

**13th September 2012****Agenda Item:8****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (MANSFIELD PUBLIC  
TRANSPORT INTERCHANGE) (MOVING TRAFFIC RESTRICTIONS AND  
PROHIBITIONS AND REVOCATION OF PROHIBITED MANOEUVRE)  
TRAFFIC REGULATION ORDER 2012 (2144)****THE NOTTINGHAMSHIRE COUNTY COUNCIL (MANSFIELD PUBLIC  
TRANSPORT INTERCHANGE) (VARIOUS STATIC TRAFFIC RESTRICTIONS  
AND PROHIBITIONS) TRAFFIC REGULATION ORDER 2012 (2146)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the advertised traffic regulation orders (TROs) for traffic restrictions deemed necessary as part of the Mansfield Public Transport Interchange (MPTI) scheme.

**Information and Advice**

3. Nottinghamshire County Council and Mansfield District Council have been working in partnership to implement the MPTI which, when completed in March 2013, will replace the existing bus station with a new facility closer to the heart of the town centre and the railway station. The scheme will offer a major improvement to the quality of the bus waiting environment benefiting the existing five million passenger trips using the current bus station and encourage more people to travel by public transport.
4. As part of the overall scheme, changes to the existing moving traffic and static (e.g. parking, waiting and loading) restrictions in the vicinity of the MPTI are necessary and the County Council undertook two rounds of consultation early in 2012 informing interested parties of possible changes and inviting comments. In light of comments received and discussions with the local MP, County Council Member and local taxi trade representatives, the County Council significantly modified the proposals, which are summarised in Appendix A.
5. Advertisement of the TROs commenced on 11th July 2012 for a four week period. The statutory public notices for the TROs and accompanying plans

showing the locations and extents of the traffic restrictions were sent to various interested parties including County Council members for Mansfield East, Mansfield North, Mansfield South and Mansfield West, all statutory consultees, plus approximately 40 occupiers of properties in the area and approximately 25 hackney carriage and private hire licence operators in the Mansfield area.

6. During the advertising period eight comments were received, four of which have been deemed to be objections in so far as it is felt the proposals do not address the stated concerns. All comments received are summarised and addressed in Appendix B.
7. The members for Mansfield East, Mansfield North, Mansfield South and Mansfield West have been asked for comments. Councillor Chris Winterton has made several representations on behalf of local taxi and private hire drivers and proprietors of a number of local businesses, and these are summarised in Ref E in Appendix B.

### **Other Options Considered**

8. The proposals were reviewed after both initial consultations and a number of amendments were made on each occasion. Paragraph 13 below recommends that investigations be undertaken once the MPTI is opened to establish if any further amendments are required. .

### **Reasons for Recommendations**

9. The proposed restrictions and prohibitions contained in the advertised TROs are deemed necessary to ensure the efficient management of the highway network in the vicinity of the MPTI following its opening.

### **Statutory and Policy Implications**

10. This report has been compiled having given due regard to the public sector equality duty and after consideration of implications in respect of finance, equal opportunities, 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.

### **Crime and Order Implications (if appropriate)**

11. Enforcement of waiting restrictions will be carried out by parking enforcement officers employed through the Nottinghamshire Parking Partnership, which the County Council is the lead authority. Enforcement of the moving traffic restrictions will generally be self-enforcing due to the design of the road layout.

## **Financial Implications**

12. The proposals will be funded from the MPTI scheme budget allocation and are expected to be approximately £12,000.

## **RECOMMENDATIONS**

13. It is recommended that:-

- (i) **“The Nottinghamshire County Council (Mansfield Public Transport Interchange) (Moving Traffic Restrictions and Prohibitions and Revocation of Prohibited Manoeuvre) Traffic Regulation Order 2012 (2144)”** and
- (ii) **“The Nottinghamshire County Council (Mansfield Public Transport Interchange) (Various Static Traffic Restrictions and Prohibitions) Traffic Regulation Order 2012 (2146)”**

are made as advertised, and the objectors informed accordingly; and

14. Once new traffic and parking patterns have stabilised following the opening of the MPTI, new surveys and investigations be undertaken to establish whether further amendments to traffic restrictions are necessary.

### **Name of Report Author**

Neil Hodgson

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

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

Neil Hodgson, Team Manager - Major Projects and Improvements

### **Constitutional Comments (SB 21/08/12)**

- 15 Committee have the power to decide the Recommendation.

### **Financial Comments (IC 20/08/12)**

- 16 The financial implications are stated in paragraph 12 of the report.

## **Background Papers**

All relevant documents for the advertised traffic regulation orders are contained within the scheme files which can be found in the Major Projects and Improvements section at Trent Bridge House.

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

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

<u>Mansfield South:</u>	Councillors Chris Winterton and Stephen Garner
<u>Mansfield North:</u>	Councillors Parry Tsimbiridis and Joyce Bosnjak

## **Appendix A: Summary of Proposals**

1. The flow of traffic in the existing one-way system along Queen Street and Quaker Lane will be reversed so that vehicles will enter Queen Street from Albert Street and leave Quaker Lane via Quaker Way.
2. Queen Street Place will be closed at its Quaker Way end in order to create an enhanced pedestrian route between the new bus station and the town centre. It will also act as a loading area to service the businesses along the Quaker Way side of Queen Street and Mansfield District Council's proposed new development on the site of the Queen's Head Public House.
3. A new taxi rank will be located along Quaker Way, approximately 30 metres from the eastern entrance to the MPTI building and will be clearly visible from it. The rank will be approximately 33 metres in length, which could accommodate approximately seven vehicles, and will be operational at all times. This is proposed following discussion with the local taxi trade.
4. A lay-by for approximately four vehicles will be created along Quaker Way, near to the main pedestrian entrance to the MPTI building, to allow drivers to drop-off and / or pick-up passengers using it. Between midnight and 6am part of this lay-by will become a taxi-rank for two vehicles to cater for passengers on night-time bus and coach services using the bus station.
5. The new taxi provisions mentioned in points 3 and 4 will be in addition to taxi-ranks currently in place in the vicinity of the MPTI, including the rank at the existing bus station which will be retained by Mansfield District Council.
6. The existing clearway restriction along Quaker Way – which prohibits parking, loading and stopping by vehicles at all times – will be replaced by more effective 'no waiting at any time' (i.e. double yellow lines) and 'no loading at any time' loading restrictions.
7. Quaker Lane will be widened as part of Mansfield District Council's proposed new development on the site of the Queen's Head Public House and new loading and blue badge parking bays will be created to assist this development. The existing 'no waiting at any time' (i.e. double yellow lines) restriction along the remaining lengths of Quaker Lane will be supplemented with 'no loading at any time' restrictions since it will not be wide enough to accommodate moving traffic and any stationary vehicles parked along the Co-Operative Bank side of the street.
8. Restrictions will be introduced to prevent unauthorised use of the MPTI site which has been designed to minimise the amount of non-bus traffic that will be permitted to enter the site.

## Appendix B: Summary of Responses and Officers' Comments

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
A	<b><u>Mrs AA, Mrs AB and Mr AC</u></b> <b>Proprietors of businesses along Queen Street</b>	<p>The proprietors commented that they were disappointed that a taxi-rank located in the vicinity of their premises would be retained, especially as additional spaces for taxis are being provided elsewhere. They feel that having a rank that is operational at all times is unfair on their businesses as, they claim, it is not frequently used by taxis, especially during working hours, but it causes difficulties due to night-time anti-social activities.</p> <p>They claim that the proposals will lead to more taxis using the rank which will result in patrons congregating in an alcove leading to their businesses which, they fear, could be intimidating for them and their customers. They also mentioned that parked taxis will obscure the front window displays of their businesses which will result in a loss in passing trade. They would prefer that the rank be replaced by disabled parking and by a loading bay, as was suggested in the initial consultations.</p> <p><i>During the first two rounds of consultation undertaken early in 2012, the County Council proposed a number of amendments to waiting restrictions along Queen Street, including shortening the taxi-rank along it. It was identified that there are conflicting demands on parking / loading spaces along Queen Street by, amongst others, local businesses, taxi drivers and blue-badge holders and a consensus on reallocating these could not be reached. It was therefore decided to retain the status quo along Queen Street until after the opening of the new bus station, when the situation along it will be reviewed and if required, further possible changes would be proposed.</i></p> <p><i>Issues raised by the proprietors are noted; the proposed shortening of the taxi-rank prompted vociferous opposition from representatives of the local taxi trade, supported by one of the County Council members for the area. This particular taxi-rank was installed by Mansfield District Council using powers granted to districts by the Local Government (Miscellaneous Provisions) Act 1976 and therefore it could remove or shorten its length unilaterally, subject to the consideration of any objections received. If this taxi-rank is removed, no waiting at any time (double yellow lines) restrictions which have been "suspended" by the taxi-rank would be reinstated.</i></p>

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
<b>B</b>       <b>B cont...</b>	<b><u>Mr B</u> Hackney Carriage Owner &amp; Driver</b>     <b><u>Mr B</u> Hackney Carriage Owner &amp; Driver cont...</b>	<p>Mr B mentions that a rank for “seven or eight” vehicles when there “are over 80 hackney carriages [in Mansfield] is inadequate, for not only the livelihood of the 100 plus drivers that rely on the rank but also the public of Mansfield.” Mr B suggests that further provision for taxis could be achieved by extending the rank backwards on to Station Street and this accommodated by making Station Street one way.</p> <p><i>The County Council is satisfied that the provision of a 33 metre long taxi-rank as outlined in point 3 in Appendix A, which can accommodate approximately seven vehicles should be sufficient for the levels of patronage expected for the MPTI. However, the situation will be monitored after the bus station opens and further changes will be implemented if these are deemed to be necessary, as per the recommendation in para. 14 in the main body of this report.</i></p> <p><i>Mr B's suggestion was investigated during the initial consultations and considered in some length during discussions with representatives of the local taxi trade. It was deemed not to be suitable as the tail of the Quaker Way rank would not be visible to the driver at the head of any additional rank along Station Street due to geometrical constraints of the highway layout and an adjacent retaining wall.</i></p>
<b>C</b>	<b><u>Mr C</u> Hackney Carriage Owner &amp; Driver</b>	<p>Mr C claims that the number of spaces for hackney carriages in the vicinity of the bus station is “inadequate” which “does not constitute an integrated transport system.” He suggests that there should be provision for “at least ... twenty taxi bays ... and this can be done by extending the proposed rank back into Station Street”</p> <p><i>Mr C's suggestion was investigated during the initial consultations and considered in some length during discussions with representatives of the local taxi trade. It was deemed not to be suitable as the tail of the Quaker Way rank would not be visible to the driver at the head of any additional rank along Station Street due to geometrical constraints of the highway layout and an adjacent retaining wall.</i></p>
<b>D</b>	<b><u>Mr D</u> Hackney Carriage Owner and Driver</b>	<p>Mr D suggests that “the bus station be available to the taxis after 11.30 pm [especially] on Friday and Saturday [nights] and bank holidays when there are a large contingent of people getting off night-time buses and coaches.” He feels that the location of the Quaker Way rank could also create flashpoints with people coming from the town nightclubs. Allowing taxis to use the bus station overnight would segregate bus patrons from</p>

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cont...	cont...	<p>nightclubbers “and would give a great slant for positive news in including taxis within the transport interchange. Alternatively, NCC should be looking at an additional rank on the market place.”</p> <p><i>From the outset of this scheme, the layout of the MPTI has been designed to minimise the amount of non-bus traffic that will be permitted to enter the site. The Health and Safety Executive have issued guidelines on this point which recommends eliminating any un-necessary potential conflicts between buses and other vehicles and preventing pedestrians from walking across the bus turning area.</i></p> <p><i>With up to a hundred buses an hour circulating and reversing within the station, the focus has been to create a design which reduces the potential for vehicular collisions and also to restrict pedestrians from entering onto and walking within the bus turning area.</i></p> <p><i>Permitting taxis to enter the site would increase the risk of collisions and allowing access to and from any rank would require gaps to be created within the guard railing proposed around the site. This would create more opportunities for pedestrians to wander into the bus turning area and risk colliding with buses.</i></p> <p><i>The scheme has been reviewed and accepted by the Department for Transport which has approved the funding for it and its design is very much in keeping with currently accepted best practice.</i></p> <p><i>The issue of taxi provision to deal with overnight arrivals and departures of buses and coaches, when the bus station building will be closed, has been considered by providing the midnight to 6am rank along Quaker Way.</i></p>
E	<b><u>Cllr Chris Winterton</u></b> <b>NCC member for Mansfield South</b>	<p>Cllr Winterton commented that he is receiving complaints from proprietors of businesses in the vicinity of the Queen Street taxi rank that late night revellers are using their shop doorways for various anti-social activities whilst waiting for taxis. He also reiterated the comments by the proprietors described in ref A above.</p> <p>He also mentioned that taxi and private hire drivers have contacted him to express concerns that the provision for them appears to be inadequate. He reports that the existing bus station holds about 11 taxis and would like these numbers to be incorporated into the new stand.</p> <p><i>See response to ref B above.</i></p>



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E	<u>Cllr Chris Winterton</u> NCC member for Mansfield South cont ...	<p>He suggests that the taxi rank and disabled bay at the Queen St site are 'swapped' over thus moving the taxi bay towards the railway viaduct.</p> <p><i>This suggestion will be investigated when the parking situation in the area is reviewed following the opening of the new bus station.</i></p> <p>He asked why an earlier proposal to introduce a taxi-rank along Queens Walk had not been proceeded with.</p> <p><i>This proposal received a negative response from Mansfield District Council's town centre management section.</i></p> <p><i>Queens Walk is within the town centre pedestrian zone. Such a proposal would require an major exemption to the zone's terms and conditions and would lead to requests for further similar exemption elsewhere within the zone.</i></p> <p>Cllr Winterton has enquired if the upgraded Quaker Lane could possibly accommodate a further taxi facility.</p> <p><i>It is proposed to accommodate a loading facility for the proposed re-development of the Queen's Head and a blue-badge permit parking bay along the upgraded Quaker Lane. It will not be possible to accommodate any other parking facility along it, for example for taxis, as Quaker Lane will not be wide enough to allow moving traffic to pass any stationary vehicles parked at any other location along it.</i></p> <p><i>This proposal received a negative response from Mansfield District Council's town centre management section.</i></p> <p>Cllr Winterton asked why the taxis could not use the bus station site as is the case in the existing bus station.</p> <p><i>See response to ref D above.</i></p>
F	<u>Mark Wilkinson</u> Principal Conservation and Heritage Officer, Mansfield District Council	<p>Mr Wilkinson expressed disappointment that no consideration was given to introducing a restricted parking zone type scheme in the Queen Street conservation area which would result in removing road marking needed for parking enforcement.</p> <p><i>As explained in ref A above, it has been decided not to amend any waiting restrictions along Queen Street until after the opening of the new bus station, when the situation along it will be reviewed and if required, further possible changes would be proposed. Mr Wilkinson's request for the introduction of a restricted parking zone scheme in the Queen Street area will be investigated at this time; however, the opinion of engineers in the highways division is that such a scheme, whilst</i></p>

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		<i>possible, would be difficult to enforce.</i>
<b>G</b>	<b>Martyn Saxton Head of Planning and Regulatory Services, Mansfield District Council</b>	<p>Mr Saxton commented that Mansfield District Council's Licensing Section are "satisfied" with the proposals; however it would not want to see a reduction in the provision of taxi ranks in the area and would like a full review of such provision once the new station is up and running.</p> <p>Mr Saxton also suggested that (1) the proposed loading area on Queen Street Place be amended to a restricted access zone controlled by key-controlled bollards as any stationary vehicles would restricted pedestrian access between the bus station and the town centre; (2) delete the disabled parking bay on Quaker Lane as "this space would be better used for loading" given the fact that the loading bay along the street would result in difficulties for passing traffic; and (3) the loading bay along Quaker Lane should be deleted as this space would be needed for refuge vehicles accessing the bin store for the Queen's Head development.</p> <p><i>The County Council are pleased with the District Council's positive comments and would to point out that the taxi-facilities along Quaker Way are in addition to existing capacity elsewhere in the town centre which has been provided by MDC.</i></p> <p><i>The type of measure requested in point (1) cannot be approved at this stage of the process as it would require the introduction of a traffic restriction which has not been included in the advertised TROs.</i></p> <p><i>Regarding points (2) and (3), the operation of the proposed loading and blue-badge permit parking bays will be reviewed following the opening of the MPTI and changes similar to those suggested by MDC would be investigated.</i></p>
<b>E</b>	<b><u>Keith McNally</u> Regional Manager, CPT East Midlands &amp; Yorkshire Regions</b>	<p>Mr McNally stated that he supports the bus-friendly measures contained in the proposals which, along with the overall MPTI, will result in improved bus facilities in Mansfield.</p> <p><i>Mr McNally's comments are welcomed.</i></p>