

## **Transport and Highways Committee**

**Thursday, 23 April 2015 at 10:30**

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

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### **AGENDA**

- |    |  |         |
|----|--|---------|
| 1  | Minutes of the last meeting held on 19 March 2015  | 3 - 6   |
| 2  | Apologies for Absence  |         |
| 3  | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4  | Transport & Travel Services - Creation of Two Temporary Posts  | 7 - 14  |
| 5  | The NCC (Nottingham Rd, Eastwood) (Parking Restrictions) TRO 2015  | 15 - 24 |
| 6  | The NCC (B6023 Alfreton Rd, Fonton Hall Drive - Sutton in Ashfield) TRO 2015   | 25 - 32 |
| 7  | The NCC (Antill St, Stapleford) (Prohibition of Waiting) TRO 2015  | 33 - 42 |
| 8  | The NCC (Mill Rd & Pinfold Ln, Stapleford) (Prohibition of Waiting & Stopping) TRO 2015  | 43 - 52 |
| 9  | The NCC (Cliffe Hill Ave & Windsor St, Stapleford) (Prohibition of Waiting) TRO 2015   | 53 - 60 |
| 10 | Responses to Petitions Presented to the Chairman of the County Council on 26 February 2015   | 61 - 66 |
| 11 | Work Programme   | 67 - 70 |

## **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 David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting      Transport and Highways Committee

Date          19 March 2015 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chairman)  
Steve Calvert (Vice-Chairman)

Andrew Brown  
Richard Butler  
Sybil Fielding  
Stephen Garner

Colleen Harwood  
Richard Jackson  
Michael Payne  
John Peck

**OFFICERS IN ATTENDANCE**

Pete Barker	- Planning Policy and Corporate Services
Tim Gregory	- Corporate Director, Environment and Resources
Neil Hodgson	- Service Director, Highways
Mark Hudson	- Group Manager, Travel and Transport Services
Jas Hundal	- Service Director, Environment and Resources
Sean Parks	- LTP Manager, Highways

**COMMITTEE MEMBERSHIP**

The Clerk to the Committee reported orally that Councillor Sybil Fielding had replaced Councillor Roy Allan for this meeting only.

**MINUTES OF THE LAST MEETING**

That the minutes of the last meeting held on 12 February 2015 were taken as read and were confirmed and signed by the Chairman.

**APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Steve Carr (urgent domestic business)

### **DECLARATIONS OF INTEREST**

None.

### **TRANSPORT & TRAVEL SERVICES (TTS): POTENTIAL FOR SHARED PUBLIC TRANSPORT SERVICES PROVISION WITH THE CITY COUNCIL**

#### **RESOLVED 2015/020**

- 1) That the recommendations of the Shared Services report be noted.
- 2) That the jointly-funded 12 month temporary Project Officer post for the Shared Services Project be approved.

### **INTEGRATED TICKETING PLAN – OUTCOME OF CONSULTATION AND NEXT STEPS**

The figure for respondees who purchase tickets on the bus should read 47% not 52.7% as stated in the report.

#### **RESOLVED 2015/021**

- 1) That the outcome of the Integrated Ticketing Strategy and Delivery Plan consultation be noted and the adoption of the Integrated Ticketing Strategy and Delivery Plan be approved.
- 2) That a report be brought to a meeting of the Committee in Autumn 2015 with an update on progress with the Integrated Ticketing Strategy Delivery Plan and exemplar project.

### **PERFORMANCE REPORT – TRANSPORT AND TRAVEL SERVICES**

#### **RESOLVED 2015/022**

That the contents of the report be noted.

### **INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2015/16**

Order of planned works in Park Street, Beeston to be revisited.

#### **RESOLVED 2015/023**

- 1) That the proposed integrated transport block programme as contained in the report and detailed in Appendix 1 be approved for implementation.
- 2) That the proposed highway capital maintenance programme as contained in the report, detailed in Appendix 2 and including Alford Road, West Bridgford, be approved.

## **NOISE ACTION PLANS**

### **RESOLVED 2015/024**

- 1) That the contents of the report be noted.
- 2) That the development and implementation of schemes as detailed in this report, particularly paragraphs 13 to 15, be approved.

## **NOTTINGHAMSHIRE CYCLING STRATEGY DELIVERY PLAN**

### **RESOLVED 2015/025**

- 1) That Committee confirm their support for the County Council to work in partnership with the Department for Transport, as set out in paragraphs 8 to 10 of the report.
- 2) That the development of a Cycling Strategy Delivery Plan for Nottinghamshire, as set out in paragraphs 11 to 19 of the report, be approved.
- 3) That the commencement of consultation and partnership working on the development of the Cycling Strategy Delivery Plan be approved.

## **RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 15<sup>TH</sup> JANUARY 2015.**

### **RESOLVED 2015/026**

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

## **WORK PROGRAMME**

A report on Cycle Safety to be brought to the meeting of the Committee in May.

### **RESOLVED 2015/027**

That the Work Programme be noted.

The meeting closed at 11.45am

**Chairman**



23 April 2015

Agenda Item: 4

## **REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT**

### **TRANSPORT AND TRAVEL SERVICES: CREATION OF TWO TEMPORARY POSTS**

#### **Purpose of the Report**

1. To seek approval for the creation of two 12 month temporary posts as follows:

- (i) to supervise the operation of bus stations and transport interchanges
- (ii) to monitor local bus service and Quality Bus Partnership (QBP) compliance

Both posts will also be reviewed following the outcome of the shared service review with the City Council in April 2016.

#### **Information and Advice**

2. In late summer 2015 Worksop bus station will open, which will be a staffed facility encompassing the following:

- A £3m investment by the County Council in this quality bus facility
- A footfall of over 900k passenger journeys per annum
- 8 bus and coach bays and 1 bus stand with 302 departures per day, Monday to Friday
- An enquiry desk dealing with information and ticketing enquires. Bus Station staff will also sell National Express and local bus tickets as per Mansfield Bus Station.
- A retail unit; suitable for a café or small convenience store
- A rest room for drivers
- Toilet facilities to cater for all users

3. Transport and Highways Committee on the 9 January 2014, approved the implementation of a Voluntary Quality Bus Partnership (VQBP) for Worksop Town Centre which included the following improvements to add value to the bus station investment:

- 29 bus stops to be upgraded
- Information enhancements: improved wayfinding information at each stop and timetable information
- Real Time Passenger Information Displays: 15 key stops across the Town Centre

- Bus stop clearways: to deter indiscriminate parking and loading/unloading
4. At the same Committee a Statutory Quality Bus Partnership (SQBP) for Beeston Town Centre and the tram/bus interchange was approved, which is currently out to public consultation. The improvements include:
- An interchange slot booking system for the 6 bus bays; a managed solution to the bus interchange to ensure efficient and safe operation, maximise capacity and reduce anti-competitive behaviour. There will be 854 departures per day. 23 bus stops upgraded, information enhancements: improved onward journey planning and wayfinding information.
  - Real Time Passenger Information Displays at 11 key stops including the interchange.
  - Bus stop clearways: to deter indiscriminate parking and loading/unloading
  - Ticket machines: 3 new off bus ticket machines for people to purchase their Kangaroo ticket off bus and speed up boarding times.
5. A review of current staffing arrangements has been undertaken in light of the shared service work, the additional responsibilities for the Worksop Bus Station and Beeston Interchange and the need to monitor the quality bus partnerships. The review identified the need for two further posts to ensure that:
- (a) the Council meets its statutory duties and legal obligations as set out in the quality partnership agreements and,
  - (b) all the bus stations and interchanges are adequately supervised to meet customer expectations, service delivery requirements and safety regulations
6. The two posts will be for 12 months and reviewed as part of the shared services work.

## **Proposals**

7. It is proposed that two temporary 12 month posts are created and staff appointed as soon as possible. The grading of the posts will be determined through job evaluation.
8. The first post is a QBP & Compliance Officer who would carry out the following functions:
- QBP compliance in Mansfield, Worksop and Beeston; ensuring that the agreed standards are being met by the bus operators, the County Council and District Councils.
  - Beeston Interchange monitoring; ensure bus operators use the allocated time slots.
  - Local bus contract compliance; bus operators are following the contract specifications and penalty notices issued for non-compliance.
  - Revenue Protection; that bus passes are being checked and fares collected and correctly recorded.
  - Hot spots; to survey parking infringements that impede bus movements and access to stops to inform the development of the traffic management measures.



9. The second post, based at Mansfield Bus Station, is a Bus Station and Interchange Officer to carry out the following functions:
- Ensuring that bus stations and interchanges operate efficiently and safely.
  - Responsible for the day to day operation and supervision of Travel Advisors and staff at the County bus stations and interchange.
  - Stakeholder Liaison; operational interaction with bus company management and drivers.
  - Contractor liaison and compliance: supervision and monitoring of external contractors.
  - Passenger liaison; dealing with complaints and customer feedback.
  - Passenger information: responsible for electronic information at bus stations and on-street interchanges.
  - Bus station process and systems development; including Health and Safety
  - Responsible for revenue generated in the bus station from ticket sales and customer facilities.
  - Assisting with the opening of Worksop bus station and the Beeston bus/tram interchange.
10. The County Council and City Council are currently carrying out a shared service review to determine whether efficiencies, savings and better outcomes can be realised via a different delivery model for public transport functions. This review was approved at the 19 March 2015 Committee and is available as a background paper.
11. The review is being led by the Team Manager, Commissioning and Policy with the assistance of a Project Officer, which is jointly funded by the City and County Council. This review will be completed by April 2016.
12. The work of the temporary posts is currently the responsibility of the Transport Facilities Manager who has taken on some of the managerial duties of the Team Manager whilst he post-holder is managing the shared service project. The creation of the two posts will ensure that the Council continues to deliver this area of work and new facilities in an efficient, effective and safe manner.
13. Both posts will report to the Transport Facilities Manager and are on a temporary basis while the shared service review is carried out. A revised structure chart for the team is appended.

### **Other Options Considered**

14. Failure to create a QBP and Compliance Officer post will compromise the QBP legal agreements whilst targeted local bus contract compliance ensures the County Council is only paying for those services that meet the contract specifications.
15. Failure to create an Interchange Officer post, will put at risk the safe and efficient operation of the facilities and will compromise the effective delivery of the Worksop Bus Station and Beeston Interchange.

### **Statutory and Policy Implications**

16. This report has been compiled after consideration of implications in respect of finance, the 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.

## **Sustainability and Environment**

17. Public transport is key to congestion management; reductions in car use, improves air quality and reduces CO2 emissions.

## **Financial Implications**

18. The QBP and Compliance Officer's proposed grade is Scale 5 subject to job evaluation and including on-costs - £30,384.
19. The Interchange Officer's proposed grade is Band A subject to job evaluation and including on-costs - £37,243.
20. The costs for the posts will be funded from income from bus camera enforcement.

## **Implications for Service Users**

21. Efficient and effective public transport services help tackle congestion and improve accessibility to employment, training, health and other key facilities.

## **RECOMMENDATIONS**

It is recommended that Committee approve the creation of the following posts on a temporary basis for 12 months:

- 1) A QBP and Compliance Officer post at Grade 5 (subject to Job Evaluation)
- 2) An Interchange Officer post on Band A (subject to Job Evaluation)

**Mark Hudson**  
**Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:**  
**Pete Mathieson, Team Manager, Commissioning & Policy**

## **HR Comments (JP 25/03/2015)**

22. The HR implications are contained in the body of the report.

## **Constitutional Comments (SMG 20/03/2015)**

23. The Committee has the responsibility for approval of departmental staffing structures. The proposals in this report fall within the remit of this Committee.

24. The Employment Procedure Rules provide that the report to Committee include the required advice and HR comments and that the recognised trade unions be consulted on all proposed changes to staffing structures (and any views given should be fully considered prior to a decision being made).

### **Financial Comments (TMR 25/03/2015)**

25. The financial implications are set out in paragraphs 18 to 20.

### **Background Papers**

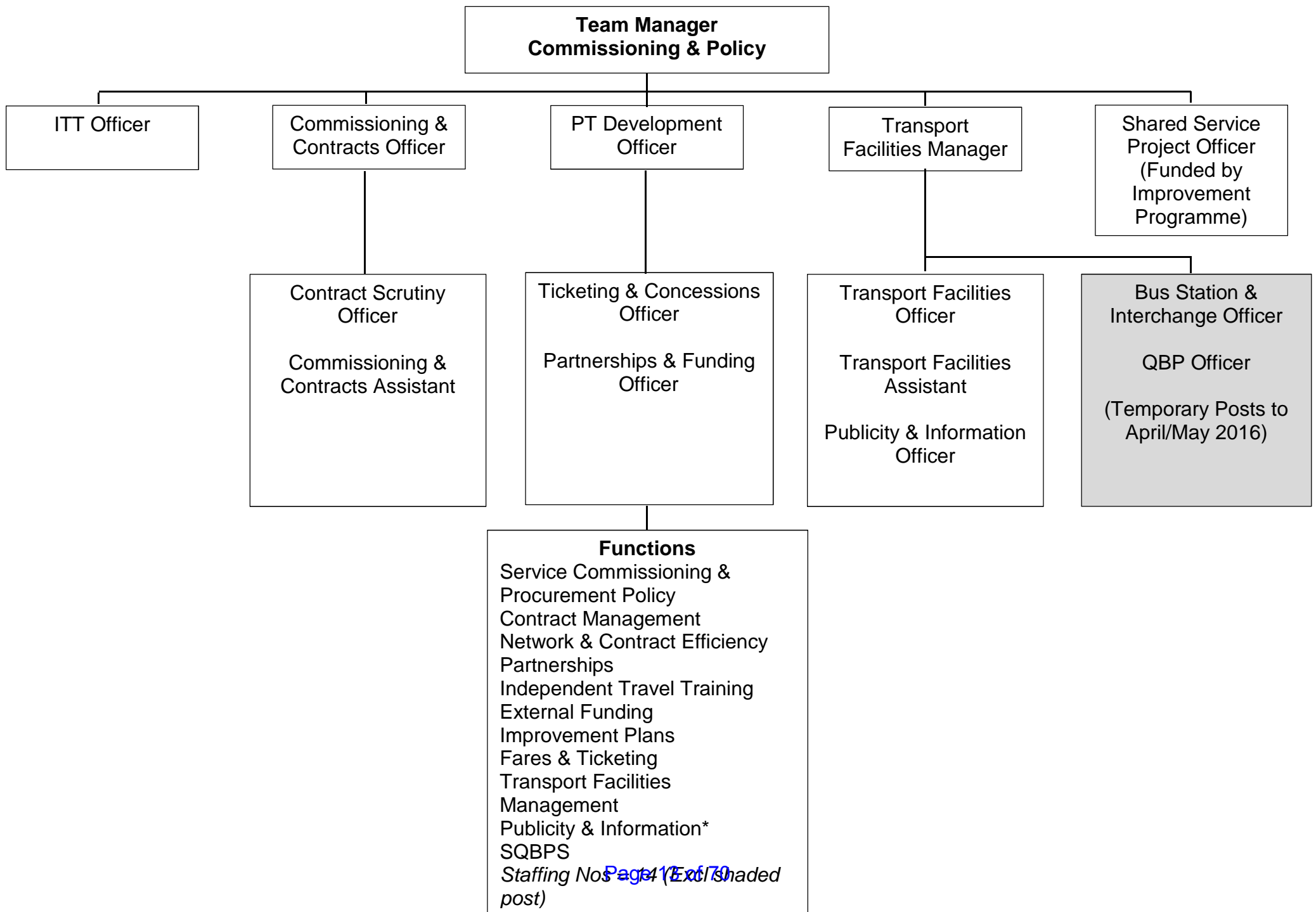
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- TRANSPORT & TRAVEL SERVICES (TTS): POTENTIAL FOR SHARED PUBLIC TRANSPORT SERVICES PROVISION WITH THE CITY COUNCIL; Transport and Highways Committee - 19 March 2015.

### **Electoral Divisions and Members Affected**

All







**23<sup>rd</sup> April 2015****Agenda Item: 5****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (NOTTINGHAM ROAD,  
EASTWOOD) (PARKING RESTRICTIONS) TRAFFIC REGULATION ORDER  
2014 (5190)****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made as advertised with the revised amendment as detailed in the recommendation.

**Information and Advice**

2. Eastwood is a small town approximately 8 miles west of Nottingham City Centre and Nottingham Road connects the town to the M1 via the A610. The main shopping and business area of Eastwood is predominately situated along Nottingham Road, which has a 30mph speed limit. There is a system of street lighting present with wide footways located on both sides of the road allowing pedestrian access to the local facilities which include shops, a public house and Eastwood library. Nottingham Road, as in many similar towns and district centres, serves a variety of highway needs and to facilitate these needs a number of highway restrictions are currently in place.
3. The proposed restrictions are along part of the road between Queens Road North and Wellington Place; around this section of road are double yellow lines (No Waiting at Any Time) restrictions at side-road junctions in the vicinity of two bus stops, these restrictions extend through both stops. On-street parking on the main road is generally restricted to 30 minutes with no return within 1 hour, operating Monday to Saturday from 8am to 6pm. However, there are short sections of unrestricted parking outside the library, No. 132 Nottingham Road and to the south east of Oxford Street.
4. A number of bus services use Nottingham Road, principally Rainbow 1, Amberline and the Y10 services. Bus stops are located on both sides of the road with build-outs used to widen the footways locally to enable buses to stop and avoid issues with parked vehicles and pulling back out into the traffic lane. A local safety scheme along Nottingham Road in Eastwood included the installation of flat top road humps, build-outs and hatching was completed in 1998 and an Environmental Improvement Scheme outside Eastwood Library was undertaken in 2003, no exact date on the installation of the build-outs for the bus stops is available but it is estimated that these have been in place since at least 2003. The existing layout and parking restrictions are shown on the attached drawing 47072236/5190/400.

5. Bus services along this section of road have increased over the last few years with the introduction of the Yourbus service. In addition traffic figures from 2014 shows this section of road has an Average Daily Traffic Flow of over 9,300 vehicles which since 2012 represents an increase of 8.7%. Concerns have been raised to Nottinghamshire County Council officers that when buses are waiting at both bus stops there is insufficient room between the buses to allow traffic to pass in either direction. This results in traffic remaining stationary until a bus resumes its travel and relieves the congestion.
6. To alleviate localised congestion caused by buses waiting at the bus stops at the location the County Council proposes to relocate the bus stop on the southern side further west, remove the existing kerbed build-out on the southern side of Nottingham Road and introduce further on-street waiting restrictions. Currently along this section of road
7. The statutory consultation and advertising were carried out between 23<sup>rd</sup> December 2014 and 23<sup>rd</sup> January 2015. The document packages were held at Eastwood Library, Wellington Place, Eastwood, Nottinghamshire, NG16 3GB and County Hall with copies of the notice erected at a number of locations in the area,
8. A request was received from the Funeral Directors located at No.154 to extend the proposed double yellow lines by 1 metre in order to assist visibility when accessing and egressing their premises with a hearse or limousine. This request has been accommodated and the scheme adjusted accordingly and the scheme layout is shown on the attached drawing number 47072236/5190/OB01 which incorporates this change.

## **Comments Received**

9. During the consultation and advertising period three responses were received, two of which are considered outstanding objections.

### **10. Objection – Nottingham Road**

The objection has been received from a local resident and business owner on the basis that restricting parking between the hours of 8am and 6pm will affect visitors to their properties and they will also have to relocate their own vehicle on to a side street to park their vehicle. The objector has suggested that parking permits should be allowed and any restrictions limited to a one hour time period to prevent all day commuter parking.

### **Response – Nottingham Road**

The proposed traffic order is required to help reduce localised congestion caused by the existing bus stop locations being too close together and preventing other vehicles passing when buses occupy both stops by managing traffic flow and parking around this area. Relocating the bus stop on the southern side further west and removing the existing kerbed build-out will help to alleviate this problem. However, there is insufficient space around this new location to retain the existing short length of unrestricted parking (approximately 12 metres, 2 spaces) on the southern side outside 126-128 and 132 Nottingham Road.

Currently there is also a section of unrestricted parking on the north side of Nottingham Road outside the area fronting the library (approximately 22 metres, 4 spaces) and the proposal is to convert this length to 30 minutes limited waiting, this will be supplemented by reducing the current length of double yellow lines outside the Wellington Inn east of King Street by (approximately 6 metres, providing one additional parking space). The aim of these changes



being to increase the turnover of available parking spaces at this location for visitors accessing the local facilities and businesses. This proposal is also in line with the on-street parking restrictions further along the road. There is also unrestricted parking available on the side road close to this location.

**11. Objection – Eastwood Town Council**

The Town Council supports all the changes proposed on the south side of Nottingham Road but has objected to the proposed traffic order on the north side. This includes the bus stop outside the library being used as a timing point with buses waiting for up to 30 minutes and suggests the build-out is also removed on this side of the road to increase available road width and increase traffic flow. In addition the parking bay is supported but only if it was for one hour and has suggested that on street parking restrictions within Eastwood should be increased to 1 hour from the current 30 minutes.

**Response – Eastwood Town Council**

Nottinghamshire County Council Passenger Transport Unit and the bus operators both confirm that that these stops are not bus stand timing points and that buses do not use the stop for longer than 5 minutes. It is considered that by removing the kerbed build-out on the southern side of Nottingham Road, relocating the bus stop further west and with the introduction of additional no waiting at any time (double yellow line) restriction on the side south side then the two bus stops will be separated and traffic flow should not be impeded.

In order to mitigate the loss of these few parking spaces, it is proposed to introduce limited waiting restrictions in the remaining spaces, which will increase turnover of the spaces and therefore the supply of free on-street parking. The spaces on Nottingham Road are very well used and generally operate near capacity. Increasing the on-street waiting period to one hour on this and the other bays on the main road would effectively reduce the supply of this parking, as vehicles would wait for longer. For longer visits there are a number of local short and long-stay off-street car parks located just off the main road; all of which offer free parking for one-hour. There is also a number of free, one and two hour, on-street parking bays on nearby side roads, such as Alexandra Street and Wellington Street, which adjoin Nottingham Road. This provision means that there is ample availability of both on-street and off-street parking in locations adjacent to Nottingham Road, for waiting periods in excess of 30 minutes. It is considered that effectively reserving the most convenient parking, directly on the main road, for short visits makes best use of the highway in ensuring the availability of this limited resource.

**Other Options Considered**

12. Other options considered relate to the length of the waiting restrictions proposed, which were increased in response to a request from a local business and location of the bus stop on the southern side of Nottingham Road.

**Comments from Local Members**

13. No comment was received from County Councillor Keith Longdon.

## **Reason for Recommendation**

14. The proposals contained in the proposed traffic regulation order are considered appropriate taking into account a balanced view of the needs of all road users, the County Council's network management duty and safety concerns.

## **Statutory and Policy Implications**

15. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Implications**

16. The scheme is included in the 2015/16 Integrated Transport Measure (ITM) budget and the cost of implementing the scheme will be in the region of £15,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATIONS**

It is recommended that the Nottinghamshire County Council (Nottingham Road, Eastwood) (Parking Restrictions) Traffic Regulation Order 2015 (5190) be made as advertised with amendments and objectors advised accordingly. Amendments are:

- Extend 'No Waiting At Any Time' (double yellow line) restrictions on southern side of Nottingham Road by 1m outside 150 Nottingham Road.

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author - Mike Barnett**

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

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

Helen R North – Improvements Manager Tel: 0115 977 2087

## **Constitutional Comments (SJE 20/03/2015)**

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

## **Financial Comments (GB 23/03/15)**

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

## **Background Papers**

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

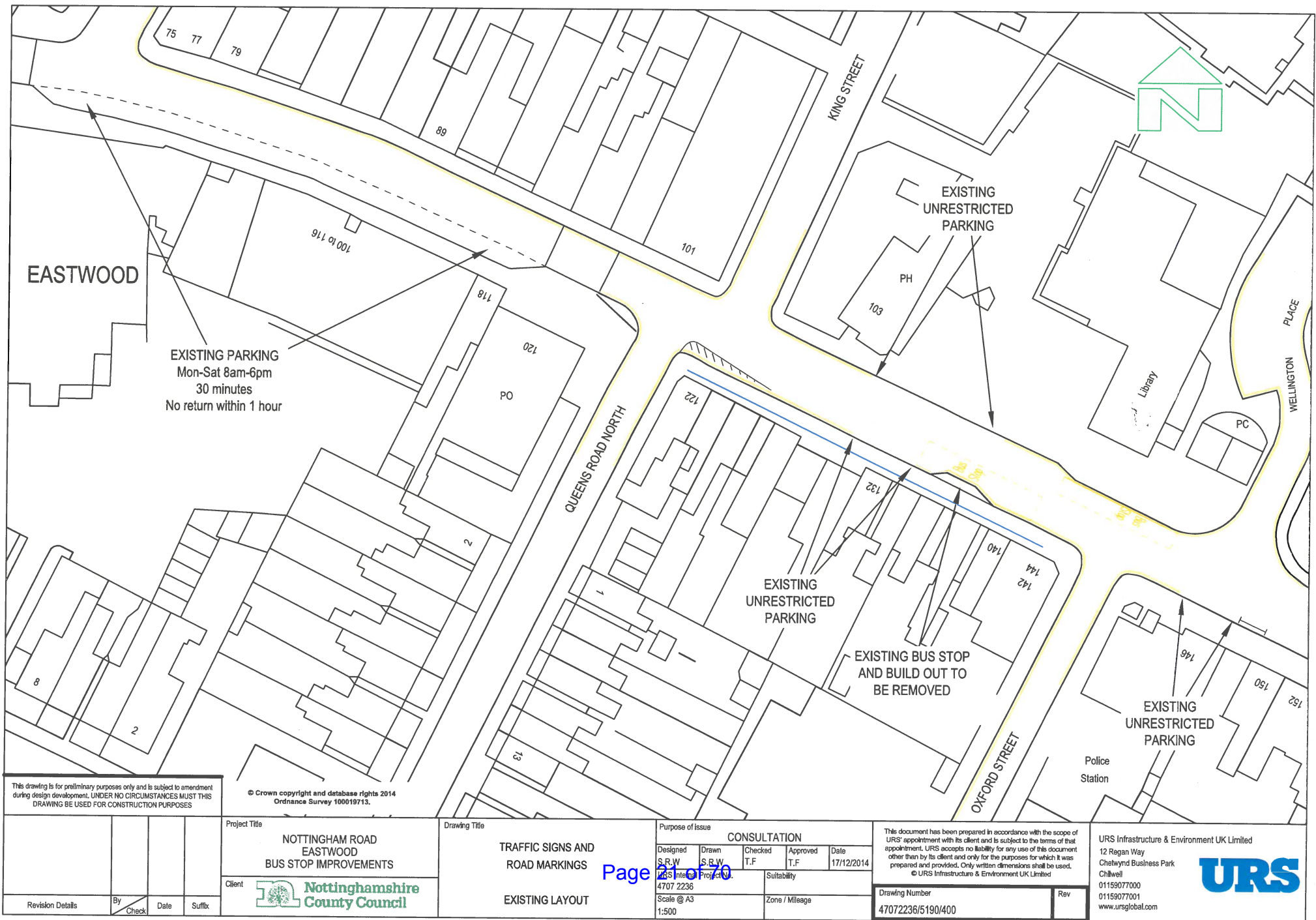
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

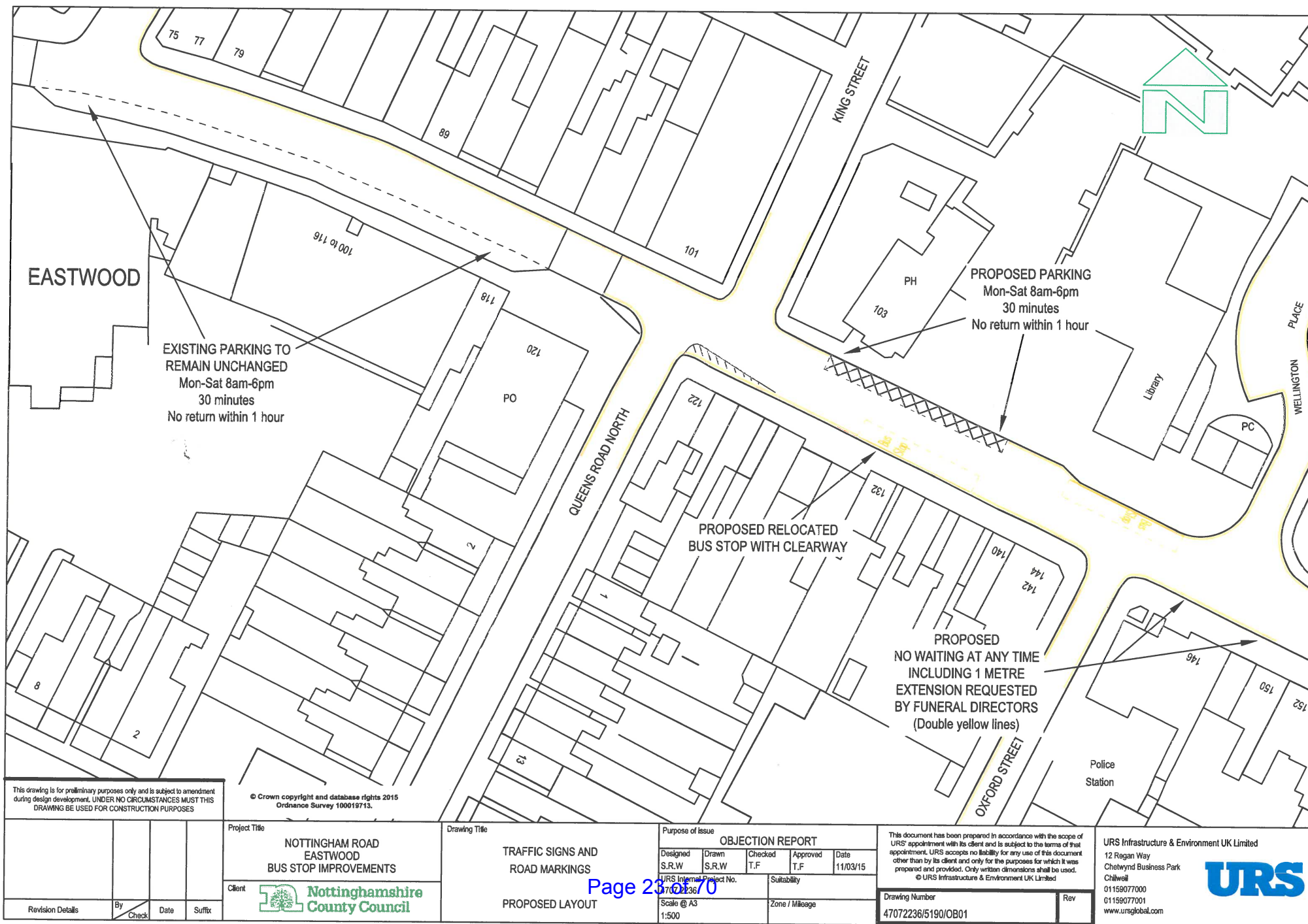
Eastwood ED

Councillor Keith Longdon













**23<sup>rd</sup> April 2015****Agenda Item: 6****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (B6023 ALFRETON ROAD/FONTON HALL DRIVE SUTTON IN ASHFIELD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (4156)****Purpose of the Report**

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

**Information and Advice**

2. Fonton Hall Drive is a modern (late 1990s) residential cul-de-sac located approximately 2km south-west of Sutton-in-Ashfield town centre, comprising detached and semi-detached houses, all of which have off-street parking. Fonton Hall Drive is accessed directly off the B6023 Alfreton Road which is a main distributor road between Sutton-in-Ashfield and the A38. There are terraced houses situated on Alfreton Road directly opposite the junction with Fonton Hall Drive, most of which have no off-street parking provision.
3. The County Council has received requests from local residents via local County Councillor Tom Hollis for parking restrictions to alleviate issues of obstructive parking at the junction of Fonton Hall Drive and Alfreton Road that restrict visibility and are causing access / egress issues. This includes reports that emergency vehicles have been unable to get further along Fonton Hall Drive due to parked vehicles.
4. In response to these concerns the County Council proposed to introduce 'No Waiting At Any Time' (double yellow lines) around the B6023 Alfreton Road / Fonton Hall Drive junction to improve visibility and safety for both motorists and pedestrians.
5. An initial consultation took place between 5th November 2014 and 26th November 2014 as shown on drawing A/TM/DAS/TRO4156/1. During this consultation period five responses were received, all of which were considered to be objections to all or part of the proposal. In response to comments raised the scheme was revised to extend the proposed double yellow lines 47m along the north-eastern side of Fonton Hall Drive to prevent obstructive parking and maintain an unobstructed traffic lane into the cul-de-sac from the main road. These revised proposals were advertised between 16th December 2014 and 7th January 2015 and are shown on the attached plan A/TM/DAS/TRO4156/2.

## Comments Received

6. During both rounds of consultation, responses were received from five local residents, two of which reiterated their objections irrespective of the revised proposals during the public advertisement period. Replies have been sent direct to respondents and all five responses are considered to be outstanding objections.

7. Objection – Alfreton Road

A resident of Alfreton Road is objecting on the basis that the restrictions would further reduce the availability of on-street parking in the area.

Response – Alfreton Road

The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction. Following consultation the extension of the double yellow line (No Waiting at Any Time) restriction along the eastern side of Fonton Hall Drive was proposed in response to concerns regarding potential conflict between vehicles travelling in opposite directions around the junction radius and access difficulties.

The primary purpose of the highway is to facilitate the movement of people and vehicles. However, it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum extents considered possible to ensure effective and safe operation of the highway.

8. Objections – Fonton Hall Drive

Four objections were received from residents along Fonton Hall Drive on the basis that the original and revised restrictions were not extensive enough and that the double yellow lines should be introduced on the western side of Fonton Hall Drive. The objectors suggest that all vehicles parking on this stretch of road are obstructive and cause a safety hazard for vehicles travelling along the road.

Response – Fonton Hall Drive

The original proposal was amended to take these views into account and the revised plan introduces No Waiting At Any Time restrictions on the inbound lane travelling into Fonton Hall Drive from Alfreton Road. It is considered that this addresses the problem regarding forward visibility between vehicles, balanced against maintaining the availability of the public highway for on-street parking if required.

## Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure intra-visibility along Fonton Hall Drive for the effective and safe operation of the highway and on-street parking provision.

## **Comments from Local Members**

10. County Councillor Tom Hollis was involved in the development of both the original and revised proposals.

## **Reasons for Recommendations**

11. The proposals are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

## **Statutory and Policy Implications**

12. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Implications**

13. The scheme is funded through the 2015/16 Traffic Management revenue budget (Ashfield) at a cost of £3,000.

## **Crime and Disorder Implications**

14. Nottinghamshire Police raised no objections to the proposals.

## **RECOMMENDATION/S**

It is recommended that the Nottinghamshire County Council (B6023 Alfreton Road / Fonton Hall Drive, Sutton in Ashfield) (Prohibition of Waiting) Traffic Regulation Order 2015 (4156) is made as advertised and objectors advised accordingly.

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author**  
Mike Barnett

**Title of Report Author**  
Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
Helen R North – Improvements Manger      Tel: 0115 977 2087

## **Constitutional Comments (SJE 20/03/2015)**

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

## **Financial Comments (TMR 19/03/15)**

16. The financial implications are set out in paragraph 13 of the report

## **Background Papers**

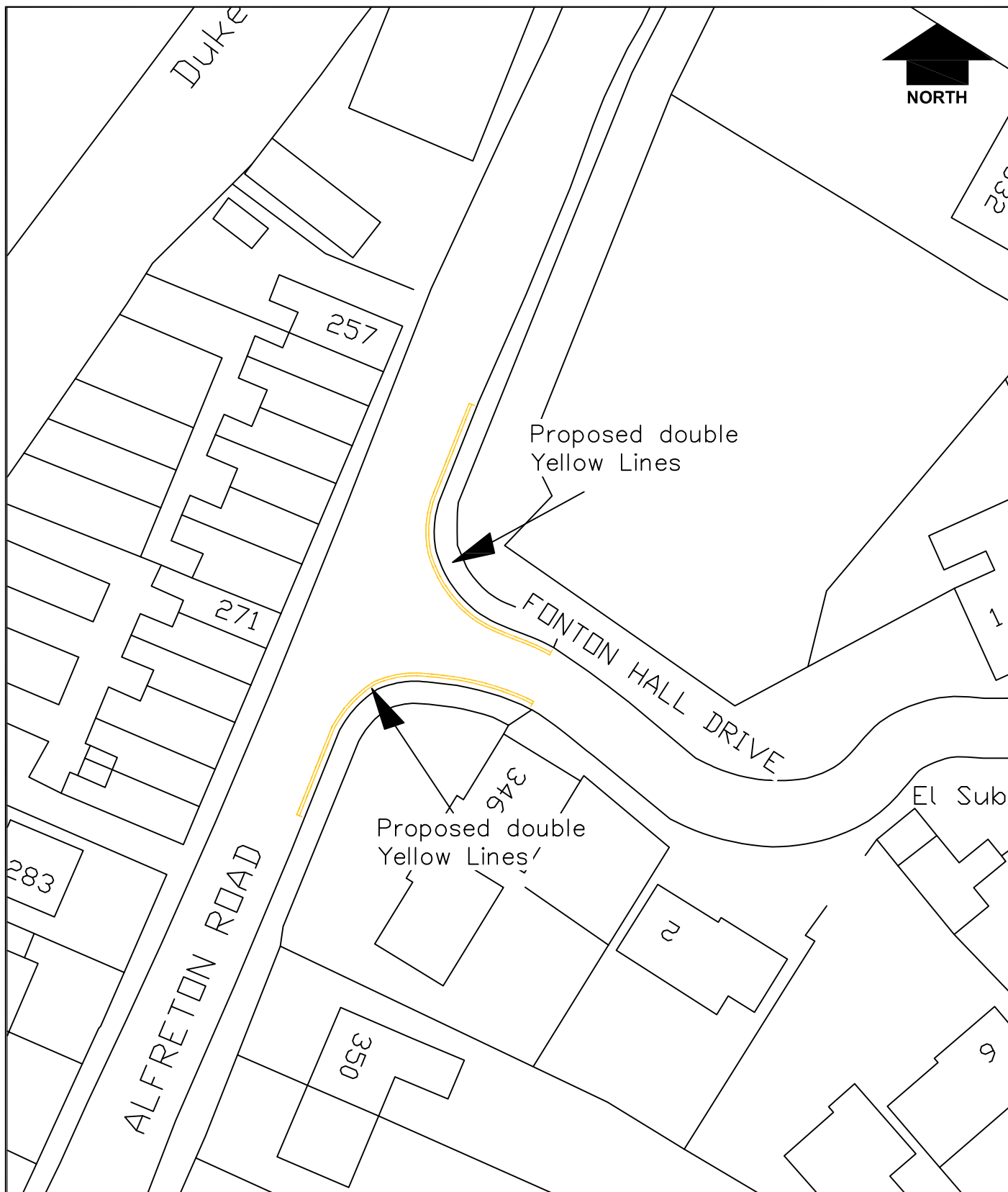
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

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

Sutton in Ashfield West ED

Councillor Tom Hollis



**Nottinghamshire  
County Council**

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

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Project

Proposed No Waiting At Any Time  
(Double Yellow Lines)  
B6034 Alfreton Road/Fonton Hall Drive

Property No.

Project No.

TR04156

Title

Public consultation

[Page 29 of 70](#)

Drawing No.

A/TM/DAS/TR04156/1

Drawn  
**DAS**

Chkd

Auth

Date  
**22/10/14**

Date

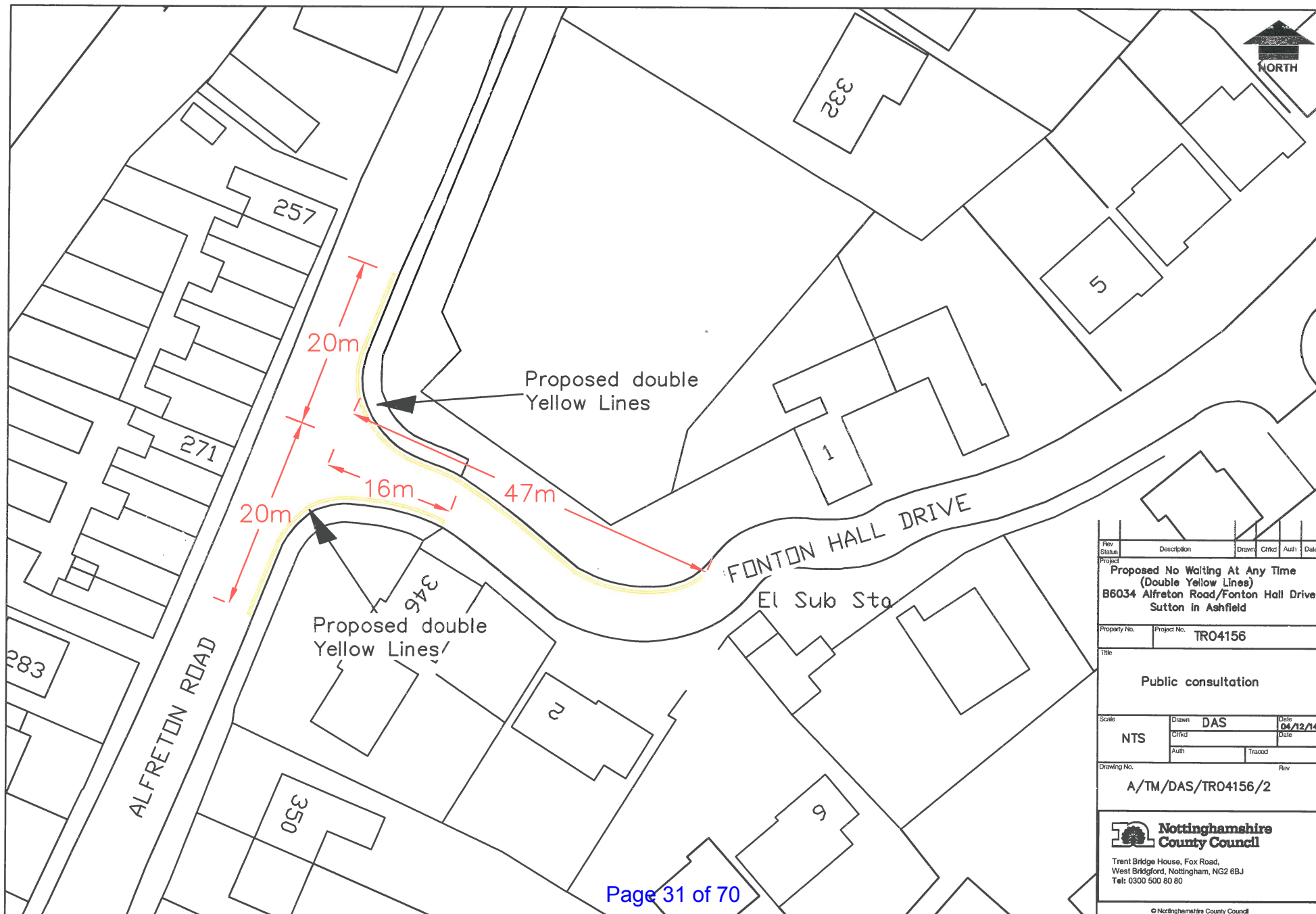
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**NTS**

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Rev	Status	Description	Drawn	Critic	Auth	Date
Project						
Proposed No Waiting At Any Time (Double Yellow Lines) B6034 Alfreton Road/Fonton Hall Drive Sutton in Ashfield						
Property No.		Project No. TR04156				
Title						
Public consultation						
Scale		Drawn DAS		Date 04/12/14		
NTS		Critic		Date		
		Auth		Traced		
Drawing No.		Rev				
A/TM/DAS/TR04156/2						
<b>Nottinghamshire County Council</b> Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80						
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**23<sup>rd</sup> April 2015****Agenda Item: 7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ANTILL STREET,  
STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION  
ORDER 2015 (5187)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made, either as advertised or with the amendments detailed.

**Information and Advice**

2. Stapleford is a small town located approximately 7 miles west of Nottingham, close to the Nottinghamshire / Derbyshire County boundary. Brookhill Street is a residential street which links two local distributor roads; Derby Road and Toton Lane. There are a number of side roads leading off Brookhill Street, which include Antill Street, Lawrence Street and Balfour Road at the western end. Antill Street is a cul-de-sac and has low traffic flows, Lawrence Street and Balfour Road are both one-way streets comprising of terraced properties.
3. The majority of properties in the area, especially at the western end of Brookhill Street do not have off-street parking provision. As a result, demand for on-street parking in some locations can frequently exceed supply and this leads to vehicles being parked closer to junctions than the recommended 10m stated in the Highway Code. Which forces motorists into a single lane when entering and exiting the side road. Additionally, vehicles often park opposite pavement build-outs.
4. Requests have been received from the local County Councillors to address the issues of obstructive parking at the junction of Antill Street and Brookhill Street. An historic Traffic Regulation Order from 1999 for double yellow lines (No Waiting at Any Time) is in force at junctions of Brookhill Street with Antill Street (west side), Brookhill Street with Lawrence Street and Brookhill Street with Balfour Road, however the markings were never set out on site. The opportunity has been taken to address this omission and the new proposals were consulted on together with informing residents that the existing Traffic Regulation Order would be implemented.

5. The initial consultation took place between 27<sup>th</sup> October 2014 and 19<sup>th</sup> November 2014. The proposals are summarised below:-

**Antill Street**

- Double Yellow lines to be installed on the east side from its junction with Brookhill Street for a distance of 18 metres
- Double Yellow Lines to be installed on both sides for a distance of 18 metres (As stated in the existing Order)

**Lawrence Street**

- Double Yellow Lines to be installed on both sides for a distance of 20 metres (As stated in the existing Order)

**Balfour Road**

- Double Yellow Lines to be installed on both sides for a distance of 30 metres (As stated in the existing Order)

6. During this consultation period a total of four responses were received, two of these were considered as objections. The proposals were subsequently publicly advertised in the Nottingham Post between 29<sup>th</sup> January and 20<sup>th</sup> February 2015 and can be seen on the enclosed drawing H/04078/1988/04. A further six responses were received, all of these were considered as objections, giving a total of eight objections outstanding.

## **Objections received**

7. During both rounds of consultation, a total of ten responses were received and a number of comments raised:
- Concerns that the restriction would further reduce the availability of on-street parking;
  - Concerns that it would make it harder for residents with health / mobility problems to park near to their homes.
  - Requests to open Antill Street as a through-route with traffic calming
  - Requests for a residents' parking scheme on Brookhill Street
  - Concerns that the recently approved planning application for 11 flats on Antill Street would add to parking pressures in the area.
  - Concerns that the area is already extremely congested with vehicles.

Replies have been sent direct to respondents and eight replies are considered to be outstanding objections to the proposals.

8. Objection – District Councillor Ray Darby  
Councillor Darby objected to the lack of consultation with residents regarding the proposal.

### Response

A Traffic Regulation Order requires one period of statutory consultation of a minimum of 21 days. The County Council is committed to engaging with the local community when developing schemes and in this case has conducted two rounds of consultation between 27<sup>th</sup> October 2014 and 19<sup>th</sup> November 2014 and then again between 29<sup>th</sup> January and 20<sup>th</sup> February 2015. The scheme has been developed in discussion with local County Councillors. Throughout the consultation process a number of differing comments have been received, including requests to reduce the proposed restrictions and to increase them. Whilst every attempt is made to develop a scheme that is acceptable to everyone, it is not

always possible to achieve this. The proposed restrictions are intended to address the issue of obstructive parking and maintain a clear visibility at junctions and have been kept to the minimum levels required to achieve this.

9. Objection – Stapleford Town Council

Members expressed disappointment regarding the proposals and felt that much more needed to be done to ease the congestion in this area. No specific measures were identified by Members.

Response

The western end of Brookhill Street is comprised mostly of terraced properties with no off-street parking. The street is narrow but with moderately heavy two-way traffic flows of more than 400 vehicles in peak hours. It is also on a steep hill, which offers limited forward visibility as drivers approach the stretch near Lawrence Street. The primary purpose of the highway is to facilitate the movement of people and vehicles and to facilitate this a number of historic waiting restrictions are in existence; including single yellow lines (limited waiting) restrictions on the northern side of the road between Birley Street and Derby Road and, in the vicinity of Lawrence Street, on the southern side as well. These restrictions mean that available kerb space for parking is limited during the day, and demand frequently exceeds supply. However, they are essential for the safe and efficient operation of the highway, which must be the priority for the County Council as the Local Highway Authority.

10. Objection – reduction of on-street parking

The common theme on all outstanding objections was that the restrictions would reduce the availability of on-street parking.

Response

The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction. The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision.

After consideration of the objections received, it is proposed to reduce the extents of the existing Traffic Regulation Order to the minimum lengths considered possible to ensure effective and safe operation of each junction. The proposed amendments are summarised below and shown on drawing H/04078/2117.

- Antil Street
  - Reduce existing 18 metres of no waiting at any time restrictions (double yellow lines) to 10 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
  - Reduce 18 metres of proposed no waiting at any time restrictions (double yellow lines) to 8 metres (east side)
- Lawrence Street
  - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 14 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
  - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 7.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095)
- Balfour Road
  - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8 metres (westside) (partially revoking existing Traffic Regulation Order 5095)

- Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095).

11. Objection – health / mobility concerns

Two objections also raised concerns about health / mobility issues for family members which they felt necessitated being able to park in close proximity to their houses.

Response

Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.

The provisions of markings is strictly controlled, this is to ensure that they are only provided where there is a defined need. Applicant drivers should have a serious physical impairment, which severely restricts their movements, and should possess or qualify for Special Access Permits. This means possessing a Blue Badge and being in long term (2 year minimum) future receipt of the higher rate of the Mobility component of the Disability Living Allowance/Personal Independence Payment (PIP). If the applicant is not in receipt of this allowance but still considers themselves to be eligible, they may have their impairment independently assessed by the County Council's Medical Adviser, in conjunction with their own doctor. A marking may be provided to accommodate ambulances regularly visiting the home of a non-driving applicant.

12. Objection – New development on Antill Street

Three objectors included comments regarding the recent granting of planning permission for 11 new flats on Antill Street in their objection. The proposal for these flats includes one off-street parking space and Planning Permission was granted despite objections on highway grounds from Nottinghamshire County Council.

Response

The construction of new housing on Antill Street will increase traffic volumes and have an effect on the highway network; issues which were raised as part of the planning process by Highways officers from Nottinghamshire County Council. The effect of the development does not alter the requirement for the County Council to address issues with obstructive parking at junctions. The Council has a Network Management duty to maintain the safe and effective movement of traffic. The problem of vehicles parking in close proximity to junctions negatively affects the safe and efficient operation of a junction. The proposed double yellow lines will prevent this and maintain clear visibility at the junctions.

13. Objection – Residents parking scheme

An objection was raised on the basis that the extent of the restrictions should be reduced and that Brookhill Street should become a residents parking scheme.

Response

It is unlikely that a residents parking scheme on Brookhill Street would resolve the parking issues experienced by residents as these are primarily related to demand exceeding supply rather than non-resident parking. A residents' parking scheme is not designed to ration parking; permits are charged at £25 per permit and would be available to all households within the scheme. The number of permits per household is currently not restricted and most importantly purchase of a permit does not guarantee the availability of a parking space. As most of the houses on the east side of Brookhill Street do not have off-street

parking it is very likely that, despite a permit scheme being in place, demand would continue to exceed the available kerb space.

## **Other Options Considered**

14. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. However as identified above the demand for on-street parking is recognised and so the restrictions have been reduced to the minimum lengths considered possible to ensure effective and safe operation of each junction.

## **Comments from Local Members**

15. The local County Councillors Stan Heptinstall and Jacky Williams are in support of the proposals

## **Reasons for Recommendations**

16. The proposals contained in the Brookhill Street and Antill Street no-waiting order are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

## **Statutory and Policy Implications**

17. 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.

## **Financial Implications**

18. The scheme is being funded by the 2015/16 Broxtowe Traffic Management Revenue budget and will cost in the region of £1500.

## **Crime and Disorder Implications**

19. Nottinghamshire Police have made no comments on the proposal.

## **RECOMMENDATION/S**

It is recommended that the Nottinghamshire County Council (Antill Street, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2015 (5187) be made substantially as advertised but amended as follows and objectors advised accordingly.

Amendments are:

- Antil Street
  - Reduce existing 18 metres of no waiting at any time restrictions (double yellow lines) to 10 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
  - Reduce 18 metres of proposed no waiting at any time restrictions (double yellow lines) to 8 metres (east side)
- Lawrence Street

- Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 14 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
- Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 7.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095)
- Balfour Road
  - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8 metres (westside) (partially revoking existing Traffic Regulation Order 5095)
  - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095) as shown on H/04078/2117

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author** - Mike Barnett

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

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

Helen North – Improvements Manager                      T – 0115 977 2087

### **Constitutional Comments (SJE 31/03/2015)**

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

### **Financial Comments (TMR 18/03/15)**

21. The financial implications as set out in paragraph 18 of the report.

### **Background Papers**

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

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

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


Bramcote and Stapleford

Councillor Jacky Williams  
 Councillor Stan Heptinstall







**KEY**




Existing Single Yellow Lines



Proposed Double Yellow Lines

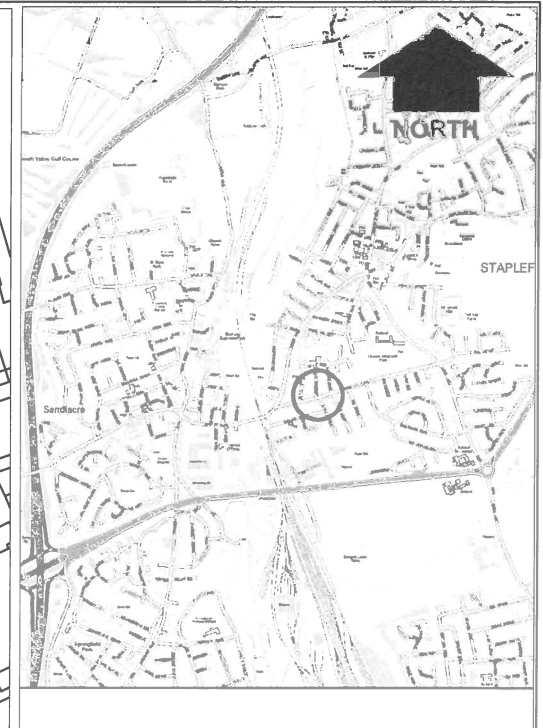


Double Yellow Lines to be installed to match the existing Traffic Regulation Order

 <p><b>Nottinghamshire County Council</b></p> <p>Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80</p> <p>© Nottinghamshire County Council</p>	Project <b>Brookhill Street Area, Stapleford</b>			
	Property No.	Project No. <b>TRO 5187</b>	Drawn <b>SLW</b>	Date <b>Oct '14</b>
	Title <b>Proposed Parking Restrictions</b>		Ch'kd	Date
			<b>MB</b>	<b>Oct '14</b>
	Drawing No. <b>H/04078/1988/04</b>	Auth	Traced	
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**LOCATION PLAN**

**KEY**



Double Yellow Lines to be installed to match the existing Traffic Regulation Order



Proposed Double Yellow Lines



Existing Single Yellow Lines



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Project		Brookhill Street Area, Stapleford				Drawn	Date
Property No.	Project No.	TRO 5187				SLW	Mar '15
Title		Proposed Parking Restrictions - REVISED				Chkd	Date
Drawing No.		H/04078/2117				HRN	Mar '15
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**23<sup>rd</sup> April 2015**

**Agenda Item: 8**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MILL ROAD & PINFOLD LANE, STAPLEFORD) (PROHIBITION OF WAITING & NO STOPPING ON ENTRANCE CLEARWAY) TRAFFIC REGULATION ORDER 2015 (5189)**

#### **CONSIDERATION OF OBJECTIONS**

##### **Purpose of the Report**

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

##### **Information and Advice**

2. Stapleford is a small town located approximately 7 miles west of Nottingham, close to the Nottinghamshire / Derbyshire County boundary. Pinfold Lane and Mill Road are residential streets consisting of semi-detached and terraced houses, approximately half of which have off-street parking. The local fire station is situated half way along Pinfold Lane on a site which also houses the local Scout hut.
3. The fire brigade have raised concerns regarding issues with parking along Pinfold Lane obstructing the manoeuvring and progress of its emergency vehicles when responding to calls. In addition residents of Mill Road have raised concerns that obstructive parking is blocking driveways on Mill Road between Church Street and Frederick Road.
4. The County Council proposed a number of waiting restrictions to address the issues raised and the proposals are shown on the attached plan (drawing number H/04078/2073/04) and are summarised below:-

##### **Pinfold Lane (the north side)**

- The existing Entrance Clearway marking to be made legally enforceable
- Double Yellow Lines (no waiting at any time) to be installed along the remainder of the north side

##### **Mill Road (the north side)**

- 30 metres of Double Yellow Lines to be removed

##### **Mill Road (the south side)**

- 27 metres of Double Yellow Lines to be added (joining up the existing lines)

5. The initial consultation took place between 27<sup>th</sup> October 2014 and 19<sup>th</sup> November 2014. During this period 12 responses were received, ten of these were considered as objections. In response to comments raised the scheme was revised, these revised proposals were advertised between 6th February and 27th February 2015. The revised proposals are shown on the attached plan (drawing number H/04078/2073/05) and are summarised below:-

Pinfold Lane (the north side) -

- 104 metres of Double Yellow Lines to be installed along the north side from its junction with Wesley Place to the start of the entrance clearway marking
- 80 metres of Single Yellow Line (No waiting Monday to Friday 8am - 6pm) to be installed from the existing entrance clearway to its junction with Lower Orchard Street
- 38 metres of Double Yellow Lines to be installed along the remainder

Pinfold Lane (the south side) –

- 18 metres of Double Yellow Lines to be installed from its junction with Wesley Place
- 71 metres of Double Yellow Lines to be installed opposite the fire station entrance
- 10 metres of Double Yellow Lines at the junction with Lower Orchard Street

Lower Orchard Street –

- 10 metres Double Yellow Lines to be installed (junction protection)

A further four responses were received, two of those being objections.

## **Objections received**

6. During both rounds of consultation a total of sixteen responses were received. A number of comments were made and are summarised below:-
- Concerns that, bearing in mind some residents have no off-street parking, the proposals will reduce the amount of on-street parking available.
  - Complaints that non-residents park all day on Pinfold Lane.
  - That the proposed restrictions are in the wrong location / need extending.
  - Concerns that the proposals will result in displaced parking on Lower Orchard and Middle Orchard Street
  - Complaints that visitors to the Scout hut cause parking problems on the street in the evening and on event days at the weekends
  - Requests that Pinfold Lane becomes residents parking only
  - Requests that the fire station be moved from its current location.

Replies have been sent direct to respondents and twelve of the responses received are considered to be outstanding objections to some or all of the proposals.

### **7. Objection – Stapleford Town Council**

In principle the Meeting accepted the proposals for this area. However, concerns were expressed regarding the difficulties experienced by residents of Pinfold Lane adjacent to and opposite the Fire Station. Members felt that more work was required in this area to alleviate parking issues. No specific measures were identified by Members.

#### **Response**

The Town Council accept the need for restrictions to facilitate the movement of emergency vehicles on Pinfold Lane. The design process has been iterative, with the original proposal being re-worked in response to the initial consultation. The proposed waiting restrictions on Pinfold Lane are intended to maintain a clear route for emergency vehicles and have been kept to the minimum levels required to achieve this.

8. Objection – Availability of on-street parking

A common theme in all objections was the reduction of on-street parking for residents and / or parking migrations onto Lower Orchard and Middle Orchard Street.

Response

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the double yellow lines (No Waiting At Any Time) are required to facilitate the movement of emergency vehicles along the road and to improve safety at the junctions of Pinfold Avenue / Lower Orchard Street, Pinfold Avenue / Wesley Place and Pinfold Avenue / Church Street. The purpose of the restrictions is to prevent obstructive parking to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction.

The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum lengths and duration considered possible to ensure the effective and safe operation of the highway.

9. Objection – Extent and location of proposed restrictions

Three residents also stated that the restrictions were either proposed at the wrong location or that the times of operation were unsatisfactory.

Response

The County Council's original proposal was for double yellow lines (No Waiting at Any Time) in conjunction with a section of keep-clear zig-zags along the full length of Pinfold Lane on the northern side. A number of respondents requested changes to these proposals. A revised proposal was produced, which replaced some double yellow lines (No Waiting at Any Time) with limited waiting (single yellow line), introduced double yellow lines at junctions off Pinfold Lane and safeguarded the operation of the fire station entrance with further waiting restrictions.

Whilst some respondents requested further restrictions, the extents of the double yellow lines around junctions have been kept to a minimum as any restrictions inevitably involve the displacement of parking to other areas. The objective of the traffic order is to support appropriate parking patterns and enable enforcement of contraventions, not to move or unnecessarily restrict the opportunity to legally park vehicles on the public highway.

An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£175) on request from local residents. Residents will be made aware of this facility and how to apply for an advisory 'H bar marking'.

10. Objection – Relocation of the fire station

Two residents of Pinfold Lane also objected to the proposal on the grounds that the Fire Station should be moved from its present location on Pinfold Lane.

Response

The fire station has been located on Pinfold Lane since the 1960s and provides an essential service for the local community. The Stapleford station has a retained section crew with one fire engine and they also staff the Incident Support Unit (ISU) which provides welfare facilities for firefighters at large or protracted incidents. Nottinghamshire Fire & Rescue

Service were included in the consultation and has confirmed support for the proposed restrictions plus indicated that there are no plans to relocate this fire station with refurbishment works recently been completed. The scope of this scheme is only to ensure that fire appliances are not obstructed by parked vehicles when travelling to emergency calls.

11. Objection – health / mobility concerns

One objector also raised concerns about health / mobility issues, which they felt necessitated being able to park in close proximity to their house.

Response

Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the highway which would be provided free of charge by the County Council. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.

The provisions of markings is strictly controlled, this is to ensure that they are only provided where there is a defined need. Applicant drivers should have a serious physical impairment, which severely restricts their movements, and should possess or qualify for Special Access Permits. This means possessing a Blue Badge and being in long term (2 year minimum) future receipt of the higher rate of the Mobility component of the Disability Living Allowance/Personal Independence Payment (PIP). If the applicant is not in receipt of this allowance but still considers themselves to be eligible, they may have their impairment independently assessed by the County Council's Medical Adviser, in conjunction with their own doctor. A marking may be provided to accommodate ambulances regularly visiting the home of a non-driving applicant.

## **Other Options Considered**

12. Whilst other configurations of restrictions are possible those proposed are considered most appropriate.

## **Comments from Local Members**

13. The local County Councillors Stan Heptinstall and Jacky Williams are in support of the proposals.

## **Reasons for Recommendations**

14. The parking restrictions on Pinfold Lane are intended to maintain a clear route for emergency vehicles, free of obstruction from parked cars. The restrictions have been kept to the minimum levels required to achieve this. As such the order is considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

## **Statutory and Policy Implications**

15. 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.



## **Financial Implications**

16. The scheme is being funded by the Traffic Management Revenue Budget (Broxtowe) for 2015/16 and will cost in the region of £1,500.

## **Crime and Disorder Implications**

17. Nottinghamshire Police have made no comments on the proposal.

## **RECOMMENDATION/S**

### **It is recommended that:**

The Nottinghamshire County Council (Mill Road & Pinfold Lane, Stapleford) (Prohibition Of Waiting & No Stopping On Entrance Clearway) Traffic Regulation Order 2015 (5189)

is made as advertised and the objectors informed accordingly.

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author** - Mike Barnett

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

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

Helen North – Improvements Manager                      T – 0115 977 2087

## **Constitutional Comments (SLB 26/03/15)**

18. Transport and Highways Committee is the appropriate body to consider the content of this report.

## **Financial Comments (TMR 26/03/15)**

19. The financial implications are set out in paragraph 16 of the report.

## **Background Papers**

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

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

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

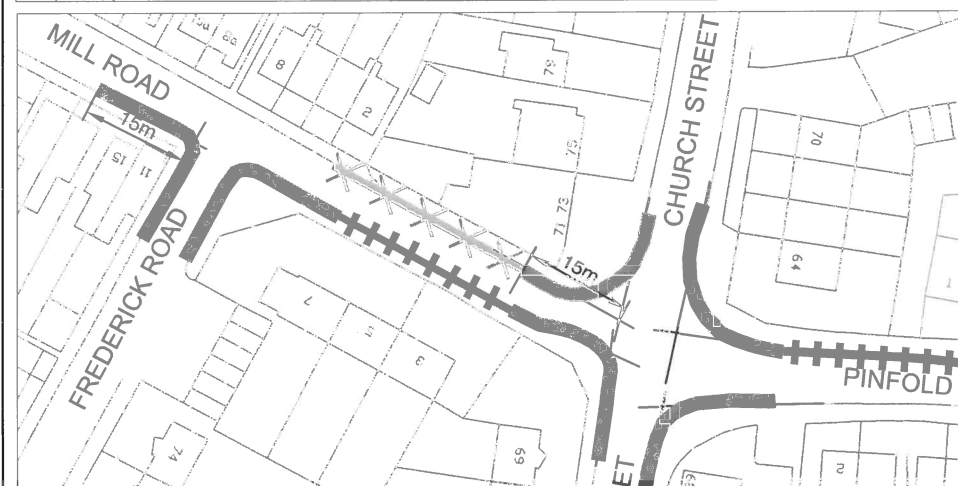
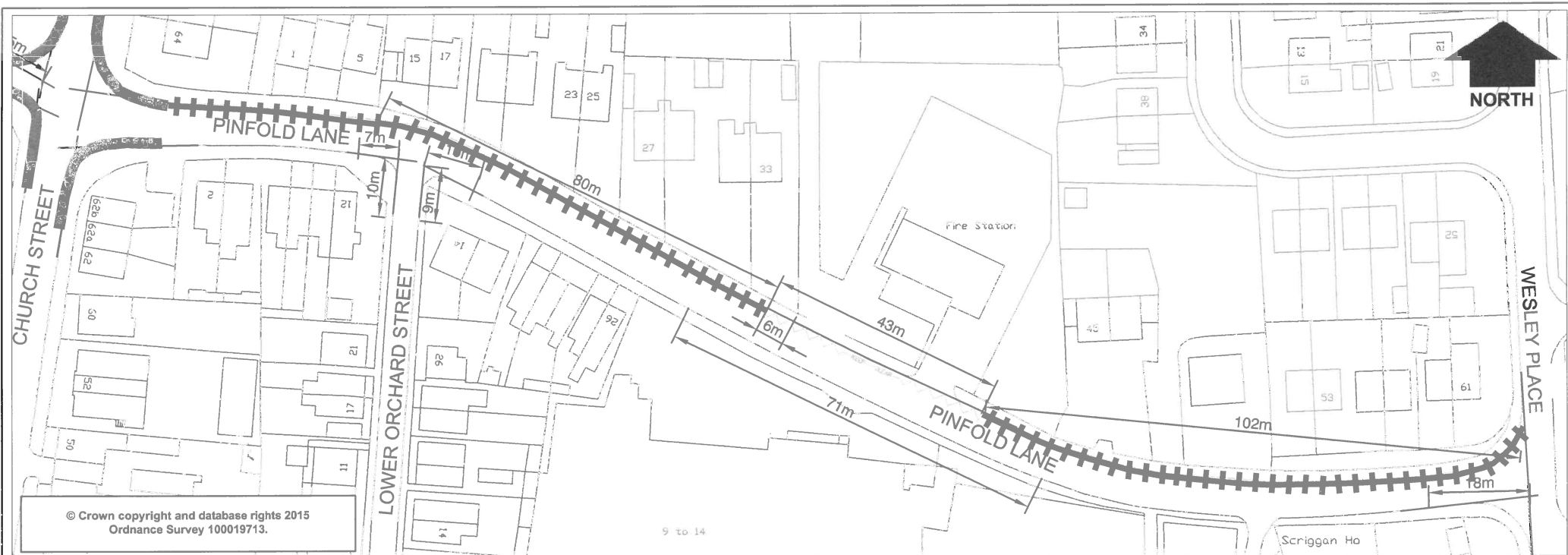
Bramcote and Stapleford ED  
Bramcote and Stapleford ED

Councillor Jacky Williams  
Councillor Stan Heptinstall

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### KEY

Existing Double Yellow Lines

Proposed Double Yellow Lines

Existing Double Yellow Lines to be removed

Existing Keep Clear markings to be made legally enforceable



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West Bridgford, Nottingham, NG2 6BJ  
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Project Pinfold Lane / Mill Road, Stapleford

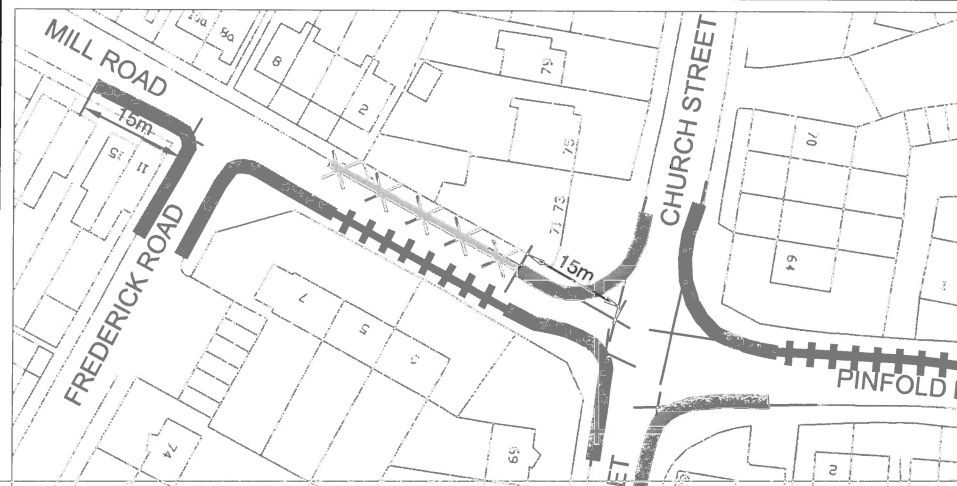
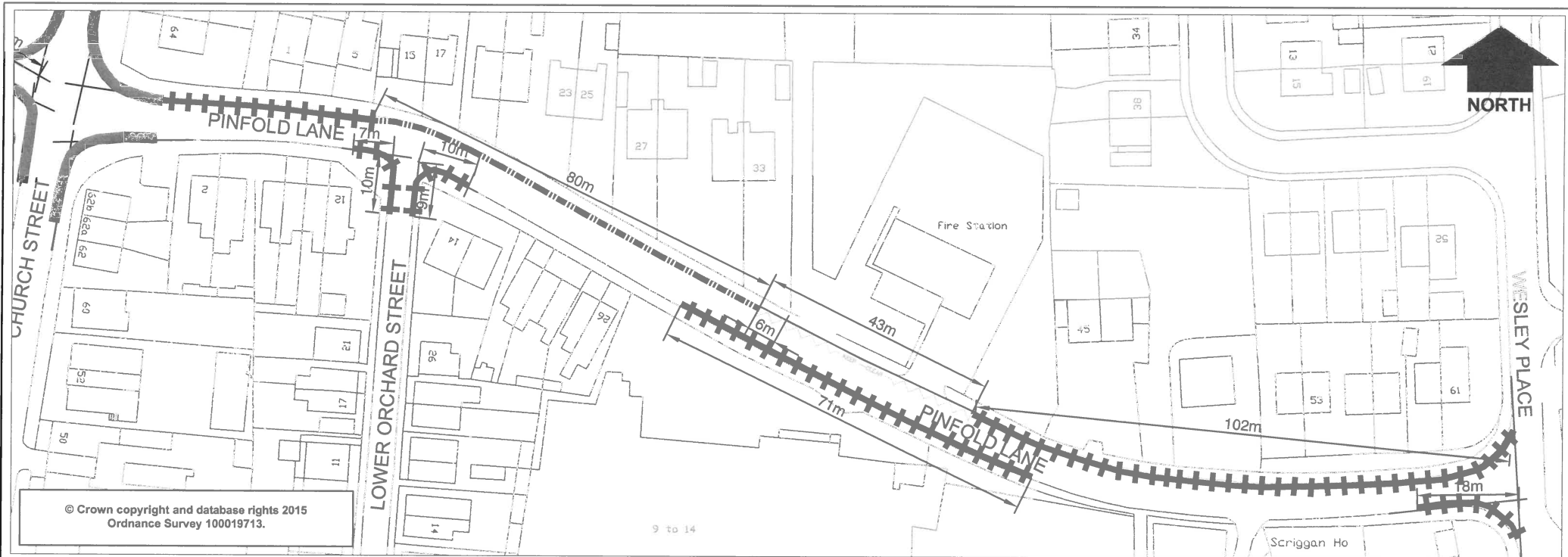
Property No. Project No. TRO 5189

Title Proposed Parking Restrictions - Initial Consultation

Drawing No. H/04078/2073/04

Rev	Description	Drawn	Ch'kd	Auth	Date
	SLW	SLW			April '15
	HRN	HRN			April '15
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**KEY**

Existing Double Yellow Lines

Proposed Double Yellow Lines

Existing Double Yellow Lines to be removed

Proposed Single Yellow Lines Mon - Fri 8am - 6pm

Existing Keep Clear markings to be made legally enforceable



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Project Pinfold Lane / Mill Road, Stapleford

Property No. Project No.

TRO 5189

Title Proposed Parking Restrictions - Advert

Drawing No.

H/04078/2073/05

Rev	Description	Drawn	Chkd	Auth	Date
		SLW			April '15
		HRN			April '15
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**23<sup>rd</sup> April 2015****Agenda Item: 9****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (CLIFFE HILL AVENUE AND  
WINDSOR STREET, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC  
REGULATION ORDER 2015 (5188)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

**Information and Advice**

2. Stapleford is a small town located approximately 7 miles west of Nottingham, close to the Nottinghamshire / Derbyshire County boundary. Cliffe Hill Avenue is a one-way street, predominately residential in nature, though with some small offices and business to the northern end. Windsor Street consists mainly of semi-detached houses, with off-street parking.
3. Residents' parking schemes have been introduced across the town centre to reduce the impact of commuter and shopper parking on residents. Broxtowe Borough Council has introduced parking charges to their local car parks and this has resulted in increased parking on nearby streets as people seek to avoid these charges. Requests have been received from the Police and the local County Councillors to address issues caused by commuter parking and visibility issues caused by obstructive parking.
4. The initial consultation took place between 27<sup>th</sup> October 2014 and 19<sup>th</sup> November 2014. The proposals are summarised below:-:

**Cliffe Hill Avenue**

- Double Yellow lines (no waiting at any time) to be installed on both sides from its junction with Nottingham Road to the footpath
- Single Yellow Line (limited waiting) to be installed on the north-west side from the footpath to the junction with Windsor Street. The times of operation are proposed as Monday to Friday 8.00 a.m. to 6.00 p.m.

**Windsor Street**

- Extension of the double yellow lines (no waiting at any time) on the north side to be 20 metres.
5. During this consultation period a total of three responses were received, two of these were considered as objections. The proposals were publicly advertised between 30<sup>th</sup> January and 20<sup>th</sup> February 2015 and can be seen on the enclosed drawing H/04078/2072/01. A further four responses were received, all of these were considered as objections.

## Objections received

6. During both rounds of consultation, a total of seven responses were received. A number of comments were raised:
- Concerns that the restrictions would reduce the availability of on-street parking;
  - Concerns that the restrictions would result in parking migrating further along the street.
  - Concerns that it would make it harder for residents with health / mobility problems to park near their homes.
  - Comments that drivers currently ignore the one-way traffic order on Cliffe Hill Avenue.

Replies have been sent direct to respondents and six replies are considered to be outstanding objections to the proposals.

7. Objection – Stapleford Town Council

Minutes from the Town Council Meeting state that Members agreed that the proposed changes as shown in this consultation were not ideal and further refinements were required to deal with the particular issues in this area. No specific measures were identified by Members.

Response

The design process has been developed in discussion with local County Councillors. Throughout the consultation process a number of differing comments have been received, including requests to reduce the proposed restrictions and to significantly increase them. Whilst every attempt is made to develop a scheme that is acceptable to everyone, it is not always possible to achieve this. The proposed waiting restrictions are intended to address the issue of obstructive parking and maintain a clear visibility at junctions and have been kept to the minimum levels required to achieve this.

8. Objection – Availability of on-street parking

A common theme in all objections was the reduction of on-street parking for residents and / or the transfer of residential and non-residential parking further up Windsor Street.

Response

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the double yellow lines (No Waiting At Any Time) are required to improve safety at the junction of Windsor Street and Cliffe Hill Avenue. The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction.

The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, particularly for

households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum lengths considered possible to ensure effective and safe operation of the highway.

9. Objection – health / mobility concerns

Two objections also raised concerns about health / mobility issues for family members which they felt necessitated being able to park in close proximity to their houses.

Response

Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.

The provisions of markings is strictly controlled, this is to ensure that they are only provided where there is a defined need. Applicant drivers should have a serious physical impairment, which severely restricts their movements, and should possess or qualify for Special Access Permits. This means possessing a Blue Badge and being in long term (2 year minimum) future receipt of the higher rate of the Mobility component of the Disability Living Allowance/Personal Independence Payment (PIP). If the applicant is not in receipt of this allowance but still considers themselves to be eligible, they may have their impairment independently assessed by the County Council's Medical Adviser, in conjunction with their own doctor. A marking may be provided to accommodate ambulances regularly visiting the home of a non-driving applicant.

10. Objection – double yellow lines on Windsor Street

One resident objects to the proposals to extend the double yellow lines (No Waiting At Any Time) by 20 metres; they feel a shorter distance would be more reasonable.

Response

The double yellow lines are not being extended by a further 20 metres; the total length of both existing and proposed lining combined will be 20 metres, measured from the apex of the junction.

## **Other Options Considered**

11. Whilst other configurations of restrictions are possible those proposed are considered most appropriate.

## **Comments from Local Members**

12. The local County Councillors Stan Heptinstall and Jacky Williams are in support of the proposals

## **Reasons for Recommendations**

13. The proposed restrictions on Cliffe Hill Avenue and Windsor Street are intended to address obstructive parking, improve safety and support the efficient movement of vehicles along the highway. As such the order is considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.



## **Statutory and Policy Implications**

14. 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.

## **Constitutional Comments (SLB 18/03/15)**

15. Transport and Highways Committee is the appropriate body to consider the content of this report.

## **Financial Implications**

16. The scheme is being funded by the 2015/16 Traffic Management Revenue budget (Broxtowe) and will cost in the region of £1500.

## **Crime and Disorder Implications**

17. Nottinghamshire Police have made no comments on the proposal.

## **RECOMMENDATION/S**

It is recommended that the Nottinghamshire County Council (Cliffe Hill Avenue and Windsor Street, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2015 (5188) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

**Name of Report Author** - Mike Barnett

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

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

Helen North – Improvements Manager                      T – 0115 977 2087

## **Financial Comments (TMR 18/03/15)**

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

## **Background Papers**

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

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

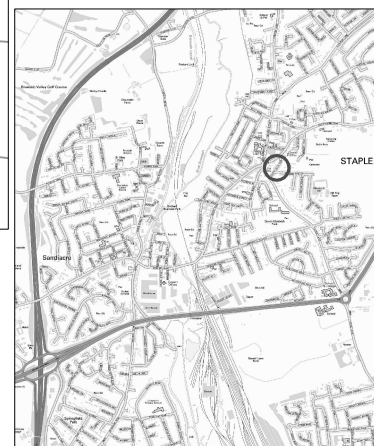
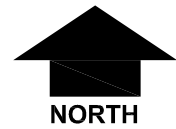
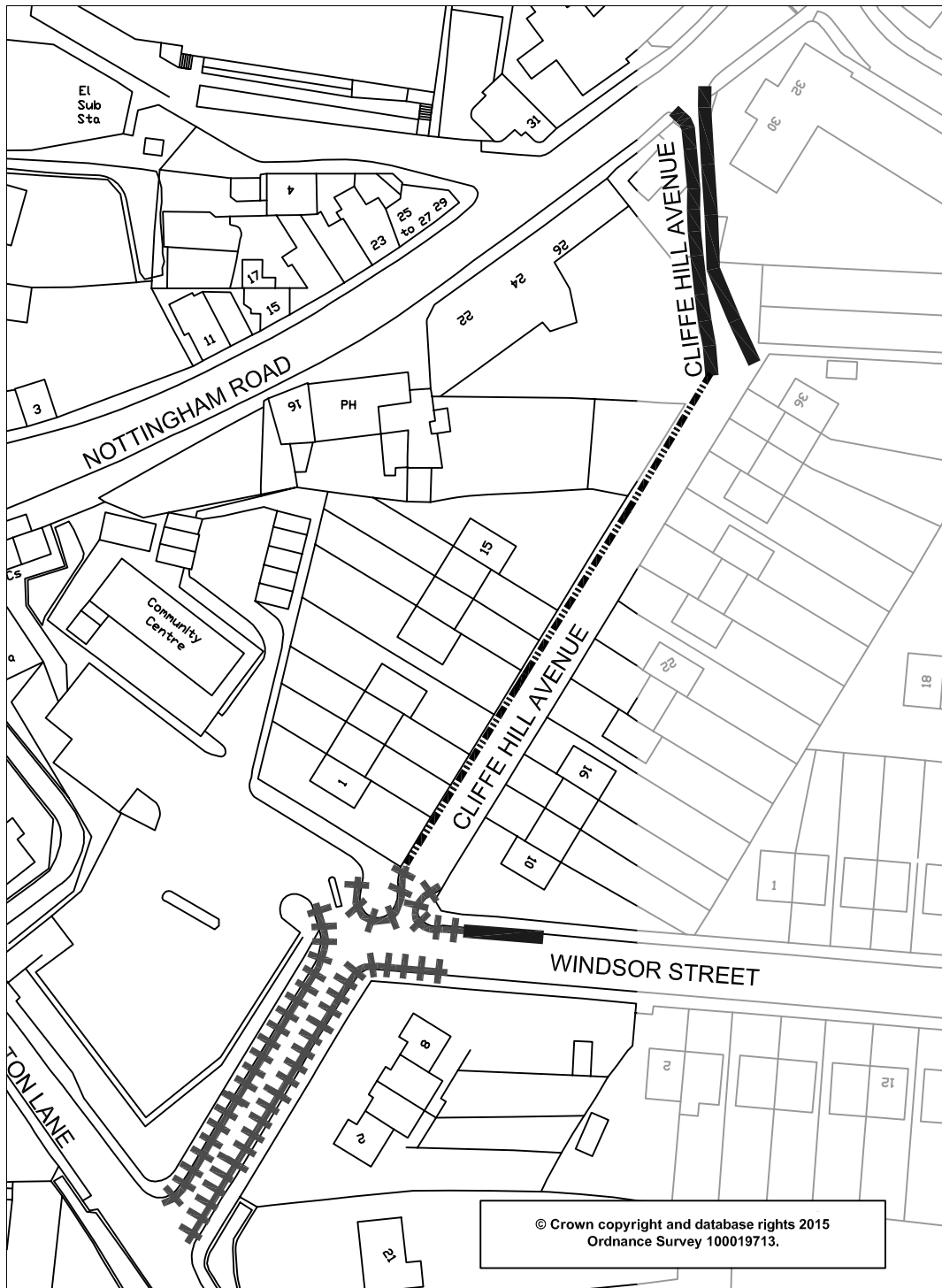


## **Electoral Division(s) and Member(s) Affected**

Bramcote and Stapleford

Councillor Jacky Williams  
Councillor Stan Heptinstall





**Location Plan**

**KEY**



Proposed Single  
Yellow Lines



Proposed Double  
Yellow Lines



Existing Double  
Yellow Lines



**Nottinghamshire  
County Council**

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

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Project

**CLIFFE HILL AVENUE /  
WINDSOR STREET, STAPLEFORD**

Drawn

SLW

Date

March 15

Property No.

Project No.

TRO 5188

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Title

**REPORT**

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Drawing No.

**H/04078/2072/02**

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23 April 2015

Agenda Item: 10

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS & SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT**

### **RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26<sup>TH</sup> FEBRUARY 2015.**

#### **Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council on 26<sup>th</sup> February 2015.
  
- A. **Petition Requesting That The County Council Enter Into Discussions With The City Council Regarding The Extension Of The Medi-Link Service To The New Park & Ride Site At Clifton (Tram Service) (Ref:2015/106)**
  
2. A 1151 signature petition was presented to Full Council on 26 February by Councillor Andrew Brown requesting that the County Council enters into discussions with the City Council regarding the possible extension of the Medi-link service, which is funded by the NHS and City, to Clifton tram stop.
  
3. Discussions with the City Council are ongoing covering a range of strategies to improve local bus service provision in the Greater Nottingham area especially when the two new tram lines are operational, specifically the provision and route of the Medi-link service and any possible extension will form part of the discussions. At present NCT service 53 (Grey Lane) provides a 30 minute frequency throughout the day from Clifton serving both the QMC and City Hospital. It is hoped that this service will also serve the new Tram Park and Ride site when the Clifton line is operational.
  
4. It is recommended that the lead petitioner be informed.

**B. Petition Requesting a Safe Crossing Point Between A617 Woburn Lane And Poplar Drive, Pleasley (Ref:2015/107)**

5. A petition of 415 signatures was presented to Full Council on 26<sup>th</sup> February 2015 by Councillor Darren Langton requesting a safe crossing point be constructed between the junctions of the A617 MARR Route/Woburn Ln and Poplar Drive, Pleasley. It stated that increased pupil numbers at the nearby Farmilo Primary School on Woburn Rd, new play facilities at Woburn Rd play area and the Pleasleyhill Regeneration Scheme featuring 150 new houses as being likely to increase vehicle and pedestrian traffic in the near future warranting better pedestrian facilities.
6. Within this road length there are currently 2 existing pedestrian refuges, 3 westbound interactive speed signs, an eastbound school warning sign with flashing amber warning lights and to the west of Poplar Dr there is an eastbound interactive speed sign. The proposed Section 106 Agreement for the Pleasleyhill Regeneration Scheme includes various improvements, but upgraded pedestrian facilities were not felt to be necessary.
7. The Crash Reduction Team has been looking at the whole A617/A6191 Chesterfield Road North route and carried out a speed survey in the area in question which showed the 85th percentile speed as being 30mph in the 30mph speed limit. There have also been no pedestrian accidents from 2011 to November 2014 (the latest data available). Subsequently, no improvements are currently being proposed on safety grounds at this location. However, accident patterns will continue to be monitored and we will review the situation as necessary.
8. The Council will also carry out pedestrian/vehicle surveys following the completion of the Pleasleyhill Regeneration Scheme at both existing pedestrian refuges and consider if either facility warrants upgrading to a light controlled pedestrian crossing as part of a future Local Transport Plan Programme.
9. It is recommended that the lead petitioner be informed.

**C. Petition Opposing The Proposed Changes To Parking Bays And One-Way System In Kirkby-In-Ashfield (Ref: 2014/0108)**

10. A 32 signature petition was presented to County Council on 26<sup>th</sup> February 2015 by Councillor John Knight. The petition is a result of consultation undertaken on changes to the Traffic Regulation Orders required to help improve traffic flows in Kirkby in Ashfield, especially along Station Street. The proposed improvements include the relocation of the bus stops sited to the east of Ellis Street, reversing the one-way system on Ellis Street and making Pond Street one-way in an eastbound direction. These changes will also require a small reduction in parking bays in the town.
11. The petition opposes both the proposed changes to the parking bays and the one-way system on Pond Street. The petition raises concern that the changes would put a significantly higher volume of traffic (including heavy goods vehicles) along Pond Street, having a negative impact on residents many of whom are elderly. The petitioners also

state that there is no provision for a crossing and express concern that the junction of Pond Street and Portland Street will be unable to function efficiently under the new highway layout.

12. The consultation on the changes to the Traffic Regulation Orders ends on Friday 10th April 2015 and the petition will be considered as an objection to the scheme. The outcome of the consultation, including the objections contained in the petition (and any other comments/objections received), will be considered and reported to a future Transport and Highways Committee in due course.
13. It is recommended that the lead petitioner be informed.

**D. Petition Requesting Traffic Calming Measures at East Drayton (Ref:2015/109)**

14. A 123 signature petition was presented to the 26<sup>th</sup> February meeting of the County Council by Councillor John Ogle. The petitioners are requesting the introduction of traffic calming in East Drayton Village.
15. Increasingly the development and public consultation on proposed physical traffic calming schemes (road humps etc.) has led to significant concerns from local residents about the impact these have on their daily travel. These schemes are also an expensive investment for the County Council.
16. Traffic calming is only considered as a casualty reduction measure and the accident rate here would not support this. The suggested initial approach therefore is for local speed watch to be established. This is led by the local community and supported by the Police and can bring immediate benefits.
17. Two sites in East Drayton were assessed for the provision of flashing interactive speed limit signs in 2014 and neither site achieved a sufficiently high score in terms of vehicle speeds and volumes to be considered a priority. These will however be carried forward for consideration from the 2016/17 Programme.
18. The county council has received an offer to fund the installation of a sign privately. Discussions are ongoing with the potential funder to agree terms and conditions. As soon as this is resolved the county council will contact the parish council to agree an appropriate location for a sign.
19. It is recommended that the lead petitioner be informed.

**E. Petition Requesting Reduction of Speed Limit to 50mph on A610 Nuthall Bypass (Ref:2015/110)**

20. The County Council has received a number of requests from local residents and the local County Councillor for the speed limit to be lowered on the section of the A610 Nuthall Bypass between the Nuthall roundabout and Cinderhill roundabout which is within the City area. The mean speed on this section of road is 46mph, which indicates that a 50mph speed limit would be appropriate. The section is currently dual carriageway and derestricted so operates under the national speed limit of 70mph. The proposed lower 50mph speed limit for the A610 was recommended as part of

Nottinghamshire County Council's 2011 speed limit review in order to improve road safety.

21. A 45 signature petition was presented to the 26<sup>th</sup> February 2015 meeting of the County Council by Councillor Philip Owen. The petition was organised on the social media web site Facebook seeking support or otherwise for the proposal to reduce the speed limit from 70mph to 50mph on the A610 Nuthall Bypass. 41 petitioners did not support the speed reduction, 2 were in support and 2 did not state any preference.
22. The proposed speed limit reduction has been subject to public consultation and formal advertisement earlier this year and six responses were received - the common theme was the desire for a 40mph order to be applied rather than the 50mph limit proposed.
23. The Transport and Highways Committee on the 12<sup>th</sup> February 2015 approved the proposed speed limit reduction on the basis that such a change takes into account a balanced view of the needs of all road users, current average speeds and likely levels of driver compliance with resultant road safety benefits.
24. It is recommended that Councillor Owen be informed directly of the petition response and not via Facebook.

## **Other Options Considered**

25. Each petition response sets out any other options that may be considered.

## **Statutory and Policy Implications**

26. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Recommendation**

It is RECOMMENDED that the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

**Neil Hodgson**  
**Service Director - Highways**

**Jas Hundal**  
**Service Director - Transport, Property & Environment**



### **Background Papers and Published Documents**

Minutes of County Council meeting 26<sup>th</sup> February 2015.

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

East Leake, Mansfield West, Kirkby in Ashfield North, Tuxford, Nuthall



**23 April 2015****Agenda Item: 11****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND  
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2015.

**Information and Advice**

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

**Other Options Considered**

6. None.

**Reason/s for Recommendation/s**

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

## **Statutory and Policy Implications**

8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION/S**

That the committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

**Jayne Francis-Ward**  
**Corporate Director, Policy, Planning and Corporate Services**

**For any enquiries about this report please contact: Pete Barker x 74416**

## **Constitutional Comments (HD)**

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

## **Financial Comments (NS)**

10. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

## **Background Papers**

None.

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

All

## **TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>21 May 2015</b>				
Bus Passenger Survey Update	Results of Survey	Decision	Pete Mathieson	Mark Hudson
DfT Total Transport Pilot Fund and Community Transport Minibus Fund		Info.	Pete Mathieson	Mark Hudson
Beeston Statutory Quality Bus Partnership and Tram Line 2	Update report	Info.	Pete Mathieson	Mark Hudson
Rights of Way Improvement Plan	Update Report	Info.	Neil Lewis	Neil Hodgson
Cycle Safety	Exposition of relevant statistics	Info.	Sean Parks	Neil Hodgson
Traffic related air quality management areas			Sean Parks	Neil Hodgson
Flood Risk Management Update and Staffing	Create new post to deal with requirement to comment on the flood risk in planning applications	Decision	Andy Wallace	Neil Hodgson
East Coast Mainline: Crossing Closures	Proposed Options	Decision	Karen Nurse	Neil Hodgson
Civil Parking Enforcement: Remote Enforcement and Service Improvements	Details of operational procedures	Decision	Gareth Johnson	Neil Hodgson
Civil Parking Enforcement: Enforcement Agent (Bailiff)	Contract award	Info.	Gareth Johnson	Neil Hodgson
Highway Performance Report Q4	Update on performance monitoring across highway services	Info.	Don Fitch	Neil Hodgson
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
The Nottinghamshire County Council (William Street and	Consideration of objections	Decision	Mike Barnett	Neil Hodgson

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
New Street, Newark on Trent)(Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2015 (3185)				
Objections To Permanent Traffic Regulation Orders	Update on Service Director approvals	Info	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>18 June 2015</b>				
Local Bus Service Update	Update report	Info	Chris Ward	Mark Hudson
Local Transport Plan Implementation Plan	Approval of implementation plan	Decision	Kevin Sharman	Neil Hodgson
Highways Infrastructure Asset Management Plan (HIAMP)	Update Report	Info	Don Fitch	Neil Hodgson
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>16 July 2015</b>				
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	Neil Hodgson
Public Transport – County & City Shared Service Project	Project update	Decision	Pete Mathieson	Mark Hudson
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various