

Communities and Place Committee

Thursday, 19 April 2018 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

1	Minutes of the last meeting held on 8 March 2018	3 - 8
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)	
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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 Martin Gately (Tel. 0115 977 2826) 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 Communities and Place Committee

Date 8 March 2018 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Gordon Wheeler (Vice-Chairman)
Kevin Rostance (Vice-Chairman)

Richard Butler
Jim Creamer
Glynn Gilfoyle
Kevin Greaves
Tony Harper

John Knight
Bruce Laughton
Jason Zadrozny

OFFICERS IN ATTENDANCE

Adrian Smith	-	Place Department
Derek Higon	-	Place Department
Sally Gill	-	Place Department
Mike Barnett	-	VIA
Ian Bond	-	Inspire
Paul Morris	-	Place Department
Sean Parks	-	Place Department
Andrew Penn	-	Place Department
Kevin Sharman	-	Place Department
Jonathan Smith	-	Place Department
Mark Walker	-	Place Department
Martin Gately	-	Resources Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 8 February 2018, having been circulated to all Members, were agreed to be a correct record and signed by the Chairman.

2. APOLOGIES FOR ABSENCE

None. Councillor Butler replaced Councillor Ogle for this meeting only. Councillor Creamer replaced Councillor Allan for this meeting only and Councillor Zadrozny replaced Councillor Hollis also for this meeting only.

3. DECLARATIONS OF INTEREST

Councillor Cottee and Councillor Gilfoyle both declared a private interest in relation item 6 due to their positions on the Inspire Board.

4. CHARGES FOR HIGHWAYS SERVICES

RESOLVED 2018/022

That:

- 1) The proposed charges for highways services, documents and data for the financial year commencing 1 April 2018, as detailed in the Appendix to the report be approved.
- 2) All charges for highways continue to be reviewed annually and also as may be required consequent on any change in circumstances.

5. HIGHWAYS CAPITAL AND REVENUE PROGRAMMES

RESOLVED 2018/023

That:

- 1) The proposed integrated transport block programme for implementation as contained in the report and detailed in Appendix 1 be approved, subject to the provisions set out in paragraph 48;
- 2) The proposed highway capital maintenance programme for implementation as contained in the report and detailed Appendix 2 be approved, subject to the provisions set out in paragraph 48;
- 3) The proposed highway traffic management revenue programme for implementation as contained in the report and detailed in Appendix 3 be approved; subject to the provisions set out in paragraph 48;
- 4) The road safety education, training and awareness programme as contained in the report and detailed in Appendix 4 be approved, subject to the provisions set out in paragraph 48;
- 5) The proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices be approved.

6. INSPIRE LEARNING ANNUAL PLAN AND FEES POLICY 2018/19 AND CULTURAL EVENTS

RESOLVED 2018/024

That:

- 1) The report on performance and outcomes during the 2016/17 be ratified;
- 2) The service's plan for 2018/19 academic year be approved;
- 3) The plan for use of the Education and Skills Funding Agency in the 2018/19 academic year be approved;
- 4) The Fees Policy for the 2018/19 academic year be approved;
- 5) The service's supply chain policy be approved;
- 6) The spring and summer events programme for Country Parks and Inspire's various culture, learning and arts events be endorsed.

7. PERFORMANCE REPORTING (QUARTER 3 2017/18) – COMMUNITIES AND PLACE

RESOLVED 2018/025

That:

- 1) No actions were required in relation to the performance report.

8. CREATION OF THE COMMUNITIES FUNCTION

RESOLVED 2018/026

That:

- 1) Reorganisation of the staffing structure to create the new Communities Team as set out in paragraph 13 be approved.

9. REVIEW OF TRANSPORT SCHEMES IN NOTTINGHAMSHIRE WITH SAFEGUARDED ROUTES

RESOLVED 2018/027

That:

- 1) The outcomes of the safeguarded 'major' transport schemes review as contained in this report and detailed in Appendix 1 be approved, including the recommendation to proceed with additional work to ensure that there are a number of schemes ready for delivery and when funding is available;
- 2) The preparation of a prospectus for growth be approved.

10. CHANGES TO THE TRADING STANDARDS STAFFING STRUCTURE

RESOLVED 2018/028

That:

- 1) The proposed changes to the Trading Standards staffing structure as set out in paragraphs 11 and 13 be approved.

11. THE NOTTINGHAMSHIRE COUNTY COUNCIL (BIRD'S LANE, MAIN ROAD, AND SWIFT'S VIEW, KIRKBY WOODHOUSE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2017 (4201) AND BUS STOP CLEARWAYS

RESOLVED 2018/029

That:

- 1) The Nottinghamshire County Council (Bird's Lane, Main Road and Swift's View, Kirkby Woodhouse) (Prohibition of Waiting) Traffic Regulation Order 2017 (4201) be made as advertised and the objectors informed accordingly.

12. 2018/19 WASTE REDUCTION, RE-USE, RECYCLING, AND COMPOSTING PLAN AND ASSOCIATED ACTIVITIES

RESOLVED 2018/030

That:

- 1) The County Council's Waste Reduction, Re-use, Recycling and Composting Plan for 2018/19 be approved;
- 2) The undertaking of appropriate communications activities be approved, details of which will be agreed with the Chair of the Communities and Place Committee.

13. GEDLING ACCESS ROAD – SCHEME UPDATE

RESOLVED 2018/031

That:

- 1) The update on the current progress of the GAR as contained in the report be endorsed
- 2) Delegated authority be granted to the Corporate Director, Place to negotiate and approve the final terms of the contract as necessary, and to authorise the Council entering into a contract to construct the Gedling Access Road in consultation with the Service Director – Finance, Procurement & Improvement (County Council Section 151 Officer) and the Chair (or Vice-Chair) of Communities and Place Committee providing that the contract target price is within scheme estimates. [Page 6 of 74](#)

14. ESTABLISHMENT OF A NEW POST WITHIN THE DEVELOPMENT MANAGEMENT TEAM

RESOLVED 2018/032

That:

- 1) The establishment of a Planning and Monitoring and Enforcement Officer (Grade 4) for a temporary two year period be approved.

15. UPDATE ON KEY TRADING STANDARDS MATTERS

RESOLVED 2018/033

That:

- 1) The updates given regarding key Trading Standards and Community safety matters be ratified;
- 2) The update given regarding the use of techniques regulated by the Regulation of Investigatory Powers Act;
- 3) The proposals to adopt the charging approach and principles contained in the in the report for 2018/19 be approved;
- 4) The undertaking of appropriate promotional activity to promote the professional services offered by the Service be approved;
- 5) The Authority's 2018-19 Food & Feed Law Enforcement Service Plan as set out in Appendix 2 to this report be approved; and
- 6) The extension of the Social Worker (Community Safety) role and the contribution of £5.5k, from existing sources, towards the £22k cost be agreed.

16. WORK PROGRAMME

RESOLVED 2018/034

That:

- 1) The work programme be agreed and consideration given to any changes.

The meeting concluded at 11:36 am.

Chairman

19 April 2018**Agenda Item: 4****REPORT OF THE CORPORATE DIRECTOR, PLACE****NEWARK CASTLE LEVEL CROSSING****Purpose of the Report**

1. To consider the results and lessons learnt from the investigation into the closure of Newark Castle level crossing in December 2017.

Information

2. Newark Castle level crossing is located on the Great North Road on the northeast side of Newark town centre and provides a key road into and out of the town across Trent Bridge. When the level crossing barriers operate this results in substantial disruption to road traffic and pedestrians. At times the barriers are down for a prolonged period causing widespread congestion in Newark town. It is therefore imperative that Network Rail recognise the impact and set this as a priority in their operation and management of the level crossing.
3. On Saturday 2 December 2017 the crossing was closed during the day causing a high level of disruption, particularly in the period immediately before Christmas. The closure was implemented as part of maintenance works to the line through Newark Castle station required due to the deteriorating condition of the line. Such closure had specifically been refused by officers on behalf of NCC.
4. When the Network Rail project team contacted officers to discuss the works and closures, the dates and times had already been set in their programme. The timing of the works were challenged due to the traffic impact and consequential potential economic impact on the town during the period immediately before Christmas. It was also noted that closures were planned to include full weekend periods including Saturday daytime in December; the worst time of year to implement road closures close to a town centre.
5. It would be usual to expect a works promoter to consult in the early stages of planning a project of this nature when strenuous objection would have been raised to such proposals due to the time of year. However, when Network Rail contacted NCC the programme had already been set and many arrangements put in place behind the scenes. It is understood that this included all the necessary negotiations to divert trains around the wider rail network and other extensive details. Nonetheless, the timing of works and programme of closures was challenged.
6. Following discussion, it was recognised that the condition of the line warranted urgent work and that delay could result in a worse situation if unplanned emergency works became

necessary. The line was already subject to temporary speed limits. It was also necessary to take into account that the works could not be deferred into the early part of 2018 due to programmed works by Severn Trent Water which required the introduction of a temporary one-way system around the town from February to June to facilitate their major sewerage upgrades. Therefore, it was necessary to agree to the time of year but insist that the programme be reviewed to avoid Saturday daytime closures if possible.

7. Network Rail reviewed the works and successfully removed the critical periods of closure, particularly those affecting Saturday daytime. It was with this significant improvement that the closures at this time were approved. Despite having agreed to changes in the works programme to avoid key closures, on Saturday 2 December 2017 a daytime closure was implemented and, to make matters worse, kept in place despite the error being challenged.
8. Whilst accepting responsibility Network Rail have simply stated that this was down to an administrative error.
9. Whilst the strategic importance of the rail network is recognised, it seems that the impact on the road network and local community is effectively ignored when closures of level crossings are planned. It is absolutely essential that Network Rail change their cultural attitude to the road network and ensure that the needs of road users are taken into account at an early stage. This will not only ensure that the proper balance is achieved between transport modes but also reduce the need for changing plans and thereby eliminate the type of error that occurred at Newark.
10. In February 2018 Network Rail announced that as part of its Control Period 6 programme there will be further work to the railway in the Newark area. Network Rail are urged to ensure that this will include improvements to the routine operation of the level crossing to reduce routine traffic delays. It is also imperative that works are planned and managed to take account of the impact on the road network and ensure that closures are agreed and implemented accordingly.
11. NCC has lobbied for improved and more resilient infrastructure to reduce closure periods and frequency of failures and maintenance.

Other Options Considered

12. Taking no action to highlight the incident on 2 December 2017 could result in no improvement in management of the crossing allowing continuation of disruption to the highway network and inconvenience to residents and businesses of Newark.

Network Rail Response

13. Network Rail has been invited to respond to the incident on 2 December 2017 and to comment on their future works, to which the following has been provided:
 - a) Network Rail recognises the impact that the operation of Newark Castle Level Crossing has on Newark town centre and the surrounding flows of traffic and has worked over the last year – including with stakeholders and the ORR – to improve the reliability and performance of the crossing.

- b) Clearly, Network Rail appreciates the very significant impact the error on Saturday 2 December had for Newark, especially for businesses and shoppers who were adversely affected in the run-up to a period as important as Christmas. The planned possession of the railway to carry out the work on Sunday 3 December was to carry out some essential signalling and telecoms testing. The error was wholly unacceptable and was the result of a failure in communication between Network Rail and Centurion, the contractor implementing traffic management. No work took place during the daytime of Saturday 2 December, or was planned to take place during this time.
- c) Whilst the work required was necessary for improving the railway and operation around Newark Castle, Network Rail recognises the processes explained. A critical factor in the planning of any such works is the access to the railway which is achieved in agreement with the train operators, which is secured before we submit plans for road closures. We acknowledge the support of NCC in ensuring the works could go ahead once the proposal regarding Saturday was removed.
- d) Whilst the possession to carry out the work on Sunday 3 December did overrun by around an hour due to some essential signalling and telecoms testing needing to be completed, primarily the reason why the road closure lasted until the Monday morning was due to a failure in communication between Network Rail and Centurion.
- e) We have worked closely with Centurion as they digitise their systems, a change which should mean that administrative errors such as this are less likely in future. Part of the new system which will be in place includes enhanced fail-safe procedures to prevent similar occurrences. In the interim Network Rail and our partners have conducted an After Action Review (AAR) following which we have asked for two further checks to be put in place for future works, which included the work in January.
- f) The error was recognised by station staff on Saturday morning and that it was subsequently reported to the national Network Rail helpline. Unfortunately the member of staff who took this call didn't recognise the severity of the report and failed to pass the information onto our route control team who I know would have acted promptly to rectify the situation. In the event that it wasn't reported, the crossing unfortunately did remain closed. As a result of this mistake retraining has been conducted at our national call centre with the team who were involved in responding to the incident on Saturday 2 December.
- g) Network Rail does recognise the significance of its impact on the road network, and across the country employs Centurion to advise, plan and execute required road closures to ensure the road network is taken into account when plans to undertake work are at an early stage. Due to the nature of the work, the access to the railway – which is applied for in conjunction with the train operators – can mean these discussions come first.
- h) Network Rail's plan for Control Period 6 are still subject to funding but nonetheless plans are being developed – in the Newark area we will strive to ensure the mistakes of 2017 are not repeated. We continue to take action to better monitor work when it takes place and to minimise any disruption which arises from it.
- i) Finally in relation to the associated issue of more general barrier downtime, the level crossing at Newark Castle is designed in line with safety standards and due to its adjacency with the station there will always be a period of barrier down time whilst trains

stop at the station. Whenever a train is on approach to the station, the barriers lower in order to protect safety should a train overrun the station for whatever reason. If the train then stops at the station the barriers will raise in order to allow road users to continue on their journey. We have worked hard in recent months to improve the performance and reliability of the crossing and we believe this is now evident.

Reason/s for Recommendation/s

14. The recommendations seek to reduce impact on the road user and the local community.

Statutory and Policy Implications

15. 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

16. Avoidable disruption to the road network and locality results in unnecessary economic impact.

Implications for Service Users

17. Disruption to the road network creates delay to road users. Residents have reported being late for appointments due to unexpected closures of the level crossing; this being one example of the impacts on the local population and businesses.

Implications for Sustainability and the Environment

18. Appropriately planned and executed work minimises disruption which thereby minimises the impact on the environment including air quality which may be compromised due to standing traffic.

RECOMMENDATION/S

It is recommended that:

- 1) As part of applications for road closures, Network Rail are required to demonstrate that due consideration has been given to the road network and that control measures are in place for their correct implementation;
- 2) Network Rail are urged to ensure that improvements to the level crossing operation form part of their future works to reduce operational closure times.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Peter Goode, Traffic Manager, Tel: 0115 9774269

Constitutional Comments [SLB 23/03/2018]

19. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

20. There are no specific financial implications for the County Council arising directly from the 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.

- None

Electoral Division(s) and Member(s) Affected

- All

19 April 2018**Agenda Item: 5**

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

ANNUAL REVIEW - RUFFORD ABBEY COUNTRY PARK

Purpose of the Report

1. To provide the Committee with an update on a key cultural services commissioned service, Rufford Abbey Country Park.

Information

2. A range of the Council's cultural services are managed and commissioned through various partnership and contracting arrangements. Since February 2017 Rufford Abbey Country Park's commercial services offer has been managed by Parkwood Outdoors, with landscape management and angling provision also managed via Parkwood since January 2018.
3. As part of the Council's aim to achieve a long-term sustainable future for Rufford Abbey Country Park, to conserve (protect and enhance) the heritage of the historic Abbey buildings and the surrounding parkland and to develop a modern and attractive visitor offer, the Council is completing work to invest £1million at the site in partnership with Parkwood. The final phase of development work has focused on expanding the current car park capacity, updating the retail offer and developing a new high quality children's play area.
4. The presentation to Committee provides a summary of the key activity to date, an overview of the improvements that have taken place over the last 12 months and insight into the financial and usage patterns that are developing.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To ensure Committee is aware of current progress of the commissioned service and support partners to implement operational plans and activity.

Statutory and Policy Implications

7. 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.

RECOMMENDATION/S

- 1) That Committee consider the report and the presentation by Parkwood and agree any actions which may be required.

Derek Higton
Service Director
Place & Communities

For any enquiries about this report please contact: Mark Croston, Cultural Services Commissioning Manager, Tel: 0115 9932712

Constitutional Comments [SLB 23/03/2018]

8. Communities and Place Committee is the appropriate body to consider the content of this report. If Committee resolves that any actions are required it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments [RWK 22/03/2018]

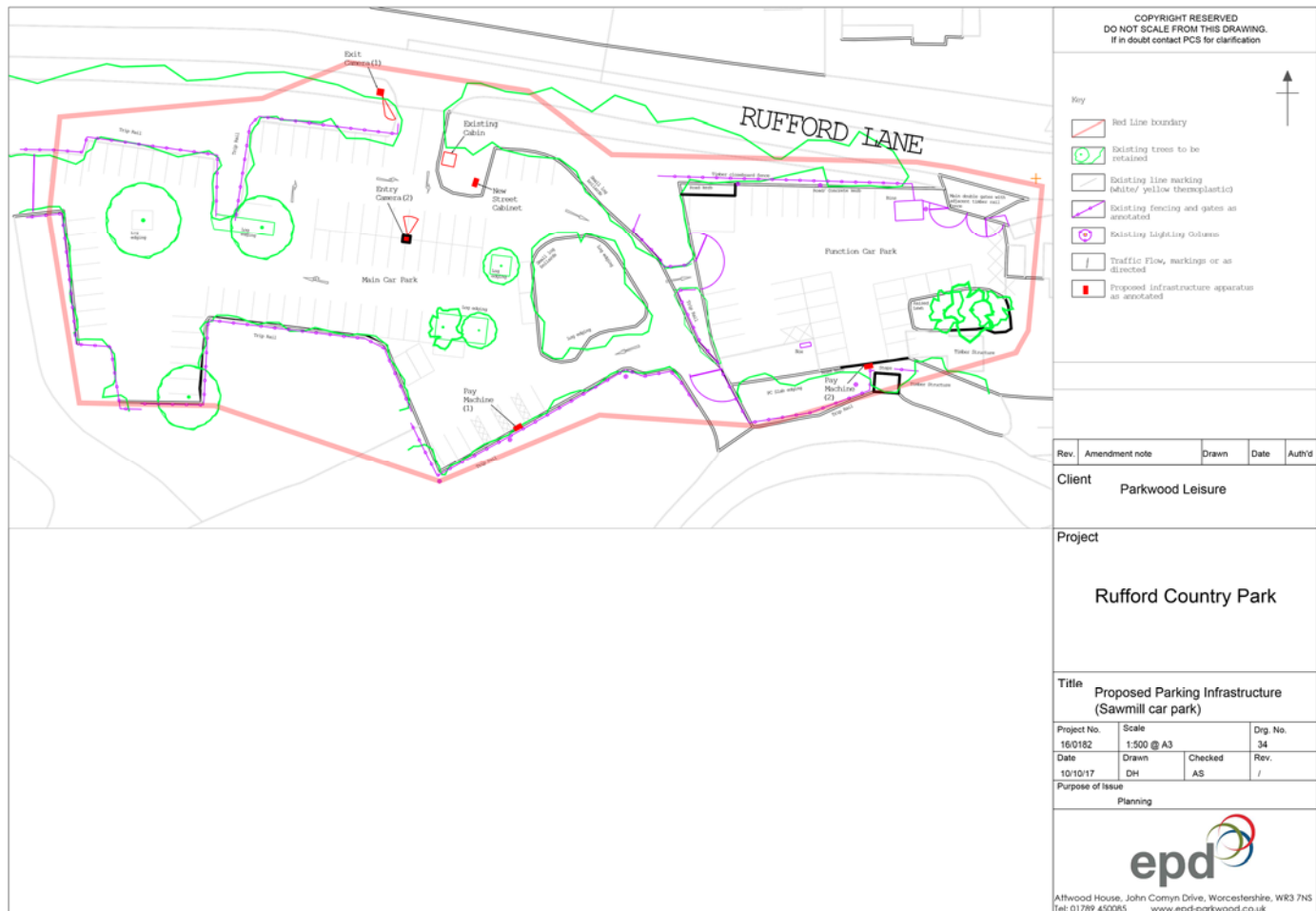
9. There are no specific financial implications arising directly from the report.

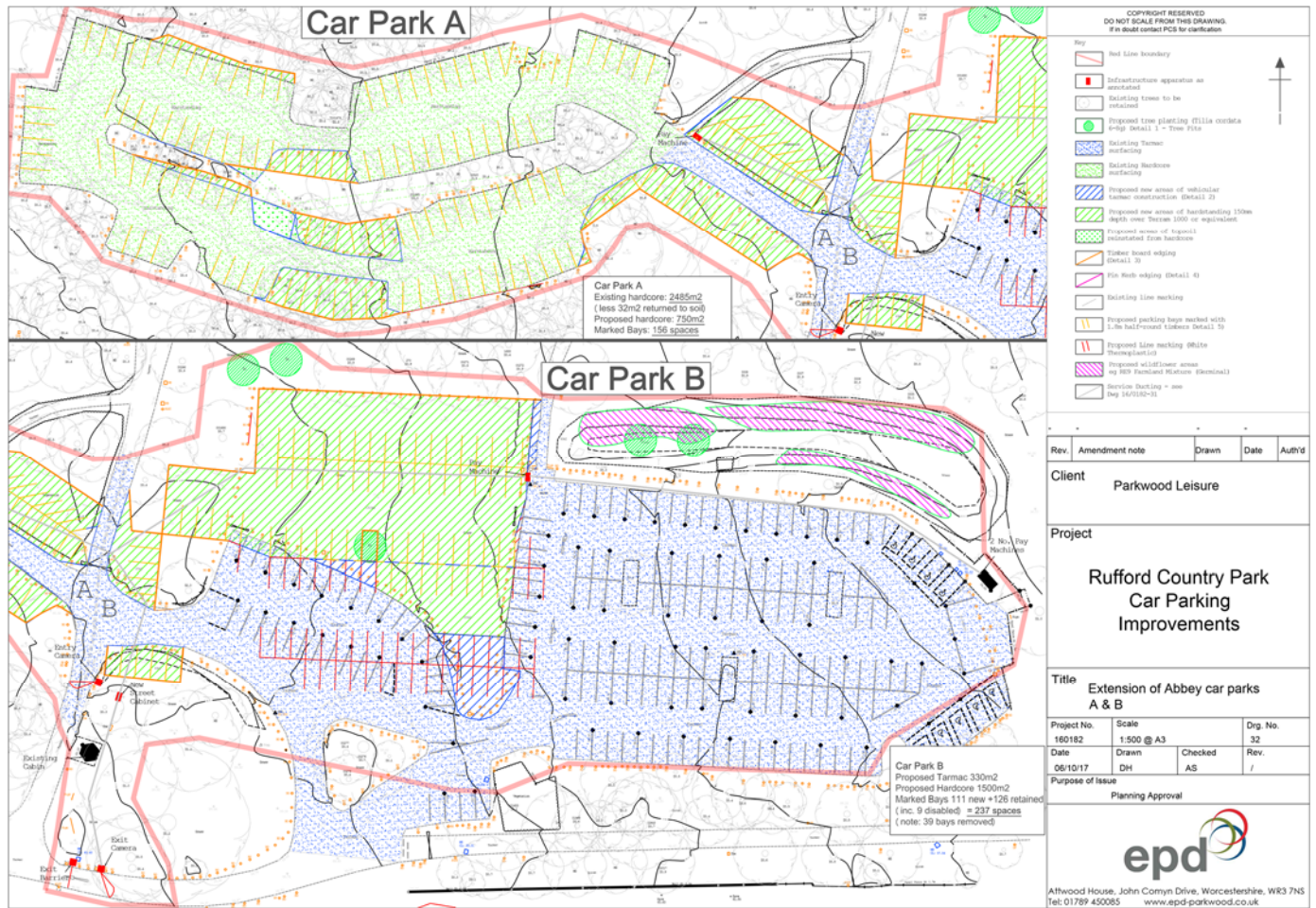
Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All





19 April 2018**Agenda Item: 6****REPORT OF THE CORPORATE DIRECTOR, PLACE****REGIONAL HIGHWAY DESIGN GUIDE****Purpose of the Report**

1. To report on recent work by the 6C's Board to revise the existing 6C's Highway Design Guide and the potential implications and impacts that will have on the County Council in its role as the Highway Authority for County Roads and to make recommendations in relation to the future membership of the Board and the adoption of the revised Guide.

Information**New Highways in Developments**

2. When a new development requires new roads to be constructed the developer is responsible for building them. If the developer intends that the roads are to be eventually adopted by the Highway Authority (HA) via a formal agreement under Section 38 of the Highways Act 1980 and then maintained at public expense, the roads need to be designed and constructed to the required HA standards. This is to ensure that they are safe for all road users, provide an adequate and acceptable means of movement around the development for all residents and visitors and will require minimal maintenance by the HA in the future. Even where a developer does not intend the roads in a new development to be adopted the H A will still advise the developer and the Local Planning Authority via the planning process as to whether the developer's proposals are designed to a specification that is safe and useable for all road users and residents.

Highway Technical Design Guide (6C's Design Guide)

3. Since 2009 the HA's standards for the construction of new roads in developments have been set out in the joint Highway Technical Design Guide which has become known as the '6Cs Design Guide'. The document is jointly used by the Highway Authorities in Nottinghamshire, Leicestershire and Derbyshire and the unitary city authorities within those counties. The County Council is a member of the 6C's Board which oversees the Guide and the use of the document within the County was authorised by the then Cabinet Member for Transport and Highways on the 10 March 2009.
4. Currently the Authority pays an annual subscription fee of £6,600 per annum to be part of the Board and to be able to have use of the Guide.

5. There have been a number of advantages for both the Authority and developers in the use of the 6C's Guide including a consistent approach on matters across the three counties and three cities and having access to a well-regarded document originally developed by Leicestershire County Council. The current guide continues to serve the County Council well and is also well respected by the Borough and District Councils in their roles as Local Planning Authorities within Nottinghamshire.

Revised Guide

6. During the last three years, following concerns raised by the unitary authorities that modern urban designs were not being encouraged by the current 6Cs Guide, the document has undergone a redrafting by consultants hired by the 6C's Board. The current draft of the new document which is proposed to be adopted as the new Highway Design Guide by the 6Cs Board has been redrafted in a manner that relaxes design and construction standards with a view to encouraging innovative Urban Design concepts into developments. The consequence of this is that the provision of safe and suitable highway infrastructure within developments is likely to be compromised as the revised guide favours developments designed to exclude vehicles.
7. Whilst the County Council is supportive of measures that encourage a move away from car dependency and recognises that within a city environment where high density housing, mainly aimed at singles or young couples, close to amenities and frequent public transport provision means that residents can practicably live without a car, the type of developments that the County deals with are different in nature. Outside of a city environment developments tend to be aimed at families where the ownership and regular use of several vehicles is likely to be the norm and where due to the location of the development the proximity of all the required amenities and access to regular public transport provision is not as convenient as for those living in a city based development.

Implications on Highway Infrastructure within New Developments

8. Whilst the County Council is in favour of encouraging innovation in creating an overall Place, the Authority has to do this within an environment where road safety and future maintenance costs are not compromised and the requirements of residents and visitors to move around the development easily is not hindered. Unfortunately, following detailed examination of the proposed revised Guide that prioritises Urban Design concepts, the HA is of the view that the relaxation of the highway design and construction standards is such that the Authority would be unable to ensure that new developments were designed to satisfactory standards to ensure road safety, the ease of movement of residents and future ease of maintenance. In addition the HA's ability to defend recommendations made on highway matters to Local Planning Authorities in its role as a Statutory Consultee would also be compromised especially if a planning decision was referred to the Planning Inspector.
9. The HA is all too aware that any failure to ensure that developments are designed and built to meet with the practical requirements of residents eventually leads to complaints from residents and the Authority having to fund any works which may be necessary with an expectation from them that the Authority is able to resolve the problems with public funds. Even if funds are available, a development designed to Urban Design principals is unlikely to have the space available to allow the introduction of measures to solve the usual parking and vehicular movement issues that residents raise in such developments.

Concerns within the 6C's Board

10. The County Council is not alone in having concerns with the new document and Leicestershire County Council, who wrote the original 6C's Design Guide, have already advised the 6C's Board that they are leaving the Board in the near future citing concerns over the new guide's lack of suitable design and construction specifications. From informal discussions with Leicestershire County Council they will be developing their own guide based upon the existing 6C's document. Leicester City have also advised the Board that they will leaving as the revised document fails to meet their needs. This will leave Nottingham City, Derby City and Derbyshire County Council as members in addition to the County Council.

Position of Nottinghamshire County Council

11. Whilst it is recognised that there are clear advantages in Local Authorities working together and developing regional agreements and documents they do need to be acceptable to all those involved. Given that the revised Guide fails to provide the guidance to developers that the HA in Nottinghamshire needs in order to ensure that the highways built as part of any new developments are safe and fit for future purpose and that these views are shared by Leicestershire, the County Council is minded not to take on the new Guide.

Alternative Arrangements

12. If the County Council chooses not to adopt the new guide there are viable alternatives that will ensure that the Authority still has the necessary highway guidance for developers and the Local Planning Authorities in place as well as ensuring that roads within new developments are safe and fit for purpose.
13. As a Board member the Authority has the option available in the Terms of Reference to leave the Board but to continue to use the current version of the Guide. Any reference within the Guide to it being the 6C's Guide would need to be removed and the document would need to be rebranded as the 'Nottinghamshire County Council Highway Design Guide'. These requirements are simple editing tasks which are reasonably easy and quick to carry out. The Authority could also carry out its own bespoke updates and revisions in line with any needs that may arise from changes in local circumstances or as a result in new national legislation or guidance. There exists within the Highway Authority the necessary expertise to do these and if necessary the annual saving of the membership fee of £6,600 could be used to pay for any additional resource if required. It is also possible that the Authority may get a proportionate refund of the existing surplus held by the 6C's Board. The refund might be in the region of £15,000 to £20,000.
14. The Authority would need to host the Guide on its public facing website .

Potential Future Development of a Highway Design Guide

15. Whilst the retention of the existing document by the County Council is the preferred initial option should the Authority leave the 6C's Board, there are other longer term options that would be worth investigating. These include the possibility of working in collaboration with Leicestershire County Council and the Midlands Highway Alliance (MHA) to further develop the current 6Cs Guide so that it allows both innovation where feasible and practicable, but ensuring standards in road safety and highway construction are not compromised. This would ensure that future developments are attractive, meet the aspirations of those living in them but are not a burden on the Council and its future budgets.

Other Options Considered

16. Consideration has been given to the County Council adopting the new revised Guide but as explained earlier in the report this document would not be suitable to safeguard the highway interests of the County Council or residents living in new developments

Reason/s for Recommendation/s

17. The HA needs to be able to provide guidance for developers which enables the construction of highways within new developments that are safe, allows for the ease of movement by residents and visitors and will not be a burden to the public purse in terms of future maintenance liabilities. The 6C's revised Highway Design Guide that the 6C's Board are due to adopt will not give the County Council the guidance document that it needs to ensure the above. This can only be achieved by retaining the existing Guide which necessitates resignation from the 6C's Board and in the future seeking collaboration with other like minded authorities and organisations in developing further guidance that seeks to protect the interests of the Authority and residents of new developments.

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.

Financial Implications

19. By resigning from the 6C's Board the County Council would save its annual membership fee of £6,600. In retaining the existing document the Authority would need to edit it so that it removes reference to the 6C's and this could be done as a one off task at no additional cost using existing resources within the Planning Group.
20. If additional resources were required by the Authority to carry out further technical updates to the document then these would be minimal in nature and would be carried out by officers already within the County Council and therefore no additional costs would be envisaged. However if there was a need to use external resources these would be kept to a minimum and kept within the £6,600 that the Authority already spends on membership fees.
21. If the County Council wishes to work in collaboration with other authorities or organisations in the future it is envisaged that this would be done with existing resources within the authority with no additional third party costs.
22. If there were a need to fund any work beyond the existing £6,600 then funding would need to be identified and approval sought from Committee to spend it.
23. At best the recommendations of this report save the County Council £6,600 in direct costs and at worst are cost neutral.

Implications for Service Users

24. In maintaining a Highway Design Guide that recognises the importance of ensuring road safety, the needs of residents and visitors and the ease of future maintenance, users of highway infrastructure within new developments would benefit from a network that takes better account of all their needs as well as ensuring that future funding for highways was not being spent on correcting deficiencies created by a Highway Design Guide that prioritised Urban Design concepts.

RECOMMENDATION/S

It is recommended that Committee:

- 1) Grant the Corporate Director Place delegated authority to make the necessary arrangements to resign the County Council's membership of the 6C's Board including refund of any surplus held by the 6C's Board.
- 2) Approves that the Authority continues its use of the existing 6C's Highway Design Guide following resignation (rebranded as the 'Nottinghamshire County Council Highway Design Guide).
- 3) Grant the Corporate Director Place delegated authority to investigate and initiate opportunities to work in collaboration with Leicestershire County Council and the Midlands Highway Alliance on the development of a revised Highway Design Guide

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Clive Wood, Team Manager Highway Development Control, Tel: 0115 9774585

Constitutional Comments [SLB 23/03/2018]

25. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

26. The financial implications are set out in paragraphs 19 - 23 of the 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.

- Current Highway Design Guide
- Draft revised Highway Design Guide as proposed by the 6C's Board.

Electoral Division(s) and Member(s) Affected

- All

19 April 2018**Agenda Item: 7****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****ADL ELECTRIC BUS SIGN OFF - 25 APRIL 2018****Purpose of the Report**

1. The purpose of this report is to inform Members that the Chairman and Vice Chair of the Committee are attending the Factory Acceptance Tests for the two electric buses that have been purchased by the County Council to operate on the County Council funded and operated 510 Service from Stapleford to Beeston via the Tram Park and Ride . This will be an opportunity for Members to increase their knowledge of Fleet procurement, help inform decisions on future NCC fleet investment and how the Council can encourage commercial take up of low emission vehicles.

Information

2. The County Council was successful in their bid to the DfT Low Emission Bus Scheme for the introduction of two electric buses onto the 510 service as reported to Transport and Highways Committee in October 2015.
3. Following the tender process the contract was awarded to Build Your Dreams (BYD) a Chinese Battery and Bus manufacturer who have partnered up with Alexander Dennis (ADL) based in Falkirk, Scotland to build a wide range of different buses from midi (8.5m) to full length(13m) buses. The bus will be built and assembled by ADL to UK specification and will be one of the first built in the UK.
4. The buses are due to be completed by ADL in the week following the 23 April and Officers will be going to Falkirk to sign the vehicles off before delivery to Nottinghamshire the following week, should the build be satisfactory.
5. ADL have also invited Councillors to attend the event which will include an opportunity for Members to widen their knowledge and understanding of their Transport remit. This will include the following:
 - Fleet procurement strategy for local bus and Adult Social Care vehicles.
 - NCC processes for procurement of fleet vehicles from inception to delivery of the vehicles.

- Low Emission Engine Technologies that are developing for traditional buses and their contribution towards tackling air quality and climate change - Nottinghamshire has 3 AQMA's.
- The use of technology to manage and monitor fleet vehicles to manage fuel consumption and inform driving style. Also the use of Real Time Information to manage vehicles in real time and provide information to passengers.
- Manufacturer's view of how they think bus provision may change, especially with the development of low emission technology and autonomous buses. Autonomous buses have great potential for feeder buses in the short to medium term and for mainline services in the longer term. Some of the first autonomous feeder services are due to come into service in 2020 in the UK.
- Manufacturers plans for further partnership working with International partners including China.

Reason/s for Recommendation/s

6. This visit will support the Chairman and Vice Chairman in their roles.

Statutory and Policy Implications

7. 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

8. The costs for travel to Falkirk will be approximately £200 for the flights from East Midlands Airport (EMA) to Edinburgh and will be met from the Councillors' travel and subsistence budget. There will also be the travel costs to EMA.

RECOMMENDATION/S

It is recommended that:

- 1) Members consider whether there are any actions they require in relation to the issues contained within the report.
- 2) Members consider how they wish to monitor the actions/issues contained within this report.

Derek Higton
Service Director
Place & Communities

For any enquiries about this report please contact: Pete Mathieson, Team Manager, Tel: 0115 9774760

Constitutional Comments [SLB 04/04/2018]

9. Communities and Place Committee is the appropriate body to consider the content of this report. If Committee resolves that any actions are required it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments [RWK 05/04/2018]

10. The financial implications are set out in paragraph 8 of the 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.

- DFT LOW EMISSION BUS SCHEME FUND – 8 OCTOBER 2015

Electoral Division(s) and Member(s) Affected

- All

19 April 2018**Agenda Item: 8****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (BOWBRIDGE ROAD AND
EARP AVENUE, NEWARK ON TRENT) (PROHIBITION OF WAITING,
ENTRANCE CLEARWAYS AND RESIDENTS' CONTROLLED ZONE) TRAFFIC
REGULATION ORDER 2018 (3269)****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 an amendment as detailed in the recommendation.

Information

2. Earp Avenue is located approximately 1km south-east of Newark town centre within a short walk of Newark Hospital. The western section of the road between its junctions with Hatton Gardens and Bowbridge Road are the focus of the proposed scheme. The northern side of this section of Earp Avenue comprises of mainly residential properties the majority of which do not have off-street parking. One commercial property, a cafe, operates at the western end of the road. The school frontage to Magnus C of E Academy is located on the southern side of the road.
3. The County Council has received complaints from residents on Earp Avenue regarding obstructive and intrusive parking. There are significant levels of parking demand in the area from users of Newark Hospital (including patients, staff and visitors), the school and other local businesses. As a result residents have experienced difficulty in finding parking spaces within a reasonable distance of their homes and have also experienced problems with driveways being obstructed by vehicles.
4. A parking survey has previously been undertaken which indicated high levels on non-residential daytime parking in the area. On 26 August 2017, all residents in the proposed Residents Parking Scheme (RPS) area were sent a questionnaire to determine levels of support for a RPS. In total 13 questionnaires were sent to residents with 8 returned, all of which supported the introduction of a scheme - this represents a 61% response rate and 100% of respondents in supports. The results exceed the criteria of 35% response rate with 65% of respondents in support that the County Council uses to progress the development of a RPS.

5. In response to the results of the questionnaire, it is proposed to introduce a RPS on Earp Avenue. The scheme would cover the section of Earp Avenue between Bowbridge Road and Hatton Gardens and be in operation on Monday to Friday from 8am to 4.30pm. The proposed scheme would consist of two types of parking bays, these are:
 - Bays for Resident Permit Holders only (directly fronting the residential properties); and
 - Dual use bays – for Resident Permit Holders (at all times) and parking for anyone for up to 2 hours (generally opposite the properties and in areas not directly outside a property).
6. The choice of type of RPS is on a case by case basis taking into account factors such as street layout, type of intrusive parking, number of properties within the scheme and other non-residential parking demands. The type of scheme selected in this case uses marked bays and is considered suitable as there are residential properties only on one side and it provides the opportunity to provide limited waiting provision in the area whilst maintaining sufficient space and capacity for residents.
7. The statutory consultation and public advertisement of the proposals detailed on the attached drawing H/JAB/2518/02, was carried out between 23 October and 24 November 2017.

Objections Received

8. During the advertisement period, five responses were received, two of which supported the proposal or made comments including:
 - A request for a residents' parking scheme on Bowbridge Road;
 - A request that a residents' parking bay be extended over the respondent's vehicle dropped kerb.
9. The request for a new residents' parking scheme on Bowbridge Road will be considered by the County Council. The Earp Avenue scheme has been amended to include an extension to the residents' parking bay over the driveway of the resident requesting it. The amended proposal is detailed on the attached drawing H/JAB/2518/02/A. Three responses to the consultation are considered outstanding objections to the proposals.
10. Objection – Newark Town Council
Newark Town Council objected to the scheme on a number of points, these include:
 - Parking should only be allowed on one side of Earp Avenue (the opposite side to the residential properties) to avoid congestion;
 - Double yellow lines and No Loading signs should be implemented on Bowbridge Road to prevent any parking;
 - The single yellow line across the driveways to numbers 1, 9 and 10 Earp Avenue and 100 Hatton Gardens should be reviewed.
11. Response – Newark Town Council
It is considered that Earp Avenue is wide enough to have parking on both sides without causing undue congestion. The proposed double yellow lines will help to ensure that the junction with Bowbridge Road is kept clear of parked cars. No Waiting At Any Time (double yellow lines) are proposed around the junction of Bowbridge Road and Earp Avenue to ensure the junction is kept clear of parked vehicles and therefore able to operate efficiently and safely.

12. The request for further restrictions on Bowbridge Road, including a loading restriction, will be considered by the County Council for inclusion in a future programme. The single yellow lines across the driveways on Earp Avenue were added at the request of the residents concerned to prevent obstructive parking over their driveways. One resident has asked that the single yellow lines outside their property be replaced with a residents' parking bay and this amendment has been included in the scheme.
13. Objection – Café premises
An objection was made by the owner of the café business at 11 Earp Avenue. The respondent considers that the proposed scheme would have a significant adverse effect on their business and that deliveries were made throughout the day to the shop which will be impacted by the proposals. In addition, it has been requested that no restrictions should be implemented outside the shop and that this area of highway should be marked 'shop parking and delivery only'. As part of the implementation, the respondent stated that they required four parking permits for the scheme.
14. Response – Café premises
The proposed scheme has been designed to give a balance between residents parking and short-term parking for other road users. The scheme aims to reduce the number of all-day parking on Earp Avenue and give more parking opportunities for residents and visitors (including customers to the cafe). The proposals do not apply to loading and unloading, which can be carried out on any available part of Earp Avenue. It is not possible to allocate parking for specific users i.e. customers of No.11 within the extents of the public highway. The parking on this scheme is being controlled by the issuing of permits to eligible properties, this would include No.11. The shop would be able to buy 2 visitor permits (at £25 each per annum) which can be used on any vehicle; this is in line with standard procedures for commercial premises within controlled zones.
15. Objection – Resident
A respondent objected to the proposed scheme because it did not provide a resident parking bay outside their property near the junction of Hatton Gardens. They state that other properties on Earp Avenue will have resident only parking bays outside their properties and that their property should have the same facility.
16. Response – Resident
The respondent was advised that the proposed permit only parking bays are not intended for any specific resident but would be available to anyone with a valid parking permit. On the public highway it is not possible to allocate parking for specific users i.e. a particular property, so a residents' bay outside their property would not be for their exclusive use.
17. The proposed bay near the Hatton Garden junction will allow parking for both permit holders (any length of time) and 2-hour parking for non-permit holders. If the householder chooses to purchase a parking permit they will have an equal right to park in the resident only bays, or in the dual use bay directly outside their property for an unlimited period. The householder has off-street parking and, as with all highway users, can also park without a permit on any unrestricted part of the highway, such as Hatton Gardens.
18. There is always a balance to be achieved where a finite quantity of on-street parking exists and there is a number of demands on that space. The aim of the scheme is to provide a mixture of short-term parking for visitors to the area and for resident parking. All the proposed parking bays would be available for residents to park in for an unlimited period of time during the scheme's hours of operation. It is considered therefore that the proposals achieve a balance between competing demands for the highway and that all residents will have access

to parking within a reasonable distance of their home, when displaying the appropriate permit. Other properties within the scheme also have dual-use bays, rather than resident only bays, outside their properties.

Other Options Considered

19. Other options considered relate to the operational times of the residents parking scheme, which could have been either lesser or greater. The restrictions are considered a reasonable balance between retaining public access to the highway and ensuring residents' reasonable access to parking.

Comments from Local Members

20. No formal response has been received.

Reasons for Recommendation/s

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

Statutory and Policy Implications

22. 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

23. Nottinghamshire Police made no comments during the consultation. No additional crime or disorder implications are envisaged.

Financial Implications

24. This scheme is being funded through the Local Transport Plan ITM budget for 2017/18 with an estimated cost to implement the works and traffic order of £5,000.

Human Rights Implications

25. 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

26. 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.

27. 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.

Safeguarding of Children and Adults at Risk Implications

28. The proposals are intended to have a positive impact on all highway users but being in close proximity to the primary school, they should also help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

29. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians.

RECOMMENDATION/S

It is recommended that:

- 1) The Nottinghamshire County Council (Bowbridge Road and Earp Avenue, Newark on Trent) (Prohibition of Waiting, Entrance Clearways and Residents' Controlled Zone) Traffic Regulation Order 2018 (3269) is made as advertised is made with the following amendment and objectors notified accordingly.
 - Extend the 'residents only' parking bay, within the controlled zone, on north-eastern side of Earp Avenue by 7m as detailed on drawing H/JAB/2518/02/A.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087 / Mike Barnett - Team Manager (Major Projects and Improvements) 0115 9773118

Constitutional Comments [SLB 23/03/2018]

30. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

31. The financial implications are set out in paragraph 24.

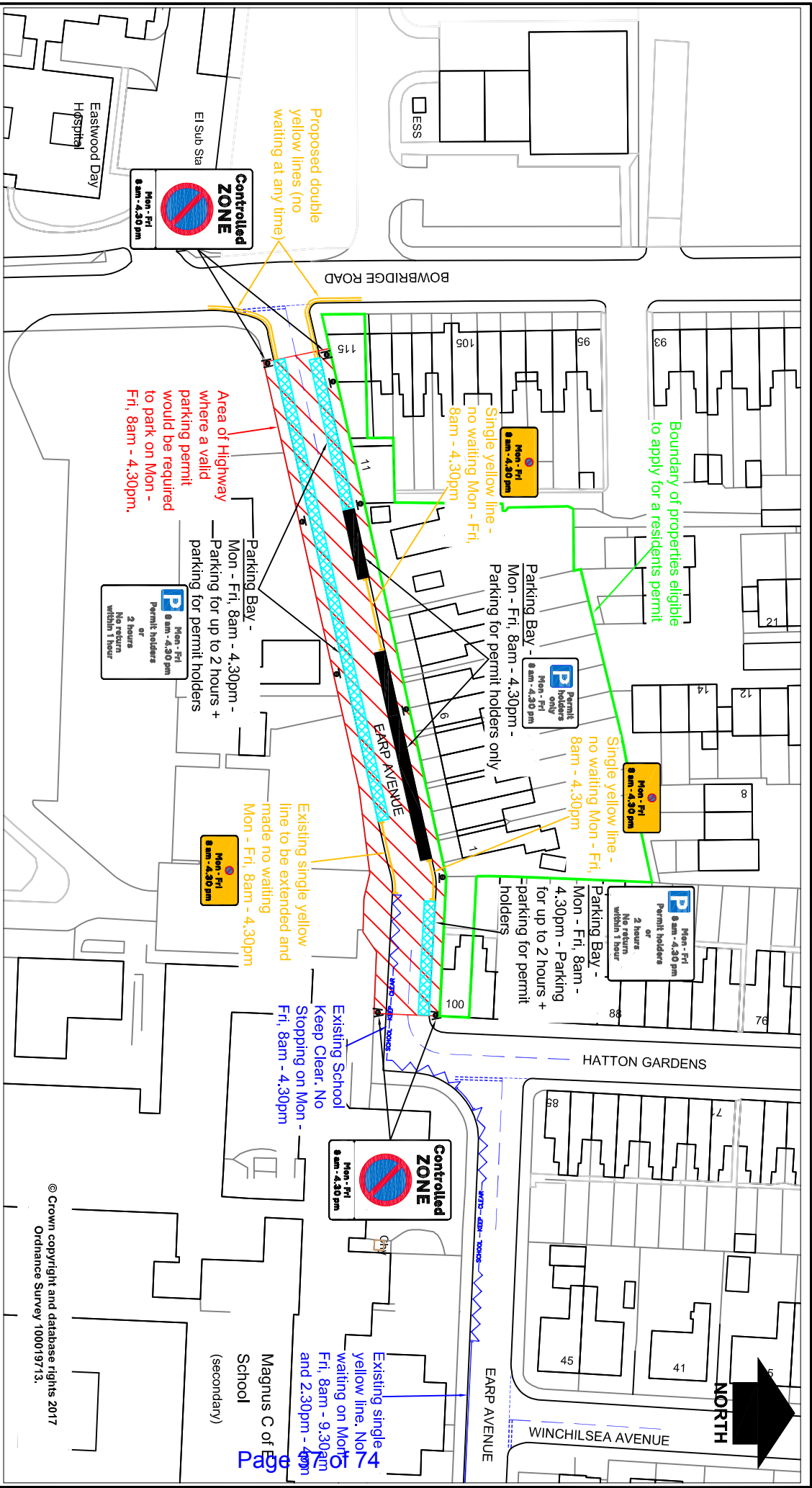
Background Papers and Published Documents

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.

- 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.

Electoral Division(s) and Member(s) Affected

Ward(s): Newark West
County Councillor Keith Girling



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

Project		Residents Parking Scheme	
Earp Avenue, Newark		TRO 3269	
Status	Project No.	Drawn	Date
Plan		J.A.B.	Oct.17
Title		Chkd	Date
Drawing No.		Auth	Traced
H/JAB/2518/02		Rev	Scale
			1:1000

19 April 2018**Agenda Item: 9****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (EPPERSTONE ROAD AREA,
WEST BRIDGFORD) (PROHIBITION OF WAITING AND RESIDENTS'
CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2018 (8263)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Epperstone Road, George Street and Patrick Road are residential streets close to West Bridgford town centre. The roads comprise of both residential properties and community facilities. The residential properties are late Victorian / early Edwardian properties with little or no off-street parking or residential flats, with off-street parking. The community facilities include a church on Patrick Road, which is used by multiple organisations throughout the week. Also, on the junction of Musters Road and George Road there are multiple medical facilities including the West Bridgford Medical Centre, West Bridgford Health Centre, St Georges Medical Practice, NHS Mental Health Team and a pharmacy – for the purpose of this report these are referred to collectively as the West Bridgford Health Complex (WBHC).
3. Nottinghamshire County Council has received requests over a number of years for a residents' parking scheme on these streets. A parking survey was carried out which confirmed the presence of non-resident parking in the area. As a result, it was proposed to consult with residents on their support for a residents' parking scheme.
4. In June 2017, an initial questionnaire was sent to all 173 properties within the boundary of the proposed scheme. A total of 67 (38.73%) responses were returned, with 56 (83.58%) of those in favour of a scheme. The results exceed the criteria of 35% response rate with 65% of respondents in support that the County Council uses to progress the development of a scheme.
5. As a result, it is proposed to introduce a residents' parking scheme, on Epperstone Road and George Road. The scheme will also include 2-hour limited waiting bays on Patrick Road, the restrictions will operate on all days from 10am to 8pm.

6. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawing H/SLW/2477/01, was carried out between 18 August and 15 September 2017.
7. A total of 21 responses were received to the consultation including 4 from respondents either supportive and / or commenting on the scheme. Seventeen responses, including a petition of 122 signatures from West Bridgford Medical Practice, objected to the proposals.
8. Responses to the consultation were discussed with the client and local County Councillor resulting in amendments to the scheme proposed to address some of the concerns raised. Changes incorporated consisted of:
 - Parking for permit holders only on Epperstone Road and part of George Road operating all days from 10am to 8pm;
 - 2-hour limited waiting parking bays in operation Monday to Saturday from 8am to 6pm on Patrick Road, part of George Road and on Musters Road outside the West Bridgford Health Complex.
9. The statutory consultation and public advertisement of the revised proposals, as detailed on the attached drawing H/SLW/2477/03 was carried out between 27 November and 22 December 2017.
10. During the second public advertisement period a total of 37 responses were received, this included two petitions were received objecting to the proposals. The first petition from residents of Musters Road, consisted of 35 signatures and the second petition consisted of over 300 signatures was submitted by the West Bridgford Methodist Church to County Councillor Liz Plant, who presented it to Full Council on 18 January 2018.
11. There were 9 responses expressing either support for the scheme or making comments, this included 8 from residents who wished to re-iterate their support for the scheme and cited the difficulties experienced when trying to park within a reasonable distance of their homes. They consider that the area was used for parking by a variety of users, including commuters working in West Bridgford and Nottingham and that this adversely impacted on the day to day lives of residents. One respondent commented that there is insufficient parking space for all motorists who wish to park in the area and that operating a 'first come, first served' system clearly leaves some residents, who rely on on-street parking, with nowhere to park on a regular basis.
12. It is considered that there are 28 outstanding objections to the revised proposals including the two petitions received.

Objections Received

13. Objection - West Bridgford Methodist Church and associated organisations
Twenty objections were received from respondents relating to proposals in the vicinity of West Bridgford Methodist Church, which included a petition of over 300 signatures. The respondents stated that the residents' parking scheme would limit available on-street parking in the area and negatively impact on the operation of their organisation and the many community based groups which used the church premises. These groups include AA, friendship groups, "dementia cafes", exercise groups, children's groups and Blood Donor sessions stating that the church operates 7 days a week, throughout the day and evening and is used by around 2,000 people a week.

14. They consider that the revised operational times of the limited waiting bays on Patrick Road were less beneficial to their organisation and that the proposals did not offer sufficient limited-waiting on-street parking for their needs. Furthermore, respondents state the proposals have been revised to provide limited-waiting parking provision on George Road and Musters Road to benefit users of the WBMC and that additional changes to the scheme should be made to increase on-street parking for users of the Methodist Church and for visitors to Epperstone Court. Suggestions made by those responding include:
- Extend the hours of operation of the limited waiting bays on Patrick Road to 8am -10 pm including Sunday;
 - Allocate a section of Epperstone Road next to Epperstone court as 2hr limited waiting bays;
 - Introduce additional 2-hour limited waiting bays on Musters Road, outside the Methodist Church and numbers 55 - 57.
15. Response – West Bridgford Methodist Church and associated organisations
There are many competing demands for free, convenient on-street parking in this area and when dealing with a finite resource it is not possible to meet all these demands for parking. The original scheme proposals included limited waiting bays on Patrick Road, however this facility was not originally planned for George Road, near the Medical Practice. The disparity of this provision was identified through the first consultation and the limited waiting provision proposed for George Road and Musters Road was included to provide a comparable level of on-street limited waiting at each end of the scheme.
16. The scheme was proposed to reduce the effect of non-resident parking on residents of the area; particularly commuter and sport-related parking. On Sundays the demand for commuter parking is significantly reduced and so there is a higher availability of on-street parking. Residents on Patrick Road and surrounding streets also want to use on-street parking on Patrick Road. If the operational times of the limited waiting bays were extended to 10pm as requested it would reduce parking availability for residents of the area. Residents returning home for the evening would be unable to park overnight in the bays until 8pm or for a period more than 2-hours on a Sunday. The operational periods of the bays are designed to ensure that there is short-term parking available at times where demand for long-term commuter parking means it might be otherwise unavailable. An exemption will be included in the Order to allow the Blood Mobile Unit to park in excess of the 2-hour limit.
17. The scheme for Epperstone Road, George Road and Patrick Road has been developed as an area-wide scheme. Therefore, permits have been offered to businesses and residents on the entirety of both George Road and Patrick Road, even though these roads are partially or fully outside the permit-holder only parking area. It is important to ensure that the volume of on-street parking on Epperstone Road and part of George Road reflects anticipated levels of demand.
18. As such it is not considered appropriate to further reduce the on-street spaces available to permit holders by allocating part of Epperstone Road as limited waiting. Visitors, including carers, visiting residents of Epperstone Court have alternative options available including the 2hr limited waiting bays on George Road and Patrick Road, the client or residents could purchase a visitor's permit for the scheme or they could arrange to park in Epperstone Court's private car park.
19. The introduction of limited waiting bays on Musters Road is not considered appropriate at this time. The provision of limited waiting on Musters Road near the health centre was proposed because only part of George Road could be allocated as limited waiting parking. As the whole

of Patrick Road has been allocated as limited waiting in the proposals it is not considered appropriate to remove additional, unrestricted parking on an adjacent road.

20. A further option involves the removal of Patrick Road from the proposals entirely and this was discussed with Church representatives. This would leave Patrick Road as unrestricted parking and remove the church's eligibility for permits to park within the controlled zone. After consideration the Church confirmed that their preference was for the revised scheme over this option; though maintained their request for the additional limited waiting parking and extended times of operation.
21. Objections – Staff at West Bridgford Health Centre
Two objections to the proposals were received from staff at the West Bridgford Health Centre. These acknowledged that the scheme would assist visitors and patients but objected on the grounds that it would reduce available on-street parking for staff resulting in parking migrating elsewhere. A respondent also commented that staff should be offered permits for the scheme.
22. A comment was also received from West Bridgford Medical Centre Patients Participation Group requesting that the 2-hour limited waiting proposal on George Road and Musters Road be reduced to one hour. They stated that the majority of trips to the clinic, medical centres and local pharmacy will be for less than one hour.
23. Response – Staff at West Bridgford Health Centre
The scheme is being introduced to reduce the volume of commuter parking in the area, which is adversely affecting residents. The businesses within the WBHC will be eligible for a limited number of parking permits for use within the scheme extents. These permits will not be allocated to a specific vehicle so can be used by any member of staff or visitors to the business. As it is primarily a residents' parking scheme the number of permits for businesses is strictly limited and it is acknowledged that they will be insufficient for all staff employed on the site. The take-up and allocation of these permits will be for the businesses to determine.
24. There is a finite supply of free on-street parking and the scheme is designed to manage this availability in favour of short-term parking and residents. Unrestricted on-street parking is available on the wider highway network and fee-charging car parks are available in West Bridgford town centre.
25. The 2-hour limited waiting period has been chosen to reflect the needs of all visitors to the area, not just to the health centre. However, specifically in relation to the health centre, it is designed to accommodate multiple destination visits; such as a doctor's appointment followed by a visit to the pharmacy. The 2-hour period is a limit and where a visitor does not require parking for that length of time they will leave before this period and the parking space will be available for another user.
26. Objection – Patrick Road should be residents parking only
Two objections to the scheme were received from residents of Patrick Road. One respondent objected on the basis that the scheme proposal provided insufficient parking for residents; they requested that Patrick Road should be made residents' parking only rather than 2-hour limited waiting.
27. A second respondent also objected on the grounds that residents would not be exempt from the 2-hour limited waiting. The resident stated that this would prevent their family members and occasional visitors such as tradespeople from parking for longer periods during the day outside their property. They considered that it was unfair that Patrick Road would not be designated as residents parking and that they would be required to park in an adjacent street. They also stated that it was unnecessary for the restrictions to include Saturday. The

respondent also expressed concern that it would negatively affect the local community by depriving the area of the cricket and football traffic.

28. Response – Patrick Road should be residents parking only

There are competing demands for on-street parking in this area, including significant levels of demand for short-term parking. All the residential properties on Patrick Road have access to private off-street parking. The operational times of the limited waiting parking bays are linked to the days and periods when most non-residential, commuter parking occurs. Unrestricted parking is available in the evenings after 6pm and on Sundays.

29. The County Council has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The residents and their visitors can park for two hours during the day on Patrick Road, Monday to Saturday. If they require a longer period of parking during this period they are eligible to purchase permits to park in the controlled zone on the adjacent Epperstone Road, which is approximately 25m away.

30. Objections – loss of on-street parking for non-permit holders

Two objections were received on the grounds that the proposals would reduce on-street parking in the area for non-permit holders. One respondent stated that they parked in the area after dropping their child at a nursery on Musters Road and travelled onto work by bus. Another respondent objected to the proposal saying that it would prevent them from easily dropping off or picking up from the nursery and that the number of proposed 2-hour limited waiting bays were insufficient. They stated that a drop-off area for the nursery should be provided on Musters Road.

31. Response– loss of on-street parking for non-permit holders

The nursery is located on a section of Musters Road between Patrick Road and George Road. The proposals will not alter the existing parking on this stretch of road, which is currently unrestricted. Whilst the demand for on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. The scheme is being introduced to mitigate the effect of long-term commuter parking on residents in the George Road, Patrick Road and Epperstone Road area.

32. Objections – Loss of on-street parking on Musters Road

Two objections were received, which included a 35-signature petition objecting to the proposals on the ground of loss of on-street parking. The respondent and petitioners object to the loss of on-street parking on Musters Road and consider the proposals would result in parking migration and were dangerous for children crossing the road at the corner of Musters Road and George Road. They stated that the staff and visitors to the Health Centre should use sustainable transport modes. The respondent also requested a residents' parking scheme be introduced on Musters Road.

33. Response – Loss of on-street parking on Musters Road

The proposed limited waiting parking bays on Musters Road are 40m long, which will accommodate around 7 vehicles. The 2-hour restriction on these spaces is in operation Monday to Saturday 8am – 6pm only; the bays are available for unrestricted parking overnight and on Sundays when residential demand for parking is highest. It is not anticipated that highway safety will be affected by the time restricted parking; the kerb-space is generally already at capacity with vehicle parking so there will be no material change. The section of Musters Road between Patrick Road and George Road will not be altered by the proposals and will remain unrestricted. The area to the south of the medical practice will likewise remain unaltered by the proposals.

34. All the properties on Musters Road, in the vicinity of the bays, have access to off-street parking; which means the road does not meet the Nottinghamshire County Council criteria for the introduction of a residents' parking scheme.

Other Options Considered

35. Other options considered relate to the configuration and the operational times of the proposed limited waiting bays and residents' parking area. The scheme has undergone extensive consultation, including two rounds of statutory consultation to determine the best balance of measures to meet the complex needs of the area with amendments being made based on comments received.

Comments from Local Members

36. Councillor Liz Plant was involved in the development of the final scheme and supports its introduction.

Reasons for Recommendations

37. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including non-drivers; who live in or visit the area.

Crime and Disorder Implications

38. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

Data Protection and Information Governance

39. There are no data protection and information governance implications arising from this proposal going forward.

Financial Implications

40. The scheme is being funded through the 2018/19 Integrated Transport Measures capital programme with an expected cost of £4,000.

Human Rights Implications

41. 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

42. 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.

43. 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.

Safeguarding of Children and Adults at Risk Implications

44. The proposals are intended to have a positive impact on all highway users.

Implications for Sustainability and the Environment

45. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

RECOMMENDATION/S

It is recommended that:

- 1) The Nottinghamshire County Council (Epperstone Road Area, West Bridgford) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2018 (8263) is made as advertised and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087 / Mike Barnett - Team Manager (Major Projects and Improvements) 0115 9773118

Constitutional Comments [SLB 23/03/2018]

46. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

47. The financial implications are set out in paragraph 40 of the report.

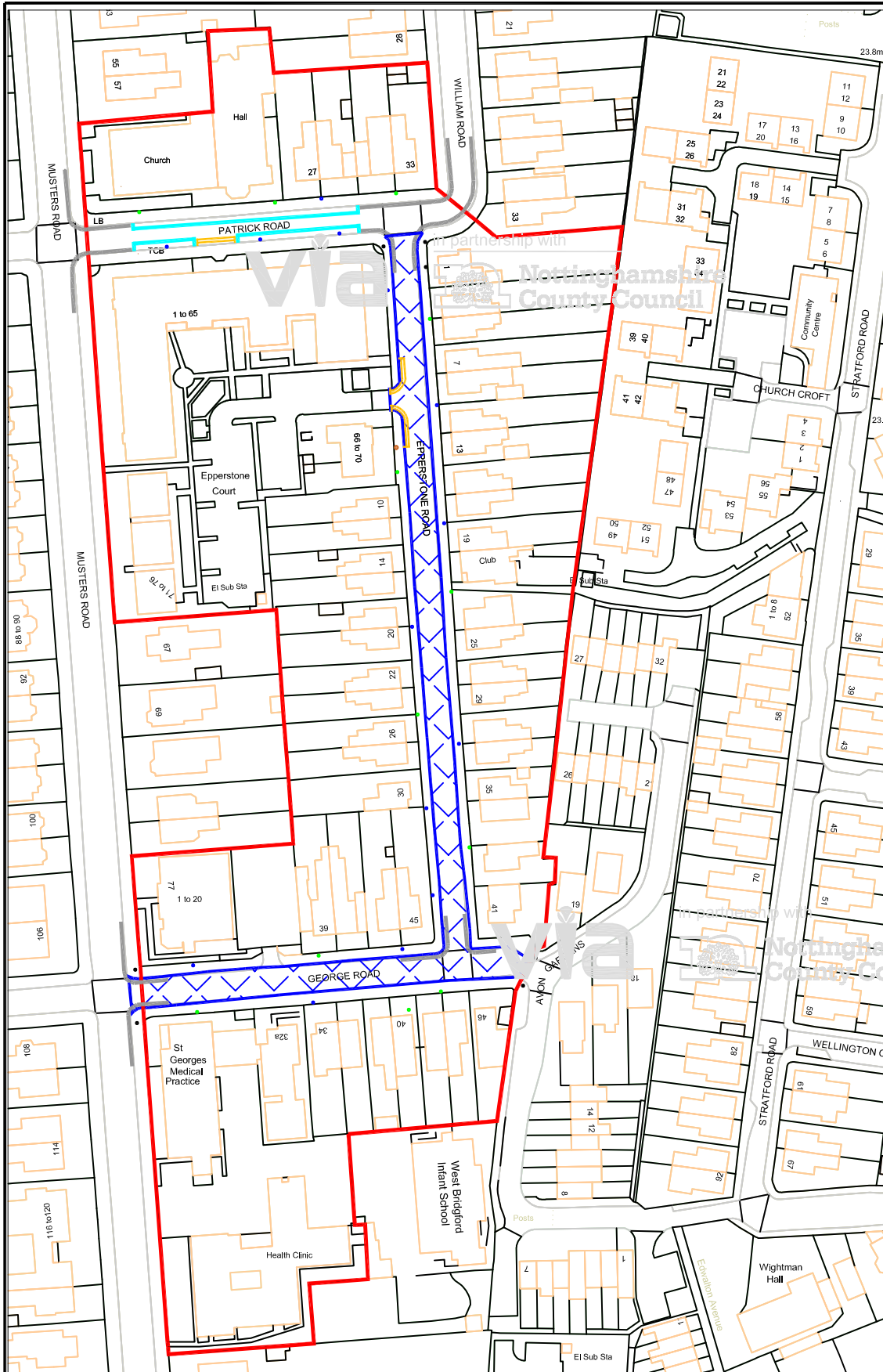
Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Ward(s): West Bridgford North ED
County Councillor Liz Plant

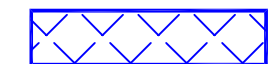


KEY

Proposed 2 Hours
limited waiting
10 am - 8 pm

Proposed No Waiting
At Any Time (Double
Yellow Lines)

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



Area of proposed RPS
where permits would
be required to park

Existing No Waiting
At Any Time (Double
Yellow Lines)



in partnership with



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

Project

Epperstone Road and
George Road, West Bridgford

Status

Project No.

TRO 8263

Title

Proposed Residents Parking Scheme

Page 10 of 14
10 am - 7 pm All Days - ADVERT

Drawing No.

H/SLW/2477/01

Drawn

SLW

Date

Aug '17

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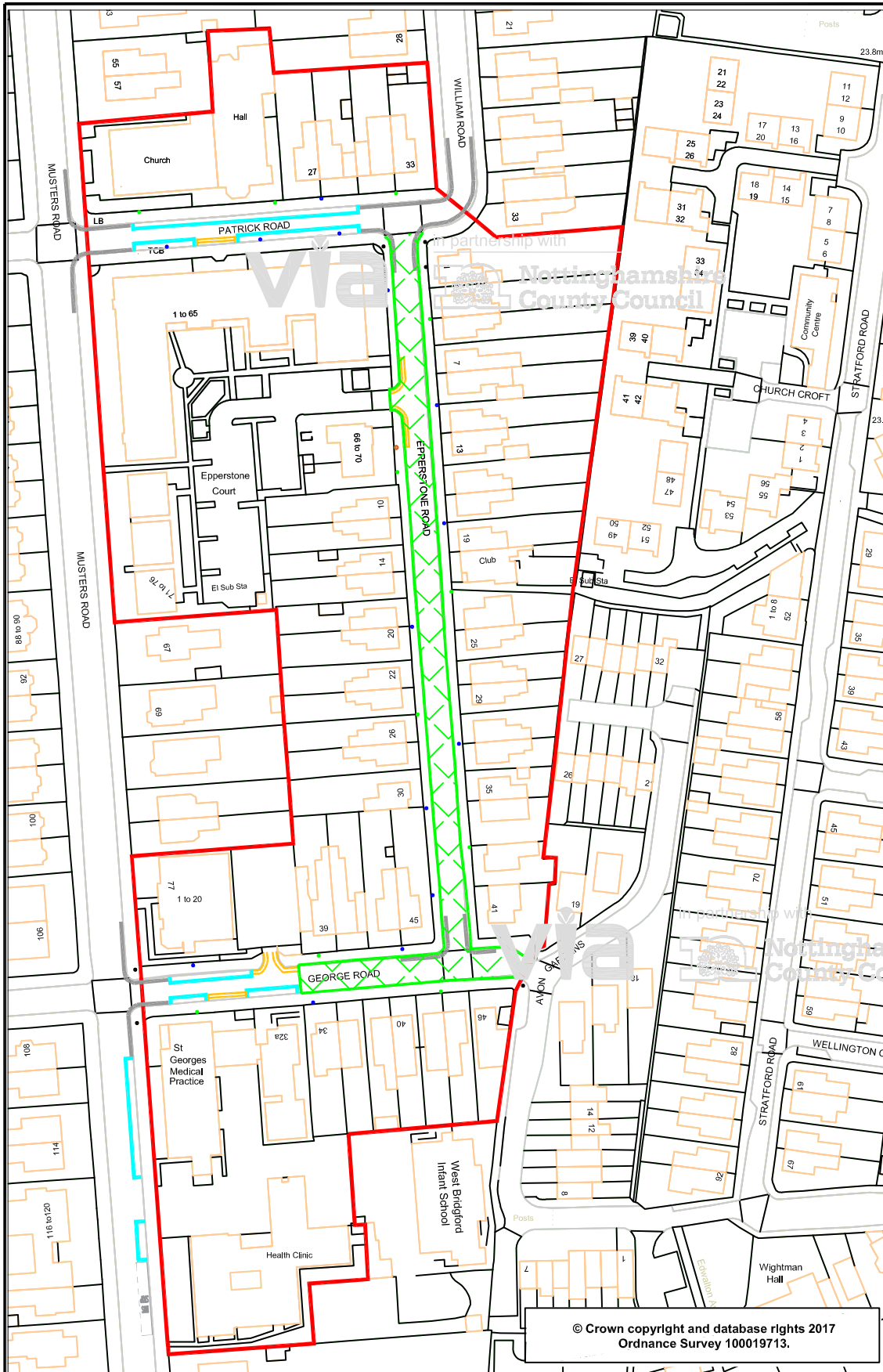
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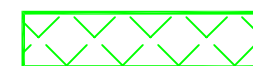


KEY

Proposed 2 Hours
limited waiting
Mon - Sat 8 am - 6 pm
(No return within 1 hour)

Proposed No Waiting
At Any Time (Double
Yellow Lines)

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



Area of proposed RPS
where permits would be
required to park
10 am - 8 pm All Days

Existing No Waiting
At Any Time (Double
Yellow Lines)

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Bilthorpe Depot, Bilthorpe Business Park,
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Project
**Epperstone Road, Patrick Road and
George Road, West Bridgford**

Status Project No. TRO 8263

Title
Proposed Residents Parking Scheme
Page 49 of 74 ADVERT 2

Drawing No. H/SLW/2477/03

Drawn SLW	Date Nov '17
Ch'kd DAS	Date Nov '17
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Scale N.T.S.	Rev

REPORT OF THE CORPORATE DIRECTOR, PLACE**TRIAL OF REDUCED GRASS CUTTING FREQUENCY FOR RURAL ROADS****Purpose of the Report**

1. To seek approval to undertake a trial - at a maximum of six locations - to establish whether the reduction of grass cutting frequencies on rural roads, without footways and with a speed limit of 50 mph or more to one cut per year delivers any ecological or economic benefits. The duration of the proposed trial is one growing season. It is proposed that a subsequent report will be presented to committee on the outcomes of the trial.

Information

2. The current verge cutting frequency for rural roads without footways is generally a single swath cut (i.e. the length of a single cutting blade which can be up to 1.2 metres) undertaken twice per year however, in every third year the final cut takes in the full width of the verge.
3. The cutting frequencies for any visibility splays or verges adjacent footways within the trial sites will remain unchanged and no changes are proposed to the full width cut which occurs every third year.
4. The locations of the trial sites are being determined currently. The shortlist was prepared collaboratively with Nick Crouch (Nottinghamshire County Council's Nature Conservation Leader) and Nottinghamshire Wildlife Trust. The proposed trial sites have been reviewed by Via EM Ltd's District Managers who have confirmed they have no safety concerns about any of the locations. Approximately half of the sites have been proposed by Parish Councils.
5. Members whose Divisions will include one of the trial sites will be contacted once these locations have been determined.
6. Nottinghamshire Wildlife Trust supports the proposed trial and have provided their endorsement. The Trust has also granted permission for the County Council and Via EM Ltd to use their logo and any of their materials when liaising with other parties about this proposal.
7. Further liaison with the District and Parish Councils will take place about this matter once the locations of trial sites have been determined.
8. Via EM Ltd will co-ordinate with the District Councils about litter picking arrangements prior to commencing works at the trial sites, operatives will also be instructed to remove any large items of rubbish prior to cutting. It is anticipated that the improved programming arrangements recently introduced by Via EM Ltd will greatly assist joint working arrangements with the District Councils.

9. A further report will be brought at the end of the growing season which will present an analysis of the trial.
10. It is proposed to use the following criteria to assess whether the trial sites have been successful will be as follows:
- An assessment of any safety concerns which arose during the trials.
 - The identification of any savings that have been achieved.
 - The identification of any ecological benefits that have been achieved.
 - A review of the public's reactions to the trials.
 - A review of any concerns raised by Parish and District Councils.
 - A review of any feedback received by Nottinghamshire Wildlife Trust.
 - Any other relevant matters which arise over the course of the trials.
11. The trial sites will be monitored through the growing season to ensure that the reduced grass cutting frequency does not compromise safety. If safety concerns are identified the trial sites will immediately revert back to their original cutting frequencies.

Other Options Considered

12. The only other option considered is to leave the grass cutting frequencies for rural roads without footways unchanged however, if the proposed trials are not undertaken it will be impossible to establish whether any savings or ecological enhancements are achievable

Reason/s for Recommendation/s

13. It is good practise to review the County Council's approach to highway maintenance, particularly if there are ecological or cost saving benefits.

Statutory and Policy Implications

14. 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

15. There are no direct financial implications from the trial. The trial will identify if there are future cost savings.

Implications for Service Users

16. Service Users travelling along the roads included in the trial will encounter verges with longer and more diverse foliage.

Implications for Sustainability and the Environment

17. The proposed less intensive management regime will allow broadleaved plants the opportunity to flower and, crucially, set seed. There will be an increased amount of pollen and nectar source for insects.

RECOMMENDATION/S

It is recommended that:

- 1) The Committee grants approval for the proposed trial of reduced grasscutting frequencies on selected rural roads with speed limits of 50 mph or more - at up to a maximum of six locations – to establish whether any ecological or economic benefits can be achieved.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Martin Carnaffin, Contract Manager, Tel: 0115 9774229

Constitutional Comments [SLB 23/03/2018]

18. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

19. The financial implications are set out in paragraph 15 of the 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.

- None

Electoral Division(s) and Member(s) Affected

- All



AGENDA ITEM:11

**REPORT OF THE CORPORATE DIRECTOR, PLACE
FLOOD RISK MANAGEMENT UPDATE**

Purpose of the Report

1. To provide an update on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010, including an update on current flood mitigation measures and progress on major flood protection schemes for Member endorsement.
2. To describe the Asset Register produced under Section 21 of the Flood and Water Management Act and recommend the publication.

Information

3. Following the severe flooding in many parts of the country during the summer of 2007, the Government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations 2009 which transposed the EU Floods Directive into UK Law and the Flood and Water Management Act 2010 (FWMA).
4. The Council is a Lead Local Flood Authority (LLFA) and has powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers known as Main Rivers, such as the River Trent; Internal Drainage Boards managing low lying areas; District, Borough, Parish and Town Councils; and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. Partnership work is overseen by Strategic Flood Risk Management Board, jointly chaired by Nottinghamshire County Council (NCC) and Nottingham City Council (NCiC) and attended by all Risk Management Authorities (RMAs).
5. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

General Update

6. Since becoming an LLFA Nottinghamshire County Council has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire. A number of significant flood mitigation measures have been delivered and are planned attracting over £6.4 million of external funding investment to support our capital programme. £1.2 million of this from the Trent Regional Flood and Coastal

Committee Local Levy (to which NCC contributes and annual sum of £276k) and £5.2 million from Flood Defence Grant in Aid (FDGiA), together with considerable investment from Districts and other agencies to facilitate mitigation measures and investigations.

7. Working with local communities to develop our understanding of flood risk within their catchments has been fundamental. The communities of Hucknall, Southwell, Gorton, Walkeringham, Calverton, Cropwell Butler, Newthorpe, Gunthorpe, Thurgarton, Lowdham, and Normanton on Soar, Egmanton, Mansfield and Daybrook have received a significant amount of input following flooding events. This work is allowing us to develop flood prevention schemes and secure third party funding to support subsequent scheme delivery. The work relating to each area is at various stages and an update is given later in the report. Detailed flood studies and hydraulic modelling have been funded to help understand and inform the complicated interaction of drainage catchments. Very importantly these investigations have engaged communities, improved understanding and knowledge and assisted with resilience planning.
8. Currently our capital investment programme is facilitating the delivery of 18 schemes in the County. These include a Property Flood Resilience scheme on Manvers Street in Mansfield, providing individual property protection to 8 properties and 1 business that suffered internal flooding in June 2016. In Hucknall, the installation of a new surface water system in Thoresby Dale that is designed to capture overland flows from the catchment and reduce the likelihood and impact of flooding to properties and Walkeringham has seen a £900k scheme delivered that will protect 45 houses, local community facilities and the village school from flooding.
9. In December 2016 the County Council published its Local Flood Risk Management Strategy which is a requirement of the Flood and Water Management Act 2010. The Strategy picks up flood risk locations across the County, prioritises these and puts forward appropriate actions for both high risk locations with complex flood risk issues and longer-term schemes which require investigation to be developed. For areas with lower risk we are working with communities to improve resilience. Over the last four years around 300 localised flooding investigations have been undertaken with colleagues from Highways, and Severn Trent Water. The Strategy contains an Action Plan which is currently being reviewed and will be brought back to a future Committee for approval.

Planning

10. As LLFA we have a statutory consultee role with Local Planning Authorities (LPA's) for surface water issues. Our aim is to ensure major developments are neither at risk of flooding nor increase the risk of flooding to surrounding areas. NCC took on this statutory consultee role in April 2015. The County Council as LLFA has proactively engaged with all LPA's and the Environment Agency to develop procedures, advise developers on the expectations of the Authority and assist with challenges to support the planning process. We have responded to over 1500 applications with almost 1300 of these being bespoke responses to major applications.
11. Ensuring a balance between the need for new housing and mitigating for flood risk, our performance in relation to responding to these applications within 21 days is 98% over the last year.

Section 19

12. As an LLFA we have a duty to report on flooding incidents under Section 19 of the Flood and Water Management Act 2010. At Transport and Highways Committee on 31 Oct 2013 it was approved that Section 19 Reports should be undertaken where the County Council is aware that five or more properties in a locality have been affected by internal flooding (over the threshold [doorstep level] of the property). As LLFA we have taken a view to bring Section 19 Reports to Committee once NCC have investigated the events and have a more mature understanding of the catchments rather than immediately after the event. The extended time period is used proactively to support communities, develop understanding and work collaboratively with other RMA's, partner organisations and local communities to progress from the event to a position of understanding and possible action.
13. A number of Section 19 Reports have been completed and presented at Committee. These concerned flooding in Hucknall on the 23 July 2013, Cropwell Butler on the 6 July 2012, Thurgarton on 23 July 2013, Mansfield on 10 June 2016, Gotham on 15 June 2016 and Newthorpe on the 23 July 2013. All remaining reports will be presented to Committee on the 14 June 2018. These are for Calverton, Arnold, Lowdham, Kimberley and Carlton on Trent.

Asset Register

14. Section 21 of the Flood and Water Management Act 2010 requires the Authority to maintain a register of assets affecting flood risk management and for this register to be available for inspection by the public. These structures or features are ones which the LLFA deem likely to have a significant effect on flood risk in their locality. We have been working together with Nottingham City Council over the past year on a joint Asset Register which will be publically accessible once approval is secured. The record of information held about each asset is extensive and includes what the asset is, location, type of feature, information about state of repair and ownership. All this detail however is not required to be made publically available.
15. The number of assets listed on the register are less than those maintained and on record as not all are considered to have a significant effect on flooding. It is proposed that from the data we currently hold we extract relevant entries for public viewing. These would relate to Bridges, Culverts, Historic structures, retaining walls and other drainage structures. As more information is verified the public register will be enhanced. The information that will be available to view is the location of the asset, easting and northings for plotting, if it is owned by NCC, a unique reference number that identifies it as a County or City asset and the nearest watercourse(s).
16. To promote both community partnership working and to allow cohesion and ease of transitions between our working borders for the public it is proposed that the City and County Council share the digital hosting of Asset Register information. This approach will have no additional financial implications for NCC, will allow the sharing of knowledge and experience across the authorities, remove the need for duplication of efforts and provide a complete register of information for Nottinghamshire. Nottingham City Council went live with their Asset Register in January 2018 and initial feedback has been very positive. It is expected that the main users will be the public, developers and other RMAs.

Land Drainage

17. As part of our role as LLFA we have Land Drainage duties which centre on the management of ordinary watercourses across the County, ensuring the free passage of flows through the watercourses. We have a dedicated Land Drainage Officer who spends the majority of his time on site working with landowners, members of the public and other Risk Management Authorities assisting with issues, clarifying responsibilities and identifying ways of reducing the risk of flooding.
18. We have responded to almost 400 flooding/land drainage enquiries in the last 18 months ranging from simple ownership queries to problems that have required the creation of new watercourses and removal of significant blockages. The role also includes the inspection of critical flood assets across the County and working with communities to assist in flood resilience projects. This proactive approach helps to prevent flooding.



19. As LLFA we deal with applications for Land Drainage Consents. If you wish to build a culvert or structure such as a weir on an ordinary watercourse which may affect flow or flood risk you need permission from NCC before starting the works. Consents are required for both permanent and temporary works. Over the last four years over 220 applications have been considered in line with the Land Drainage Act 1991. Some of these applications do not result in consents being necessary but do require advice and investigation.

Southwell Natural Flood Management (NFM)

20. NCC has successfully negotiated the rigorous Environment Agency National Project Assurance Board (NPAB) process to secure £350K of Local Levy Funding. NFM or 'Working with Natural Processes' (WWNP) involves techniques that aim to work with natural features and characteristics to manage the sources and pathways of flood waters. This sustainable technique can deliver other benefits alongside flood protection; benefits to the environment, society and the economy.
21. Receiving this level of funding for Natural Flood Management Projects is rare with many similar projects from other Authorities being unsuccessful. The funding will facilitate a project looking to implement Natural Flood Management (NFM) measures in the upper rural catchment of Southwell and a Sustainable Urban Drainage (SUDS) scheme on the Lowes Wong School Site in the centre of Southwell. In addition to protecting properties affected by flooding from the site we will work with the school to educate the children on this sustainable approach to water management and understanding of the environment.

22. This work will complement a larger engineered flood alleviation scheme for Southwell, which is programmed to be delivered on the ground in 2019/2020. Work to develop the scheme and have it ready for this deadline is well underway.
23. NCC are working in partnership with The Trent Rivers Trust (TRT) and the National Flood Forum (NFF) which has enabled an additional €163k European funding to be obtained from the FRAMES (Flood Resilient Areas by Multi-layer Safety Approach) project to match fund the successful NCC Local Levy bid. The project has provided two Project Officers, one to work with Land Owners in the Rural Catchment to implement NFM and the other to work in the community to help, provide advice and educate on all matters of flood resilience. This builds on existing relationships with Land Owners to help implement more features in targeted areas across the rural catchment.

Update on Flood Investigations and Schemes

Walkeringham

24. This major scheme to protect a community who were at risk of flooding was completed in May 2017. Delivered in partnership with BDC, a private contractor and Via EM this scheme sees 45 properties benefit from an increased level of protection from flooding. The £900k scheme was jointly funded by BDC, NCC and Local Levy.

Egmanton

25. Phase one of the proposals to protect the village completed in December 2016 with phase two still under development, due to difficulties concerning land ownership. This scheme is being led by the Trent Valley Internal Drainage Board with the County Council supporting the work. A substantial amount of negotiation with land owners and the community has been undertaken to enable this scheme to come to fruition.

Southwell

26. Following the submission of a complex and challenging business case the County Council secured in January 2018, £4.4m via the National Project Assurance Board (NPAB) for the delivery of a scheme to address the devastating effects of flooding on the community of Southwell. This funding included £600k from County Capital and investment from key partners. The funding will deliver engineering works to construct new flood defences across the town and Property Flood Resilience (PFR). The most vulnerable in the community will be our priority with the delivery of Individual PFR measures, for those who would still potentially flood in an event, despite other engineering measures being in place. This scheme will help to safeguard around 450 homes and businesses.

A number of drop in community events have been undertaken during the development of the business case and more are planned in March 2018. Working collaboratively with a number of agencies has enabled this scheme to navigate the difficult processes associated with scheme development of a complex catchment and assisted with maintaining confidence in the work undertaken.

Hucknall - Town Centre Scheme and Titchfield Park Brook Scheme

27. The project to deliver increased levels of flood protection to 11 properties on Thoresby Dale was completed in March this year. The project involved the installation of a new surface water system in Thoresby Dale that is designed to capture overland flows from the catchment and reduce the likelihood and impact of flooding to properties. The project is complimented by the previously completed installation of Property Flood Resilience measures, a Flood Relief Culvert and upgraded drainage system. The project cost £381k (17/18) and was funded through the Local Levy programme. Feasibility into potential flood mitigation proposals for

the Titchfield Park Brook catchment is continuing with a view to securing further funding for any economically viable proposals later this financial year. FDGiA Funding allocated: 18/19 £150k 19/20 £225k, Local Levy: 18/19 £500k.

Lowdham

28. This EA led scheme is in the national 6 year programme and secured £1.5 million of local levy funding to progress the scheme. The EA have appointed consultants to develop the Outline Business Case (OBC) for a future Lowdham scheme. The project team established includes RMA representatives, including NCC. The OBC will determine a preferred flood risk solution and take this to a design stage as well as costing the potential scheme. Along with contributions from NCC, local levy, the local community and FDGiA, approximately £3.6m is available to fund a future scheme. A future scheme will need to address the primary source of flood risk from the Cocker Beck, as well as surface water flooding. Severn Trent Water are currently looking at the relationship between foul sewer flooding and fluvial flooding to identify any potential opportunities of working in partnership should a scheme become favourable.

Boundary Brook, Stapleford

29. The funding for this scheme is currently being explored by the EA as lead RMA. In order for the scheme to progress, partnership contributions will be required. Initial work has indicated there may be less output measures than originally expected with this scheme and potentially not enough benefit to cover cost of preferred option. Currently an internal review is taking place to consider lower cost options. Following the outcome of this, it is hoped that the project may progress through to OBC.

Thurgarton

30. Trent Valley Internal Drainage Board (TVIDB) are currently finalising feasibility prior to pursuing funding for any economically viable proposals. Project feasibility and community engagement has been carried out with support from NCC's Flood Risk Management Team.

Gunthorpe

31. The County Council is working with the EA (who have the lead role) to develop proposals to protect the village from flooding. The County Council have supported the EA in taking forward the flood risk problems in Gunthorpe to an OBC. The consultants will be simultaneously developing the OBC along with the Lowdham project. The primary source of flood risk is from the River Trent and it is likely that an effective flood relief scheme will require a significant length of flood embankment. A preferred solution will be taken to design stage and costed accordingly.

Calverton

32. Following significant joint investigations between NCC and STW, feasibility work into catchment wide flood mitigation proposals is being led by STW. This work builds on the knowledge gathered by both NCC and STW and is expected to identify proposals that will reduce flood risk from a number of sources across the catchment with delivery focussed on Partnership working. Current timescales target feasibility completion 18/19 with construction dates dependant on the outcomes of the feasibility study.

Newthorpe

33. The formal Section 19 report for this catchment is complete and was approved by Communities and Place Committee on 8 February 2018. Detailed feasibility into potential flood mitigation proposals is being led by STW with support from NCC's FRM Team and has a forecast project delivery in 20/21. Project feasibility is being funded through STW and Local Levy with further Local Levy and NCC County Capital allocated for project delivery.

Girton

34. The County Council formed a partnership with the local parish council, Lincolnshire County Council, Newark and Sherwood District Council, TVIDB and the Environment Agency to produce an initial assessment report for Girton. Significant community engagement has taken place to assist progress and understanding. The initial assessment report facilitated further work to develop the detailed design for a flood defence for Girton to protect this village which suffers from Main River flooding. Any remedial scheme will be EA led and the EA are currently considering the cost benefit ratio from the feasibility work.

Arnold

35. Flooding in the Front Street area of Arnold has been an issue for many years with STW investing significant sums of money upgrading their assets in the area. Repeated localised issues led Gedling Borough Council to commission a detailed investigation into the connectivity, condition and ownership of various drainage assets and this work has now been completed. The findings will be incorporated into the wider Upper Daybrook Catchment study (see below).

Upper Daybrook Catchment

36. A total of £99k Local Levy is being used to gather a detailed understanding of the complex network of surface water assets within the Upper Daybrook catchment. This work will help ensure the assets are maintained and operated efficiently and ultimately reduce flood risk in the area. The works started on site in March 2018 and final reports will be available in July / August 2018. The Local Levy funding is split £60k (17/18) / £39k (18/19). The final report will be shared with Nottingham City FRM Team to support their investigations into flood risk in the Lower Daybrook Catchment.

Village Resilience Project

37. The flooding experienced throughout Nottinghamshire demonstrates the vulnerability of local communities to flooding. Across the county there are risks of flooding from a number of different sources including surface water runoff and ponding, groundwater, sewer surcharging, rivers and reservoirs. In some cases more than one of these sources of flooding can combine to cause a flood event and exacerbate localised flooding. In Nottinghamshire there are approximately 78,700 residential properties that could be affected by surface water flooding in an event with a 1% chance of that happening in any given year.
38. Working closely with communities provides a clearer understanding of the issues and appreciation of the community perspective of flooding. Giving communities a greater say in what activities take place and helping them to manage their own risk will result in better decisions being made and allows greater flexibility in the activities that take place. It is also vital to work in partnership with other authorities to ensure that risk is managed in a coordinated way beyond the boundaries and responsibilities of individual authorities and organisations.
39. Guided by our Local Flood Risk Management Strategy Action Plan, NCC as LLFA are developing a rolling programme that will focus on small communities who have the potential to flood in the future, helping to make these vulnerable communities more resilient by developing community flood plans, addressing riparian ownership matters, liaising with other Risk Management Authorities and facilitating other NCC colleagues to input. We in turn will develop a better understanding of historical knowledge and concerns and communities will be offered practical help, advice and guidance.

40. Initially we will be looking to identify one community in each District within Nottinghamshire. Over the next 6 months we will be updating the LLFA webpage to be a more effective interactive tool for local communities, potential developers and those who wish to be more informed and proactive with local resilience measures.

Reason/s for Recommendation/s

41. The recommendations are designed to ensure the most effective route towards identification of a cost effective flood mitigation proposal is followed.

Statutory and Policy Implications

42. The County Council has a number of new statutory duties and powers under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 including preparation of Section 19 Reports.
43. 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

44. The costs of these studies, proposals and contributions to flood risk management schemes will be contained within existing budgets. Since becoming an LLFA Nottinghamshire County Council has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire. A number of significant flood mitigation measures have been delivered and are planned attracting over £6.4 million of external funding investment to support our capital programme. £1.2 million of this from the Trent Regional Flood and Coastal Committee Local Levy (to which NCC contributes an annual sum of £276k) and £5.2 million from Flood Defence Grant in Aid (FDGiA), together with considerable investment from Districts and other agencies to facilitate mitigation measures and investigations.

Implications for Sustainability and the Environment

45. It is anticipated that the recommendations will ultimately result in delivery of a sustainable projects that reduce flood risk across the county whilst also reducing the negative impacts the flooding has on the environment.

RECOMMENDATION/S

It is recommended that:

- 1) The Committee approves the publishing of The Nottinghamshire County Council's Asset Register in line with Section 21 of the Flood and Water Management Act 2010.
- 2) The Committee endorse the work outlined in the report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Gary Wood – Group Manager, Tel: 0115 9774270

Sue Jaques – Flood Risk Manager, Tel: 0115 9774368

Constitutional Comments [SJE 07/03/2018]

46. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to flood risk management scrutiny has been delegated.

Financial Comments [SES 27/03/2018]

47. The financial implications are set out in the report.
48. Since becoming an LLFA Nottinghamshire County Council has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire. A number of significant flood mitigation measures have been delivered and are planned attracting over £6.4 million of external funding investment to support our capital programme. £1.2 million of this from the Trent Regional Flood and Coastal Committee Local Levy (to which NCC contributes an annual sum of £276k) and £5.2 million from Flood Defence Grant in Aid (FDGiA), together with considerable investment from Districts and other agencies to facilitate mitigation measures and investigations.

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.

- None

Electoral Division(s) and Member(s) Affected

- All

19 April 2018**Agenda Item: 12****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 to the County Council on 18 January 2018.

A. Petition regarding traffic regulation orders in Forest Town (Ref 2016/0273)

2. A 48 signature petition was presented to the 18 January 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of Forest Town. The petition asks that the existing prohibition of driving Traffic Regulation Orders on Minton Pastures, Beechwood Close and Fernwood Close be replaced with a different Order prohibiting parking. This is on the grounds of lack of enforcement of the existing Order by the police and the belief that the Council would enforce parking restrictions more effectively against the incursion of school parking. The named roads are cul-de-sacs off Holly Drive where the school's access is situated and there have been previous parking restrictions introduced on Holly Drive and the adjoining through route of Holly Rd in recent years to try and curb the problem. Complaints regarding school parking in this area have continued, however, including from residents further afield on Holly Rd who have experienced parking near their homes which was displaced by the current parking restrictions.
3. The existing prohibitions of driving on these roads can be enforced by the police, but how the police prioritise their resources is beyond the County Council's control. The Council receives many complaints regarding parking at arrival and departure times outside schools in the county. Various attempts at area-wide parking restrictions have been made previously, but these have generally resulted in either yellow lines being ignored by drivers, the parking problem being displaced to adjacent road lengths and child pedestrian movements being spread across wider areas where drivers may not expect them to be present. Also, yellow lines allow drivers to set down and pick up passengers, so this activity is not actually made illegal by the introduction of double yellow lines.
4. The Council has subsequently taken the approach of targeting parking issues at specific locations near schools, such as school entrances and crossing points. The County Council has consequently undertaken two major programmes at all school sites in the county – making all “School Keep Clear” road markings legally enforceable and introducing advisory 20mph speed limits outside schools. These programmes target keeping the school entrances clear of parking to create a safe space for crossing movements whilst impressing upon drivers that they are expected to lower their speed outside all schools in Nottinghamshire. The enforcement of “School Keep Clear” markings was improved further with the commissioning of camera enforcement car which can immediately record and log any vehicle it sees

contravening the No Stopping Orders which now underpin all “School Keep Clear” markings. A penalty charge notice is then issued to the registered vehicle owner. Requests for the camera enforcement car to visit a school can be made via the County Council’s website.

5. Whilst it is appreciated that school parking patterns can cause disruption and inconvenience, they rarely result in a road safety problem. The Council does, however, offer advisory white H-bar markings to assist residents who find their driveways are being obstructed by parking at a cost to the resident of £185. Application details and conditions can be obtained by the individual resident(s) contacting us directly.
6. It is recommended that the lead petitioner be informed accordingly.

B. Petition requesting 50mph speed limit on Grange Lane, Staunton in the Vale (Ref 2016/0274)

7. A 37 signature petition was presented to the 18 January 2018 meeting of the County Council by Councillor Keith Walker requesting a 50mph speed limit on Grange Lane, Staunton in the Vale. The road is rural in nature with a 60mph speed limit.
8. To consider the speed limit request an assessment will be carried out including consideration of the road layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds, and an investigation of the speed related injury accident data. Once this data is available the request will be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit will be considered for inclusion in a future integrated transport programme.
9. It is recommended that the lead petitioner be informed accordingly.

C. Petition objecting to proposed residents’ parking scheme on Epperstone Road, West Bridgford (Ref 2016/0275)

10. A petition from users of the West Bridgford Methodist Church was presented to the 18 January 2018 meeting of the County Council by Councillor Liz Plant. The objections to the proposed Epperstone Road area residents’ parking scheme will be considered and responded to in the report to Communities & Place Committee on the proposed scheme (which is on 19 April 2018 Committee agenda).
11. It is recommended that the lead petitioner be informed accordingly.

D. Petition requesting a pedestrian crossing on the A611 near the Brooklyn Day Nursery (Ref 2016/0276)

12. A 192 signature petition was presented to the 18 January 2018 meeting of the County Council by Councillors John Knight and Rachel Madden requesting a pedestrian crossing for pedestrians to access the Brooklyn Day Nursery.
13. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund and therefore requests for crossings are prioritised based on the numbers of people crossing, the volume of traffic and other relevant factors such

as accident history at a proposed location so that the available funding helps the greatest number of people.

14. Accident records show that between 1 January 2014 and 31 November 2017 (the most up to date records) fortunately there have been no reported road traffic collisions involving pedestrians on the section of the A611 between Annesley Cutting and the A608 so a crossing would not be introduced to address a history of road traffic collisions involving pedestrians. Given that there are very few residential properties in this locality it is likely that there will be low numbers of pedestrians wishing to cross at this location throughout the day. Surveys will, however, be undertaken to determine whether a crossing at this location should be prioritised for possible inclusion in a future year's integrated transport programme.

15. It is recommended that the lead petitioner be informed accordingly.

E. Petition requesting traffic signals at the junction of Breck Hill Road and Plains Road, Mapperley (Ref: 2016/0277)

16. A petition was presented to the 18 January 2018 meeting of the County Council by Councillor John Clarke requesting that the County Council "re-examine the safety of the junction of Breck Hill Road and Plains Road, Mapperley" and asks "that serious consideration be given to the installation of proper traffic controls at this junction".

17. Records show that between 1 April 2014 and 30 October 2017 there have been two road traffic collisions at this location resulting in serious casualties; and five collisions resulting in slight injuries.

18. Providing traffic signals at this location may be possible but it is likely to have significant impacts on the wider highway network, including journey times for drivers, increased vehicle queues, pedestrian safety, nearby on-street parking, access to nearby car parks, as well as nearby pedestrian crossings and traffic signals. It is also not clear whether introducing traffic signals at this junction would improve road safety at the junction. Therefore traffic and pedestrian surveys will be undertaken so that a preliminary appraisal of the feasibility and impacts of the introduction of traffic signals at this junction can be undertaken.

19. It is recommended that the lead petitioner be informed accordingly.

F. Petitions requesting a residents' parking scheme on Second Avenue, Carlton (Ref 2016/0278); and that some properties on Second Avenue, Carlton are exempt from the residents' permit scheme requested (Ref 2016/0279)

20. Two separate petitions concerning a residents' parking scheme on Second Avenue, Carlton were presented to the 18 January 2018 meeting of the County Council by Councillor Jim Creamer. A 33 signature petition was presented on behalf of residents requesting that a residents' parking scheme is introduced on Second Avenue. At the same meeting a 55 signature petition was presented on behalf of residents of Second Avenue requesting that a residents' parking scheme is not introduced in front of their properties.

21. Second Avenue is a residential road located between the B686 Carlton Hill and Foxhill Road. The southern part of the road is located near the Carlton Hill shopping area and comprises semi-detached properties, none of which have their own off-street parking; and it is residents

of these properties that are seeking a residents parking scheme. The northern section of Second Avenue is located further away from the shopping area and most, if not all, properties at the northern end have off-street parking; and it is residents of these properties that are requesting that a residents' parking scheme is not introduced outside their properties.

22. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or vehicle speeds. Schemes are prioritised based on the level of non-resident parking throughout the day.
23. A parking survey will be undertaken to determine whether a residents' parking scheme should be considered a priority on any section of Second Avenue for possible inclusion in a future year's integrated transport programme.
24. It should, however, be noted that as requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking, it is unlikely that the northern section of Second Avenue would be considered a priority for the introduction of such a scheme. In any event, residents of Second Avenue will be consulted on any proposed permit scheme should such a scheme be prioritised for delivery.
25. It is recommended that the lead petitioner be informed accordingly.

G. Petitions asking the County Council to prevent all seismic surveys, exploration and any activity related to fracking and coal bed methane (Ref: 2016/0280)

26. The County Council received a petition of 501 signatures in November and a further two petitions, one of 459 signature petition and another of 434 signatures were presented to the 18 January 2018 meeting of the County Council by Councillor Helen-Ann Smith. The petitions ask the County Council to prevent all seismic surveys, exploration and any activity related to fracking and coal bed methane within Nottinghamshire.
27. The County Council is developing an up to date planning policy against which applications for exploration, appraisal and extraction of all hydrocarbon minerals (including coal bed methane and shale gas) will be judged. This will be contained within a revised Minerals Plan which will be published later in 2018. The policy will need to reflect national guidance on this subject ("Planning practice guidance for onshore oil and gas" 2013) which seeks to ensure that appropriate provision is made for exploration and production. The Plan will need to show Petroleum Licence Areas on the proposals maps, include criteria-based policies for each of the exploration, appraisal and production phases of hydrocarbon extraction and provide clear guidance and criteria for the location and assessment of hydrocarbon extraction within the Petroleum Licence Areas.
28. The Committee will be asked to endorse a draft policy approach which will be issued as part of the Draft Plan proposals for the purposes of wider public involvement later in 2018. The petition which reflects the views of local residents will be considered further in light of national guidance on this matter.
29. With regard to request to refuse all requests for a licence to undertake seismic surveys on all County Council owned land, members will make any such decisions on a case by case basis at a public committee meeting.

30. It is recommended that the lead petitioner be informed accordingly.

H. Petition requesting speed reduction measures on B6010 Moorgreen and B600 Church Road and measures to reduce HGV traffic on B6010, Moorgreen (Ref 2016/0281)

31. A 224 signature petition was presented to the 18 January 2018 meeting of the County Council by Councillor John Handley on behalf of residents of Moorgreen. The petition requests that measures are introduced to reduce speeding on Moorgreen and Church Road and that HGV numbers are reduced on Moorgreen.

32. The B6010 is subject to a 30 mph speed limit and is the subject of an on-site speed awareness campaign in the form of "It's 30 for a reason" signing. There is also a vehicle activated speed warning sign located on the road. The B600 Church Road also has a 30 mph speed limit from the point where residential properties have frontages on the highway; and a vehicle activated speed sign is due to be installed on this road during 2018/19.

33. Enforcement of the speed limits on these roads should be directed to the area neighbourhood policing inspector and therefore a copy of the petition has been forwarded to the police for consideration.

34. The issue of HGV traffic using Moorgreen has been considered previously following representations from the Moorgreen Residents' Association (the sponsors of the present petition). An assessment carried out in 2014 concluded that as it was quicker, and therefore cheaper, for haulage companies travelling through Eastwood to use alternative routes (namely the A608/A610 or B600) it was likely that only HGVs accessing/serving local businesses were using the B6010. Therefore, if a weight restriction was introduced on the B6010 it would have a significant detrimental impact on local businesses and would simply transfer the problem to other nearby residential streets.

35. A weight restriction could be considered if it was assessed to be the most appropriate measure to address a history of road traffic collisions on the road. Analysis of reported road traffic collision data resulting in injuries, however, shows that fortunately between 1 January 2014 and 31 October 2017 there have been no reported road traffic collisions involving lorries on the B6010 between Church Road and Mill Road. Consequently, a HGV weight restriction would not currently be considered to resolve a history of road traffic collisions. It is therefore not currently proposed that a restriction on lorry traffic is introduced on the B6010.

36. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

37. 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.

RECOMMENDATION/S

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: Sean Parks, Local Transport Plan Manager, Tel: 0115 9774251

Constitutional Comments [SLB 23/03/2018]

38. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 22/03/2018]

39. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Southwell – Councillor Roger Jackson
- Mansfield North – Councillor Joyce Bosnjak
- Tuxford – Councillor John Ogle
- Arnold North – Councillor Michael Payne
- Keyworth – Councillor John Cottee
- Misterton – Councillor Tracey Taylor
- Warsop – Councillor Andy Wetton
- Carlton West – Councillor Errol Henry
- Blidworth – Councillor Yvonne Woodhead
- Arnold South – Councillor Muriel Weisz
- Worksop West – Councillor Sybil Fielding

19 April 2018**Agenda Item: 13**

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2017-18

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 issues 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.

Jayne Francis-Ward
Corporate Director, Resources

For any enquiries about this report please contact: Martin Gately, Democratic Services Officer on 0115 977 2826

Constitutional Comments (HD)

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

Financial Comments (PS)

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.

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

Electoral Division(s) and Member(s) Affected

All

COMMUNITIES AND PLACE COMMITTEE**DRAFT WORK PROGRAMME – MAY 2018**

Report Title	Brief summary of agenda item	Lead Officer	Report Author
17 MAY 2018			
Minerals Local Plan	To agree draft Plan prior to consultation	Sally Gill	Sally Gill
Trading Standards and Communities Update Report	Update on key Trading Standards and Communities matters, and to give Members an opportunity to consider what actions they require to be taken.	Mark Walker	Nicola Schofield/Cathy Harvey
Review Holme Pierrepont Country Park - May	Progress report on a range of cultural services initiatives - HPP	Derek Higon	Mark Croston/Mick Allen
Local Improvement Scheme Recommendations		Sally Gill	Cathy Harvey
Local Transport – Implementation plan	To update the current implementation plan that expired as at 31/3/18	Gary Wood	Kevin Sharman
14 JUNE 2018			
Performance Report	Performance update for the Place Department	Adrian Smith	David Gilbert
Transport Focus Survey Results 2017	Survey Result	Gary Wood	Gary Wood
Cultural Services - service update	Progress report on a range of cultural services initiatives	Derek Higon	Derek Higon
Annual review of the County Council Cultural Strategy	Agree Strategy	Derek Higon	Mark Croston
Community Safety Update Report	Update on key Community Safety matters, and to give Members an opportunity to consider what actions they require to be taken.	Mark walker	
Report on commercial performance of the trading standards and community safety service	Regular report required by Commercial Development Unit process		
19 JULY 2018	Page 73 of 74		
Cultural Services - service	Progress report on a range of cultural services initiatives	Derek Higon	Derek Higon

update			
Trading Standards Update Report	Update on key Trading Standards matters, and to give Members an opportunity to consider what actions they require to be taken.	Mark Walker	
September 2018			
Total Transport Fund pilot projects	Inform Members of the outcome of the DfT funded Total Transport Fund (TTF) projects and seek approval to proceed with the development of future Total Transport Fund solutions	Gary Wood	Pete Mathieson