILL PLUMTREE) (50MPH SPEED LIMIT) ORDER 2021 (8306)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

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

Information

2. Cotgrave Road which extends between the existing 40mph at Tollerton (west of Cotgrave Lane) and the A606 at Normanton on the Wolds, is a single carriageway rural distributor road that has no streetlights or footways. The road is rural in character with a number of bends and undulations. There are four access drives along the route, leading to agricultural or private premises and residences.
3. The road is currently subject to a speed limit of 60mph; the national speed limit for single-carriageway derestricted roads.
4. The reduction in speed limit was requested by local residents as part of a campaign to construct a footway along this length of road. It has been established that a footway cannot be delivered due to prohibitive costs and lack of sufficient verge.
5. In response it is proposed to introduce a speed limit of 50mph between the existing 40mph at Tollerton (west of Cotgrave Lane) and the A606 at Normanton on the Wolds. The proposed order will also include the existing stretch of 50mph along Cotgrave Road and part of Church Hill to the start of the 30mph at Plumtree.
6. In considering changes to speed limits, the Department for Transport (DfT) guidance "Setting Local Speed Limits" is used to determine the appropriate limit. A principle of this guidance relates to matching speed limits to recorded mean traffic speeds; a 50mph limit is considered appropriate for the type of road and the traffic using it.
7. The lower speed limit will act as a buffer zone and will help to reduce the speed of the traffic approaching the existing 30mph and 40mph speed limits and encourage greater compliance with the existing speed limits at start of the residential areas.

8. The statutory consultation was undertaken between 12th November and 11th December 2020, as detailed on plan H/SLW/3572/01.
9. During the consultation period, fourteen responses were received, including a comment from County Councillor Butler. Councillor Butler welcomed the proposed speed limit reduction but requested that consideration be given to extending the start of the current 40mph section to include the properties and the bend.
10. Eleven of the responses expressed support and / or made comments on the scheme. A common theme amongst the comments was to extend the existing 40mph, as requested by Councillor Butler, and to make Cropwell Road and Church Hill (from its junction with A606) a 30mph speed limit.
11. Consideration was given to the requests to extend the 40mph, but the characteristic of the road at that location remains rural, with only two vehicle accesses. Without an obvious change in the road characteristics the relocation of the 40mph terminal point could have a negative effect to that which was intended; that is, motorists approaching from the A606 will ignore the 40mph sign because they do not perceive it to be a residential area. As they approach to the row of residential properties there will no longer be a gateway feature to reinforce their perception of the change in speed limit and they are less likely to slow down. It is therefore not considered appropriate to extend the exiting 40mph speed limit.
12. It is considered that there are three outstanding objections to the proposals including one from Normanton on the Wolds Parish Council.

Objections Received

13. Objection – Proposed speed limit should be lower
All objectors objected on the grounds that all or part of the route should be subject to a lower speed limit. Respondents stated that they considered the proposed limit was inappropriate for the location and that the lower limit would be safer for vulnerable highway users. All objectors, including Normanton on the Wolds Parish Council, requested that the existing 30mph in Plumtree be extended along Church Hill to the A606 traffic lights. One objector wanted the entire route between Plumtree and Tollerton to be reduced to a 30mph limit. Another respondent wanted the 30mph limit at Plumtree to be extended to Clipston Lane in Normanton on the Wolds. The respondent also stated that the proposed 50mph should be reduced to a 40mph limit on the remainder of the advertised route. They and another respondent also requested that the existing 40mph section at Tollerton (which does not form part of this consultation) be reduced to 30mph.
14. Response – Proposed speed limit should be lower
The County Council use a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental effect. A 30mph speed limit is normally only proposed where the road is in a built-up area with multiple properties directly accessed from the road. This is not the case on the sections of this route where a 30mph limit has been requested and does not align with Government guidance on setting speed limits.
15. Similarly, the guidance does not suggest that a 40mph limit is appropriate for the section of road between Normanton and Tollerton, which is rural in character, with no development and few accesses and low pedestrian numbers. If speed limits are set at an unreasonably

low level it can increase collisions as drivers make unsafe overtaking manoeuvres to pass what they perceive as vehicles driving 'too slowly' and would be unlikely to achieve a high compliance level.

16. As the route does not align with official guidance for a lower speed limit, the advertised limit of 50mph is considered to be the most appropriate for the location.

Other Options Considered

17. The other options which were considered related to the appropriate speed for this section of road. The route was assessed in line with Department for Transport guidelines on setting speed limits and this indicated that 50mph was the appropriate limit.

Comments from Local Members

18. County Councillor Richard Butler expressed his support for the proposal and requested that consideration be given to whether the 40mph at Tollerton could be extended.

Reason for Recommendation

19. The proposed changes to the speed limit along Cotgrave Road are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

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

Crime and Disorder Implications

21. Nottinghamshire Police made no objections to the proposal. No additional crime or disorder implications are envisaged.

Financial Implications

22. The scheme is being funded through the 2021/22 Integrated Transport Measures capital programme with an expected cost of £4,000.

Human Rights Implications

23. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

24. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

25. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

RECOMMENDATION

It is **recommended** that:

- 1) The Nottinghamshire County Council (Cotgrave Road, Normanton The Wolds and Plumtree and Church Hill Plumtree) (50mph Speed Limit) Order 2021 (8306) is made as advertised and objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Sonya Hurt - Team Manager (Major Projects and Improvements) / Helen North – Improvements Lead Tel:0115 977 2087

Constitutional Comments (SJE – 14/09/2021)

26. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management has been delegated.

Financial Comments (GB 08/09/2021)

27. The estimated cost to implement the works identified in this report total £4,000. It is proposed that the costs will be funded from the 2021/22 Integrated Transport Measures capital budget which totals £8.6m and is already approved as part of the Transport and Environment capital budget.

Background Papers

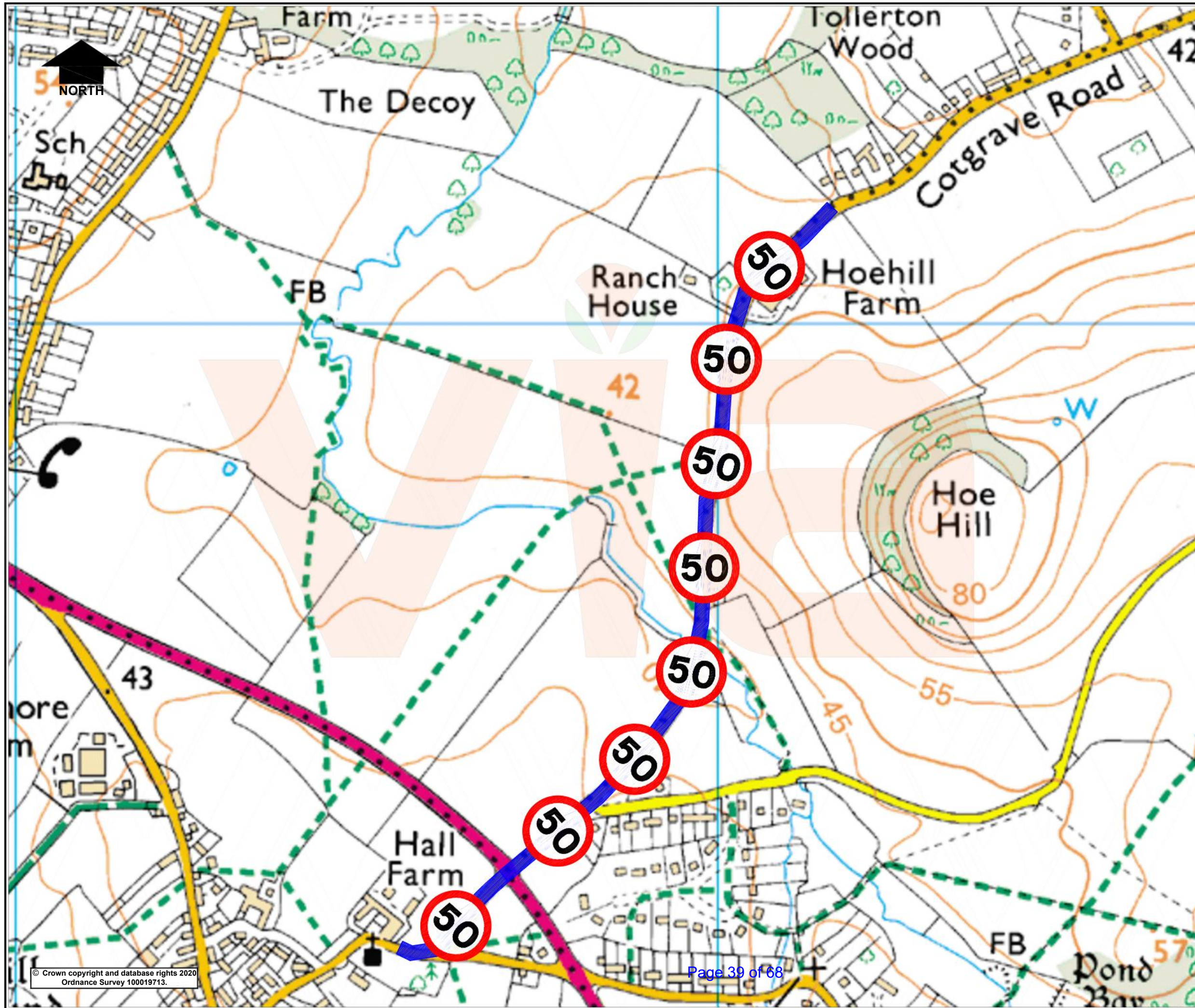
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

Cotgrave ED

Councillor Richard Butler



KEY



Proposed 50mph
Speed Limit
(existing National
Speed Limit)

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project Cotgrave Road, Normanton on the Wolds					
Status Advert	Project No. TRO 8306				
Drawing Title Proposed 50mph Speed Limit - Advert Plan					
Scale N.T.S.	Drawn SLW	Ch'kd MN		Date Oct '20	
Auth HRN		Traced		Date Oct '20	
Drawing No. H/SLW/3572/01					Rev. 0
<div> in partnership with  Nottinghamshire County Council <small>www.viam.co.uk Tel 0115 804 2100 Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire, NG22 8ST</small></div>					

Nov 03/2020 - 2:34pm 1:HighwaysDesign and Construction/Roads and Highways/Projects/20-21/TP2050216 Cotgrave Road (Tollerton to Normanton on the Wolds) - 50 mph limit.dwg

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13 October 2021**Agenda Item:9****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN
CROPWELL BISHOP (PROHIBITION OF WAITING) TRAFFIC REGULATION
ORDER 2021 (8309)****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 subject to the amendments shown on drawing H/SLW/3534/01 Rev A.

Information

2. Cropwell Bishop is a small village situated approximately 10 miles south-west of Nottingham. Nottingham Road forms part of the main street through the village linking to the A46(T). The proposals relate to a section of Nottingham Road that provides access to several side streets, has residential properties fronting the road, several small businesses, a local public house, and Methodist church.
3. The County Council has received complaints from residents regarding issues with traffic congestion relating to parking on Nottingham Road. In 2019 a new Co-op opened, constructed on a private car park, which had previously been used informally by residents for off-street parking. This resulted in transferred parking onto the adjacent road and incidents of gridlock were reported.
4. County Councillor Neil Clarke and Cropwell Bishop Parish Council requested additional parking restrictions to ease traffic movements in the village, however the District Manager advised against clearing the route entirely as this could increase traffic speeds and exacerbate instances of rat running, which were also a concern amongst residents.
5. A pattern was devised where on-street parking would be retained in some areas of Nottingham Road thereby creating a chicane effect. This was informally agreed with Councillor Clarke and the Parish Council, accepting that public consultation would determine the eventual layout. Junction protection on Church Street is also to be included to replace advisory H-bar markings.
6. The statutory consultation, as agreed, was undertaken between 20th October and 16th November 2020, and are detailed on plan H/SLW/3534/01.

7. During the consultation period a total of 22 responses were received. Five of the responses, including that from Cropwell Bishop Parish Council expressed support and / or made comments on the scheme, the rest were considered objections.
8. Following consideration of the responses received during the consultation period the proposals were revised and agreed with Councillor Neil Clarke and the Parish Council. The revisions included a reduction in the extent of the proposed restrictions; by approximately 128 metres on the south side of Nottingham Road and Fern Road, and 14 metres on Stockwell Lane. The revised scheme also includes an advisory disabled parking bay on the south side of Nottingham Road, as requested by one of the respondents. The revised scheme is shown on plan reference H/SLW/3534/01 Rev A.
9. The revised proposal was sent to all the objectors. These respondents were asked to confirm, if considering the revised proposals, they wanted their objection to stand. Six respondents formally withdrew their objection. It is therefore considered that there are eleven outstanding objections to the revised proposals.

Objections Received

10. Objection – loss of on-street parking

Seven respondents objected on the grounds of loss of on-street parking; these comments included statements that the proposed restrictions were unnecessary or excessive. Respondents stated that parking opportunities within the village were already limited and that this would be exacerbated by the proposed restrictions. One respondent stated that a reduction in available on-street parking would negatively affect their business by reducing opportunities for customers to park.

Respondents referred to the 2019 redevelopment of a central private car park into a Co-op, which had reduced parking availability. They stated that additional on-street restrictions, would impact on residents who had no access to off-street parking, such as residents of Mill Lane. Several requests were made regarding the proposals; to reduce their extent, amend the proposed locations and for a resident parking scheme.

11. Response – loss of on-street parking

The double yellow lines (No Waiting at Any Time) proposed are to ensure sufficient unobstructed carriageway is available to facilitate the safe movement of vehicles and pedestrians, thereby facilitating efficient operation of the Highway. The restrictions are designed to address issues with visibility at junctions and reduce obstruction to traffic flow through the village caused by parked vehicles.

12. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park near their property. The purpose of the highway network is for the movement of people and vehicles and not for parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. The extent of the proposed restrictions has been revised and on-street parking retained where this is commensurate with the efficient movement of vehicles. On-street parking remains available on the wider highway network, including outside retail and leisure premises, providing parking opportunities for customers, residents, and their visitors.
13. Most properties on Nottingham Road have access to off-street parking and therefore do not meet criteria set by Nottinghamshire County Council, for a residents parking scheme.

14. Objection – proposals will displace parking and add to inconsiderate parking
Four objections stated that the scheme would result in parking migration to other areas within the village, negatively impacting on residents of those areas. Respondents stated that this would exacerbate existing issues with obstruction of driveway accesses, parking on bends, or encourage parking on private roads. Two respondents requested additional parking restrictions to address their concerns. It was stated that the new advisory disabled bay on Nottingham Road would obstruct refuse / delivery vehicles using Mill Lane.
15. Response – proposals will displace parking and add to inconsiderate parking
It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the proposed restrictions are required to enable the safe movement of vehicles and pedestrians. The limits of the restrictions have been revised in response to consultation to retain on-street parking where this can be achieved without detriment to the effective and safe operation of the highway. The proposed disabled bay will not adversely affect access to Mill Lane as it will be installed on an area of highway which is currently unrestricted and already used for on-street parking.
16. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers a balanced solution improving highway operation with the least loss of parking. It is considered that the reduced extents of the restrictions will minimise the impact on those residents who may be affected by parking migration.
17. An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties can be the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy, on request from residents. The management of vehicle parking on private roads, such as the erection of warning signs or enforcement, is not a function of the Highway Authority and where such parking causes an obstruction, this would be a matter for the Police, who are empowered to enforce on this matter.
18. Objection – traffic speeds / safety concerns
Five respondents objected on the grounds that removing the parking would lead to increased traffic speeds in the village and / or place vulnerable users, such as pedestrians, near moving traffic as many of the footways within the village were narrow. Respondents stated that increased traffic speeds would make it more hazardous for vehicles (including pedal cycles) emerging from side roads or private car parks. They stated that allowing parking on the north side of Nottingham Road would have the effect of slowing down vehicles approaching the Co-op store.
19. Response – traffic speeds / safety concerns
Concern regarding the potential for an increase in traffic speeds was recognised at the design stage of these proposals. The scheme was developed in conjunction with the local Councillor, Parish Council and Highway District Manager to create a scheme which incorporates staggered parking areas along Nottingham Road. Vehicles parked at these locations will create an informal chicane effect, which will restrain traffic speeds whilst still enabling efficient traffic flow along the route. The Police stated that they had no objections to the proposals, and it is considered that the design is an appropriate response to pre-empt any negative impact of the anticipated improvement in traffic flow.
20. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists, and pedestrians. Obstructive parking near junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction.

21. Objection – over-running or parking on footways

Four of the objections were concerned that the restrictions may encourage drivers to over-run or park on footways. Concerns were raised that this may damage adjacent property foundations and be hazardous and / or obstructive to pedestrians. Respondents cited comments from a District Manager from eleven years ago and extracts from a 2015 report relating to parking restrictions in Cropwell Bishop, which they viewed as a commitment from the County Council to retain parking on particular sections of Nottingham Road.

22. Response - over-running or parking on footways

The County Council made no commitment to permanently retain on-street parking at any location in Cropwell Bishop and would be unable to do so as the situation regarding patterns of parking and traffic levels is constantly evolving. The Highway Authority has a duty to facilitate the expeditious movement of traffic on the network and is acting on recent complaints regarding congestion and obstruction of traffic. The restrictions will make additional running width available on the carriageway, which was previously obstructed with parked vehicles. It is anticipated that the reduction in congestion and obstruction to vehicles will reduce the likelihood of impatient or impeded drivers over-running the footways to negotiate around obstacles. It should be noted that where pavement parking constitutes an obstruction it is a matter for the Police, who are empowered to enforce on this matter.

Other Options Considered

23. The other option that has been considered related to the extent of the waiting restrictions proposed. These were previously proposed to be more extensive, but have been reduced in response to concerns raised, whilst still fulfilling the primary objective of facilitating the safe and effective operation of the highway.

Comments from Local Members

24. County Councillor Neil Clarke expressed his support of the revised proposals.

Reasons for Recommendation

25. The other option that has been considered related to the extent of the waiting restrictions proposed. These were previously proposed to be more extensive, but have been reduced in response to concerns raised, whilst still fulfilling the primary objective of facilitating the safe and effective operation of the highway.

Statutory and Policy Implications

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

Crime and Disorder Implications

27. Nottinghamshire Police expressed their support to the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

28. The scheme is being funded through the 2021/2022 Traffic Management budget for Rushcliffe with an estimated cost to implement the works and traffic order of £1500.

Human Rights Implications

29. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are within the scope of such legitimate aims.

Public Sector Equality Duty implications

30. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who do not;
 - Foster good relations between people who share protected characteristics and those who do not.
31. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.
32. 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

It is **recommended** that:

- 1) The Nottinghamshire County Council (Various Roads in Cropwell Bishop (Prohibition of Waiting) Traffic Regulation Order 2021 (8309) is implemented as advertised subject to the amendments shown on drawing H/SLW/3534/01 Rev A.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Naomi Cook (Major Projects and Improvements Manager) 0115 9773290

Constitutional Comments (SJE – 14/09/2021)

33. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and traffic regulation orders has been delegated.

Financial Comments (SES 07/09/2021)

34. The financial implications are set out in paragraph 27 of the report. The estimated cost to implement the works and traffic order detailed in the report is £1,500. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 in 2021/22 for Traffic Management works.

Background Papers

35. 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.
36. All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.
37. Equality Impact Assessment:
- Cropwell Bishop – proposed waiting restrictions

Electoral Division(s) and Member(s) Affected

Bingham West

Councillor Neil Clarke

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Cropwell Bishop – proposed waiting restrictions

Details are set out:

The Nottinghamshire County Council (Various Roads in Cropwell Bishop (Prohibition of Waiting) Traffic Regulation Order 2021 (8309)

Officers undertaking the assessment:

Helen North – Improvements Lead, Via East Midlands Ltd
Laura Trusler, Highways District Manager, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date:

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment, and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation, and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

Cropwell Bishop is a small village situated approximately 10 miles south-west of Nottingham. Nottingham Road forms part of the main street through the village linking to the A46. The proposals relate to a section of Nottingham Road that provides access to several side streets, has residential properties fronting the road, several small businesses, a local public house, and Methodist church.

The County Council has received complaints from residents regarding issues with traffic congestion relating to parking on Nottingham Road. In 2019 a new Co-op opened, constructed on a private car park, which had previously been used by residents for off-street parking. This resulted in transferred parking onto the road and incidents of gridlock were reported.

In response the County Council proposes to introduce additional parking restrictions in the village, to ease traffic movements. The potential for these restrictions to increase traffic speeds and exacerbate instances of rat running was noted as a concern felt by residents. As such a pattern was devised where on-street parking would be retained on some stretches of Nottingham Road thereby creating a chicane effect. This was informally agreed with Councillor Clarke and the Parish Council, accepting that public consultation would determine the eventual layout. Junction protection on Church Street is also to be included to replace advisory H-bar markings.

The statutory consultation, as agreed, was undertaken between 20th October and 16th November 2020, and are detailed on plan H/SLW/3534/01.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Disability	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Race including origin, colour, or nationality	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation including gay, lesbian or bisexual	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

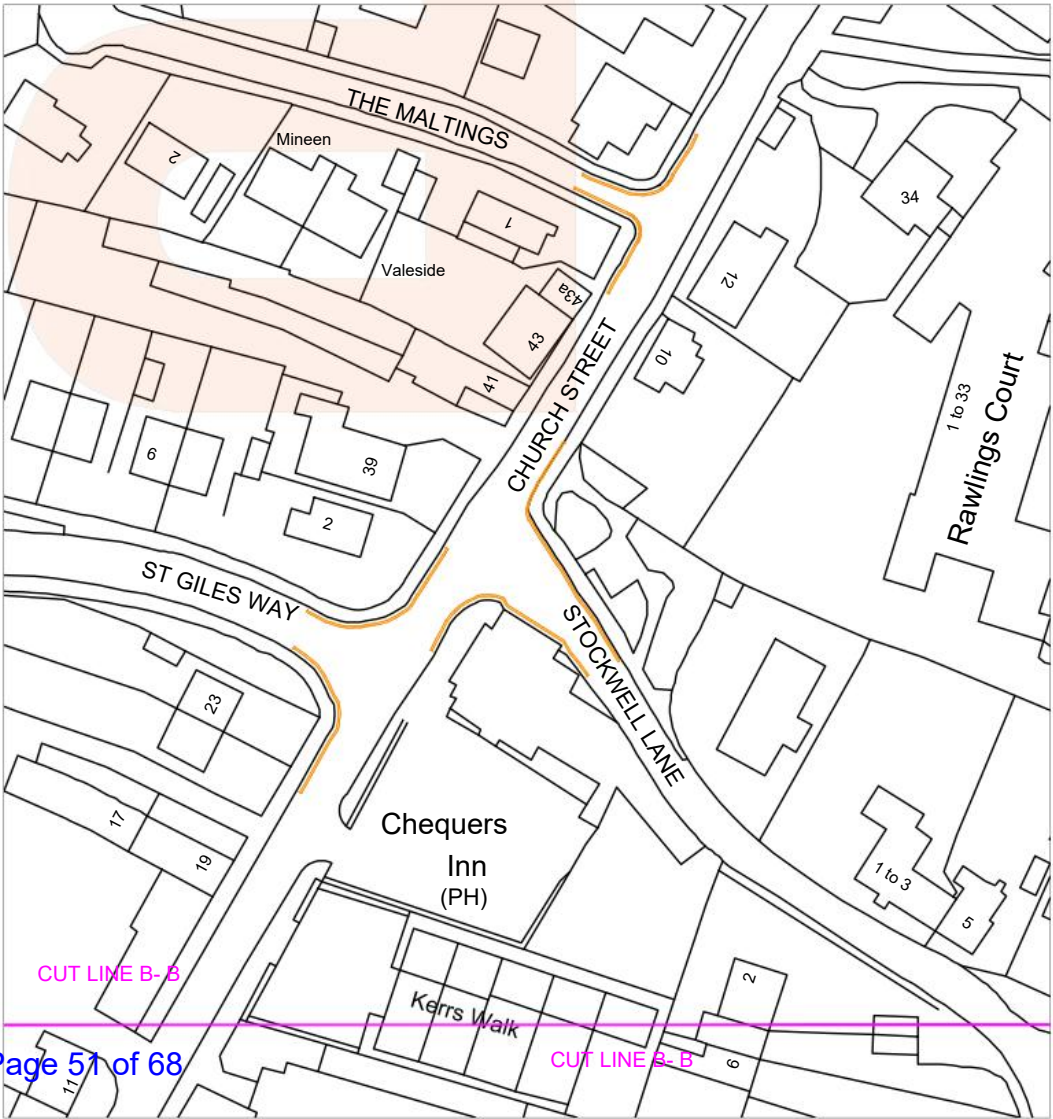
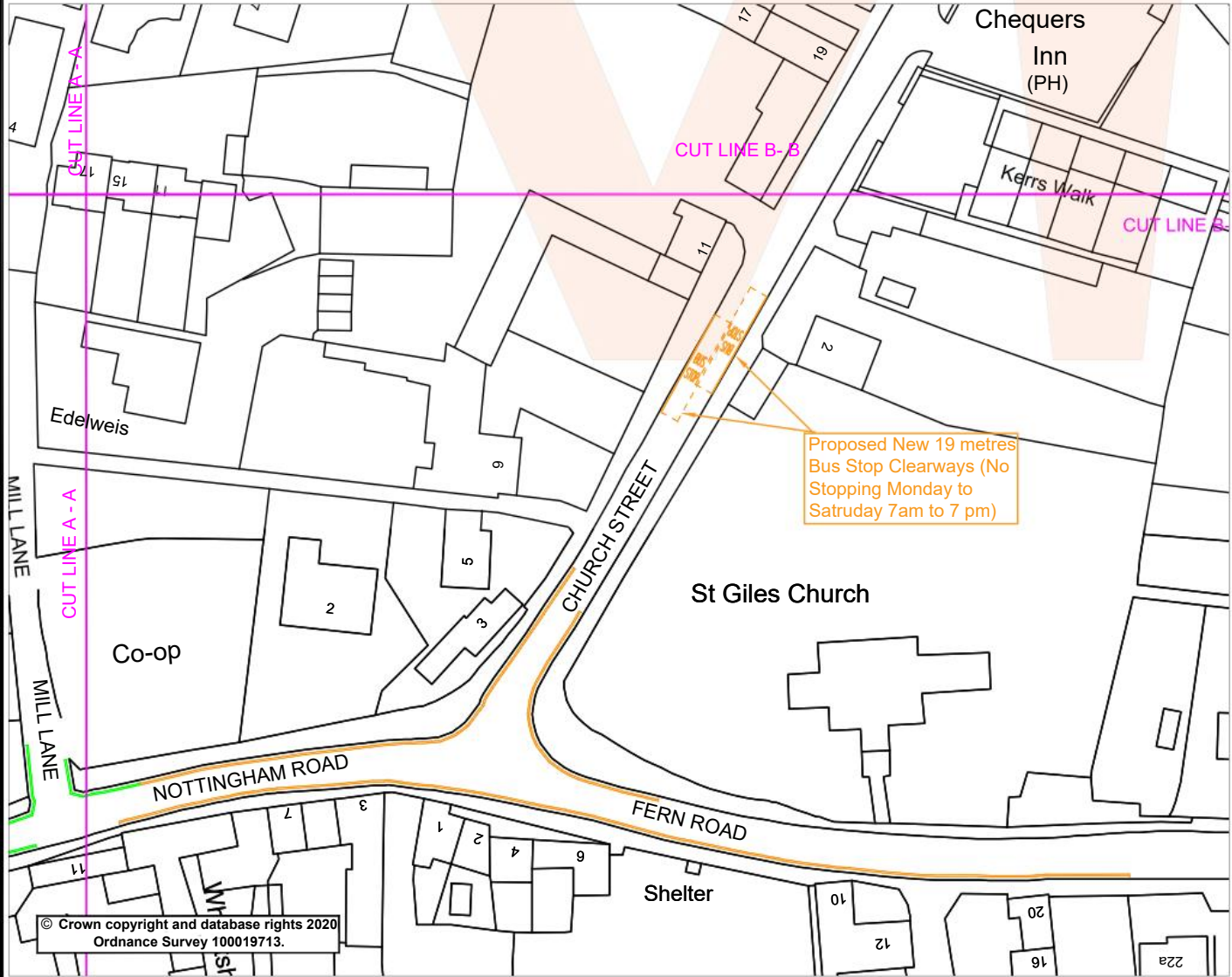
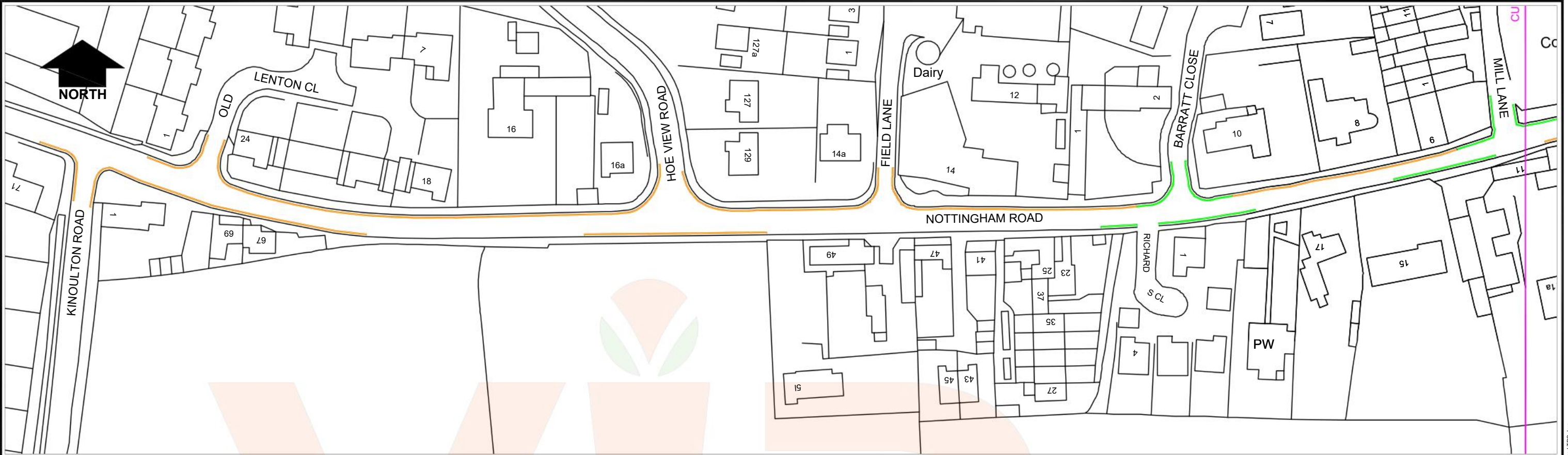
During the consultation period a total of 22 responses were received. Five of the responses, including that from Cropwell Bishop Parish Council expressed support and / or made comments on the scheme, whilst the remainder were considered objections. This number included an objection from a respondent with a disability.

Following consideration of the responses the proposals were revised and agreed with Councillor Neil Clarke and the Parish Council. The revisions included a reduction in the extent of the proposed restrictions; by approximately 128 metres on the south side of Nottingham Road and Fern Road, and 14 metres on Stockwell Lane.

The revised scheme also includes an advisory disabled parking bay on the south side of Nottingham Road, which has been proposed after discussion with the disabled respondent. The revised scheme is shown on plan reference H/SLW/3534/01 Rev A.

Six respondents, including the disabled respondent, formally withdrew their objection considering the revised proposals. It is therefore considered that there are eleven outstanding objections to the revised proposals. As none of these outstanding objections relate to protected characteristics no additional changes, other than the advisory disabled bay, are proposed because of this EqIA.

Completed EqIAs should be sent to equalities@nottsc.gov.uk and will be published on the Council's website.



KEY

Proposed Double Yellow Lines (No Waiting At Any Time)

Existing Double Yellow Lines (to be retained)

Rev.	Description	Drawn	Ch'kd	Auth	Date
Project					
Various Roads in Cropwell Bishop					
Status		Project No.			
Advert		TRO8309			
Drawing Title					
Proposed Parking Restrictions - Advert plan					
Scale		Drawn		Date	
1:1000 @A3		SLW		Sept '20	
		Ch'kd		Date	
		MN		Sept '20	
		Auth		Traced	
		HRN			
Drawing No.				Rev.	
H/SLW3534/01				0	

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Sep 24, 2020 - 5:08pm I:\Highways\Design and Construction\Roads and Highways\Projects\2021\TP260500\TP260500\Improvements\CAD\TP260500\357 Cropwell Bishop Combined TPO.dwg

13 October 2021**Agenda Item:10****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (HARTLAND DRIVE, SEATON WAY, SHALDON CLOSE AND SPRING LANE, MAPPERLEY) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (7236)****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 with amendments as detailed in the recommendation and shown on drawing H/JAB/3600/10 Rev A.

Information

2. Hartland Drive, Seaton Way and Shaldon Close are roads within a new housing development off Spring Lane that was first occupied in 2016/17. The site is approximately 6.5 Km (4 miles) north-east of Nottingham city centre. Spring Lane is the main route between Mapperley Plains and Lambley village. The housing development is adjacent to the Gedling Country Park which opened in 2015. There are three pedestrian entrances into the park from within the housing development. The country park is a popular tourist destination and has a car park with over 200 spaces, accessed from Spring Lane.
3. Since March 2020, and the introduction of the restrictions for fighting the Covid 19 pandemic, there has been a large increase in the numbers of people visiting the country park. At times this has resulted in a high demand for the car parking facilities within the park. This has led to users parking on the roads within the housing development to then access the park on foot. This has frequently resulted in large numbers of parked cars within the estate creating highway safety concerns and making it difficult for residents and their visitors to gain access or egress.
4. In response to the parking issues the local County Councillor, Michael Payne, on behalf of the residents, had asked for parking restrictions to be introduced to help alleviate the problems. The initial response was to introduce temporary restrictions to immediately relieve the issues. Soon after, in December 2020, an initial consultation was sent to all the residents within the estate, a total of 149 letters, asking for their opinions on the introduction of permanent parking restrictions. The consultation showed three different options for Hartland Drive and Seaton Way, including options for both single and double yellow lines. The consultation period ended on 8th January 2021 with responses from 35 residents. The consultation attracted a large range of opinions; suggestions ranged from having no restrictions to having restrictions on all roads throughout the estate.

5. After considering all the responses to the initial consultation a revised scheme was drawn up for the statutory public consultation. The main aims of the proposals are to keep the bends and junctions clear of parked vehicles especially near the pedestrian entrances into the country park. In response to comments made during the initial consultation the proposals minimise restrictions directly outside properties. Also, a section of carriageway on Hartland Drive was left unrestricted to allow for some on-street parking, between Spring Lane and the start of the houses. The consultation period started on 1st March and ended on 26th March 2021. The extents of the restrictions are shown on plan H/JAB/3600/10.
6. Twenty-two responses were received during the consultation, of which eight are considered to be outstanding objections to the scheme. One respondent objected to the extent of double yellow lines outside their property and requested this be shortened to allow parking for one vehicle. The proposals were designed to minimise parking restrictions directly outside properties and so reduce the impact on drivers visiting residents and so it is considered that the proposed restrictions can be reduced per the request, without an adverse effect on the safe operation of the Highway. Therefore, it is proposed that the advertised scheme be amended to accommodate this, with the revised extents shown on H/JAB/3600/10 Rev A.

Objections Received

7. Objection – additional parking restrictions required
Four respondents objected on the grounds that they considered the proposed restrictions were insufficient. Comments included a request for additional restrictions at the junction of Hartland Drive and Seaton Way, another stated their preference for all the roads within the estate to be subject to double yellow lines.
8. Response - additional parking restrictions required
The proposed extents for the scheme were carefully considered and informed by initial consultation and discussions with the local Member. The proposed restrictions take into account the demand from residents for on-street parking for their visitors, the potential for parking migration and the need for highway safety. The restrictions are concentrated on the bends and junctions near the pedestrian entrances into the Country Park. It is considered that the extent of the proposed restrictions provides the best balance between addressing the problem of obstructive parking whilst maintaining the availability of on-street parking where appropriate.
9. Objection – loss of on-street parking
Two respondents objected on the grounds that the proposed double yellow lines were inappropriate for a residential area and they did not want the lines outside their properties. They stated that lines would limit the places where their visitors could park and were disproportionate to the nature of the problem. Comments included a request for a residents' parking scheme instead.
10. Response – loss of on-street parking
The proposed restrictions are designed to facilitate the safe and efficient operation of the Highway by removing parking from areas where this parking is obstructive in order to facilitate the safe and efficient operation of the Highway. The double yellow lines are felt to be the most effective way of stopping parking at inappropriate locations. The proposed restrictions are located on the opposite side of the road to the objectors' properties on Seaton Way; there are in fact no restrictions proposed directly outside the properties.

Nottinghamshire County Council's criteria for the provision of resident parking schemes was revised on 17th March 2016. In addition to the previous requirements, it states that "residents' parking schemes are only delivered where people do not have off-street parking". The respondents all have off-street parking provision, which means the area does not meet the Council's criteria for the introduction of a residents' parking scheme.

11. Objection – Proposed restrictions will encourage parking outside property

One objector lives on Seaton Way and felt that having double yellow lines on only one side of the road (opposite side to properties) drivers would be encouraged to park outside their property instead. They stated that drivers would park half on and half off the footway which would obstruct the footway for pedestrians. The objector stated they would prefer either double yellow lines on both sides of the road or no double yellow lines at all.

12. Response – Proposed restrictions will encourage parking outside property

Responses to the initial consultation indicated that the residents did not want parking restrictions directly outside their properties and the advertised proposals reflect this by retaining the opportunity for residents' visitors to park outside the relevant property. The proposals on Seaton Way will ensure that at least one side of the road will be kept clear of parked vehicles to allow the safe and efficient passage of traffic and pedestrians.

13. Objection – Restrictions inappropriate / other measures required

Two objections were on the basis that other measures were required, either in addition to or instead of the proposed restrictions. One objector stated that the estate was a semi-rural development and the introduction of double yellow lines was inappropriate. They stated that the parking problems could be alleviated by the construction of a bigger car park in the country park. The objector believed that no other alternatives had been considered. Both objections requested permanent signs to inform drivers that there is no parking within the estate for the country park.

14. Response – Restrictions inappropriate

As a Highway Authority the County Council has a duty to ensure the safe and efficient movement of people and vehicles on the Highway. The proposed restrictions are considered to be an appropriate response to manage parking on the estate roads and mitigate the problems highlighted by the residents and the local County Councillor. Two rounds of consultation have been undertaken, considering a range of options, in order to determine the most appropriate solution to the identified issues.

The country park and its car park are the responsibility of Gedling Borough Council and are not within the control of the County Council. The car park has already been enlarged from its original capacity. Permanent signs, as suggested by the objector, cannot be installed as the roads within the estate will be dedicated highway and only signs of a type prescribed by the Department for Transport may be installed on them. A new sign has been proposed, however, on Spring Lane (opposite Hartland Drive) which will direct drivers to the country park car park.

Comments from Local Members

15. Councillor Michael Payne fully supports the proposals. There were no comments received from Councillor Pauline Allan

Reasons for Recommendation

16. The proposed scheme offers an appropriate solution to mitigate road safety concerns and facilitate the safe operation of the highway. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Other Options Considered

17. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Statutory and Policy Implications

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

Crime and Disorder Implications

19. Nottinghamshire Police did not comment on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

20. The scheme is being funded from the Gedling revenue budget with an estimated cost to implement the works and traffic order of £2,000.

Human Rights Implications

21. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

22. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation.

- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't.
- Foster good relations between people who share protected characteristics and those who don't.

23. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

RECOMMENDATION

It is **recommended** that:

- 1) The Nottinghamshire County Council (Hartland Drive, Seaton Way, Shaldon Close and Spring Lane, Mapperley) (Prohibition of Waiting) Traffic Regulation Order 2021 (7236) is made as advertised with the amendments as shown on plan H/JAB/3600/10 Rev A and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Helen North – Improvements Lead Tel: 0115 9772087 / Naomi Cook (Major Projects and Improvements Manager) Tel: 0115 9773290

Constitutional Comments (SJE – 24/08/2021)

24. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and traffic regulation orders has been delegated.

Financial Comments [RWK 23/08/2021]

25. The estimated cost to implement the works and traffic order detailed in the report is £2,000. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 for Traffic & Parking works.

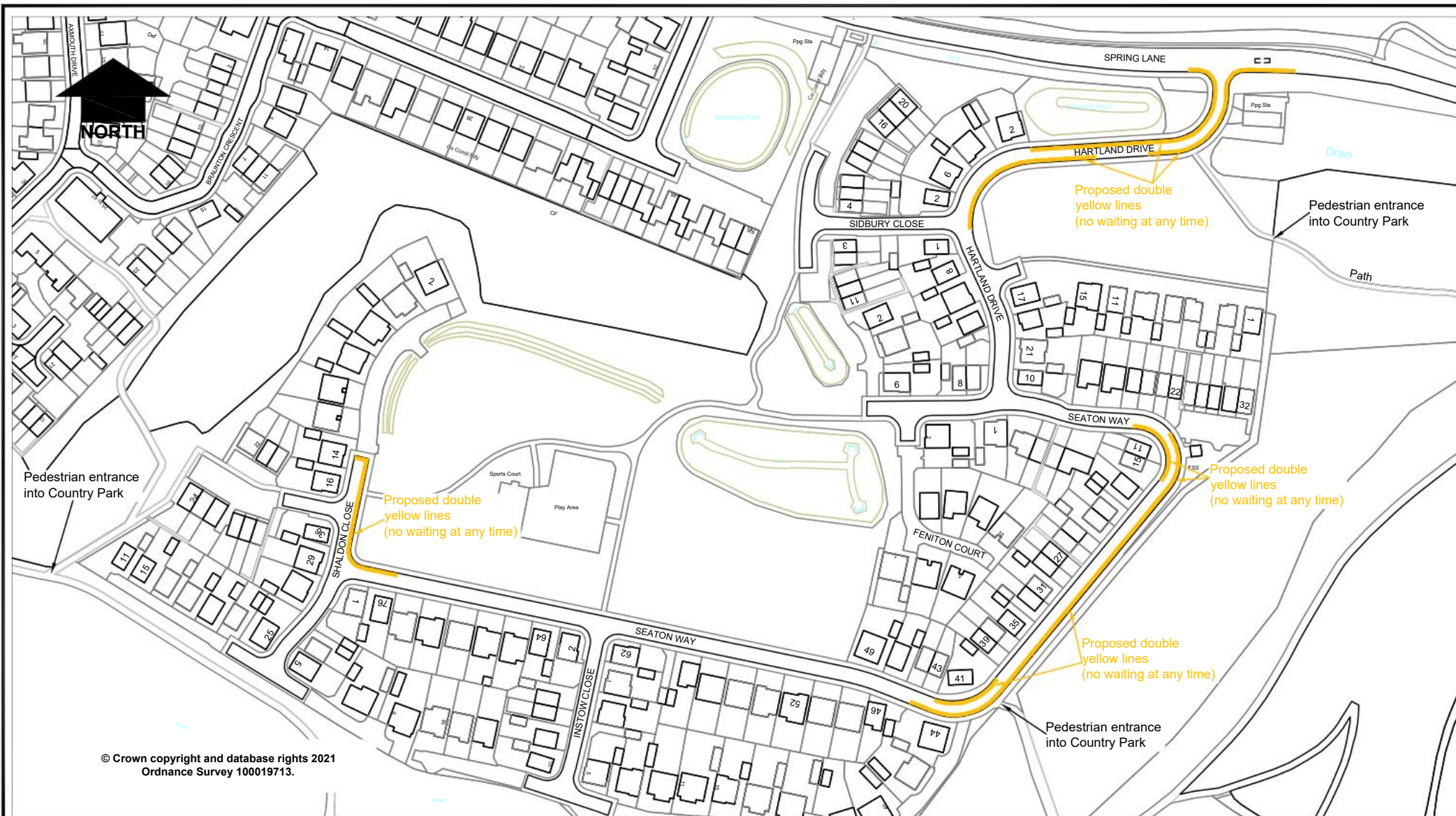
Background Papers

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

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.

Electoral Division(s) and Member(s) Affected

- Arnold North ED
Councillor Michael Payne
Councillor Pauline Allan



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Project

Hartland Drive, Seaton Way and Shaldon Close, Mapperley

Status

Project No.

TRO 7236

Drawing Title

Proposed Double Yellow Lines (No waiting at any time)

Drawing No.

H/JAB/3600/10

Rev.

Description

Drawn

Ch'kd

Auth

Date

J.A.B.

Jan.21

H.N.

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13 October 2021

Agenda Item: 11

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2021-2022

Information

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, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these as required.

RECOMMENDATION/S

- 1) That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Noel McMenamin, Democratic Services Officer on 0115 993 2670

Constitutional Comments (CEH)

8. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (SES)

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

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All

Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
13 Oct			
Oct	T&E	Highways Winter Maintenance 2021/22	Gary Wood/Martin Carnaffin
Oct	T&E	Highways Review Update (standing item for Oct, Nov)	Gary Wood
Oct	T&E	TRO Cropwell Bishop Waiting Restrictions	Gary Wood/Helen North
Oct	T&E	TRO Cotgrave Road	Gary Wood/Helen North
Oct	T&E	TRO Hartland Drive and Seaton Way, Mapperley	Gary Wood/Helen North
Oct	T&E	Responses to Petitions	Sean Parks/Elle Jaycock
17 Nov			
Nov	T&E	Flood Risk Management Update	Gary Wood/Sue Jaques
Nov	T&E	National Bus Strategy	Gary Wood/Chris Ward/Pete Mathieson
Nov	T&E	EV Charging Update (deferred from Sept)	Gary Wood
Nov	T&E	Highways Review Update (standing item for Oct, Nov)	Gary Wood
Nov	T&E	Nottinghamshire and Nottingham Waste Local Plan	Sally Gill/Stephen Pointer/Nina Wilson
5 Jan			
Jan	T&E	Streetworks Permit Scheme-Annual Report	Gary Wood/Gareth Johnson
Jan	T&E	Provisional Highways Capital & Revenue Programmes 2022/23	Gary Wood
Jan	T&E	Flood Risk Management 2021 -	Gary Wood/Sue Jaques
Jan	T&E	Highway Drainage Programmes	Gary wood/Martin Carnaffin
Jan	T&E	Gedling Access Road	Gary Wood/VIA
Jan	T&E	Highway Network Management Plan	Gary Wood
Jan	T&E	Finance and Performance Report Q2 (or Nov?)	Chris Williams/Stephanie Shardlow
Jan	T&E	LCWIP Priorities for Future Investment	Gary Wood
Jan	T&E	Nottinghamshire Local Aggregates Assessment	Sally Gill/Stephen Pointer
9 Feb			
Feb	T&E	Charging for Highways and Transport Services	Gary Wood
23 Mar			
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow

4 May			
May	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood
May	T&E	LTP Implementation Plan	Gary Wood/Sean Parks
15 June			
June			
27 July			
July			