

**REPORT OF THE CHAIRMAN OF COMMUNITIES AND PLACE COMMITTEE AND
POLICY COMMITTEE****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to inform Council of the decisions made by the Communities and Place Committee and Adult Social Care and Public Health Committee concerning issues raised in petitions presented to the Chairman of the County Council on 13th December 2018 and 28th March 2019.

PETITIONS CONSIDERED BY COMMUNITIES AND PLACE COMMITTEE

- A. Petition request to permanently close footpath between The Mount and Clipstone Drive, Forest Town (Ref: 2014/0333)**
2. A 12 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of Forest Town requesting the permanent closure of a public footpath between The Mount and Clipstone Drive, Forest Town.
3. The landowner closed the path to pedestrians in 2011 following the granting of planning consent in 2010 for the construction of five houses. The land was previously in the ownership of Mansfield District Council and had been the site of a local community centre. Residents established a public footpath through the site having used it as a cut-through to access the nearby playing field and woodlands.
4. Although the planning application included provisions for the retention of a public footpath, the path was deleted from the approved planning decision due to concerns about anti-social behaviour. No steps were taken at that time to lawfully stop-up or divert the footpath under provisions of the Town and Country Planning Act 1990. Work commenced on the site in late 2013 and was noted to be substantially complete in late 2015. An electricity sub-station was also constructed alongside the path.
5. Mansfield District Council attempted to stop-up the public footpath in 1980 and again in 2018 by means of Highways Act Extinguishment Orders. On each occasion objections were received and the Order was duly referred to the Secretary of State. The Secretary of State has declined to confirm the Order on each occasion. The Inspector appointed to decide the 2018 Extinguishment Order considered that the path would be well used if reinstated and that local people had been disadvantaged by its closure.
6. It was recognised that residents living next to the public footpath had experienced anti-social behaviour issues in the past, but it was clear that any further attempt to formally close it would not succeed.

7. Following an application made to Nottinghamshire County Council, a Definitive Map Modification Order was made which sought to record the public footpath on the Definitive Map and Statement. Objections had been received in respect of this Order and consequently the Council was obliged to refer the matter again to the Secretary of State for a decision as to whether the Order should be confirmed.
8. It was expected that the Order would be confirmed. The Council would then be obliged to seek the removal on any obstructions blocking the legal line of the footpath, i.e. the recently constructed house, gate and fencing along the former access track. In order to avoid this scenario, it was suggested that the landowner made an application under the Highways Act 1980 section 119 to Mansfield District Council to divert the public footpath around the site boundary.
9. It was agreed that the lead petitioner be informed accordingly.

B. Petition requesting a 20mph speed limit on Main Street, Awsworth (Ref:2019/0334)

10. A 29-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor John Longdon on behalf of residents requesting that a 20mph speed limit be introduced on Main Street, Awsworth.
11. Requests for speed limit changes are subject to Government guidance. This guidance states that

“Traffic authorities can, over time, introduce 20mph speed limits or zones on:

- Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

This is in addition to

- Residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable.”

12. However, the guidance also states that “Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

“Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low.”

13. As a result, 20mph limits are not appropriate where the aim is to curtail excessive speed, which is the stated aim of the petition. The introduction of a 20mph speed limit is not therefore appropriate at this location. Alternative measures may, however be appropriate such as the installation of a vehicle activated speed warning sign and therefore a survey will be undertaken to determine whether this location can be prioritised for inclusion in a future year’s programme of works.

14. It was agreed that the lead petitioner be informed.

C. Petition requesting for a reduction in speed limit from 60mph to 40mph on Long Lane from Eels Farm to the border of Watnall Road (Ref:2019/0335)

15. A 33-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Phil Rostance on behalf of residents requesting that the County Council introduces a 40mph speed limit on B6009 Long Lane between Hucknall and Watnall.

16. The road is rural in nature with a 60mph speed limit.

17. To consider the speed limit request an assessment would be carried out including consideration of the road layout and its purpose, the number of properties fronting the road, an evaluation of traffic speeds, and an investigation of the speed related injury accident data. Once this data was available the request would be considered in line with guidelines for setting local speed limits; and if appropriate, alterations to the speed limit would be considered for inclusion in a future integrated transport programme.

18. It was agreed that the lead petitioner be informed.

D. Petition requesting a vehicle activated speed sign Leake Road, Gotham (Ref:2019/0336)

19. A 211-signature petition was presented to the 28 March 2019 meeting of the County Council by Councillor Andrew Brown on behalf of the residents of Gotham requesting an interactive speed sign on Leake Road, near its junction with Hill Road.

20. An evaluation of traffic speeds and flows would be carried out at the location for the consideration to installing an interactive speed sign. Once this data was available the request would be considered in line with guidelines for installing interactive speed signs; and if appropriate, it would be considered for inclusion in a future integrated transport programme.

21. It was agreed that the lead petitioner be informed accordingly.

E. Petition requesting the resurfacing of the pavements on West Leake Road, East Leake (Ref:2019/0337)

22. A 48-signature petition was presented to the 28 March 2019 meeting of the County Council by Councillor Andrew Brown on behalf of the residents requesting that West Leake Road footways be resurfaced.

23. West Leake Road runs from its junction with Station Road in East Leake, under a railway bridge towards the village of West Leake. This footway currently featured on the Candidate List for potential inclusion in the 2020/21 highway maintenance programme. Work on developing this programme was ongoing and once finalised, would be submitted for consideration by Committee as part of the programme approval process.

24. In the meantime, this footway would continue to be inspected and any safety defects identified that meet the necessary criteria would be repaired. If the highway authority receives enquiries relating to defects an ad-hoc inspection is undertaken and once again if any safety defects are identified that meet the repair criteria these are organised.
25. It was agreed that the lead petitioner be informed accordingly.

F. Petition regarding damage to the road and pavement at Riverdale Park, Gunthorpe (Ref:2019/0338)

26. An 8-signature petition was presented to the 28 March 2019 meeting of the County Council by Councillor Roger Jackson on behalf of the residents requesting that Riverdale Park be inspected and considered for resurfacing.
27. The A6097 is the main road from the A46, crossing the River Trent at Gunthorpe and heading north towards the A614. One section of this road forms Gunthorpe By-Pass.
28. The County Council are currently looking at the longer-term plans for this road and the A6097 has undergone extensive engineering investigation, and testing has been organised to determine the full extent of structural failure. Whilst the road can be visually inspected, what is necessary is an understanding of what is going on below the surface levels and the correct type/extent of resurfacing treatment required to restore the road surface. This investigation takes the form of road cores and structural testing. The coring will help to show the layer thicknesses / composition / compaction / density and size of aggregate (stone) in the road surface. The structural testing of the road pavement will provide a better understanding of the load bearing capability of the road layers and identify any specific areas of weakness which would need to be addressed as part of any future works. From these investigations, plans to provide a solution can be determined to address the road surface issues at this site.
29. In the meantime, this road is inspected monthly and any safety defects identified that meet the necessary criteria are repaired. Any enquiries received relating to defects will be inspected through an ad hoc inspection and any safety defects identified that meet the criteria will be repaired. There has been a marked deterioration of certain sections of this road recently and whilst inlay patching repairs have been undertaken, longer-term solutions are being investigated.
30. It was agreed that the lead petitioner be informed accordingly.

G. Petition regarding parking issues near Greasley Beauvale School (Ref:2019/0339)

31. A 250-signature petition was presented to the 28 March 2019 meeting of the County Council by Councillor John Handley. The petitioners raised concerns with unsafe and obstructive parking on Dunster Road on the approach to the alleyway leading to Greasley Beauvale Primary School. The petitioners also stated that vehicles were breaching the existing 'School Keep Clear' markings on Greasley Avenue.
32. The parking situation reported is not an isolated one with the Council regularly receiving similar complaints relating to poor parking practices in the vicinity of schools in

Nottinghamshire and effective solutions to address these problems are very difficult to implement due to the typical driver behaviour in these areas.

33. Although school areas generally look chaotic and cause concern for children's safety, it is generally not the case that these areas are unsafe. It is however noted from the photographs provided with the petition that this location would benefit from the provision of parking restrictions on Dunster Road.
34. The budget for the current financial year has already been allocated but this location has been added to the list of schemes for next financial year (2020/2021). The Authority will consult on introducing double yellow lines at the Dunster Road junction with Peters Close; in addition to single yellow lining within the cul-de-sac end of Dunster Road, restricting parking during school opening and closing times.
35. In respect of the existing restrictions being breached, the Parking Enforcement Team have been made aware and the CCTV enforcement vehicle will be visiting the site to address any parking contraventions. The petitioners are also able to report contraventions on the following link: www.nottinghamshire.gov.uk/transport/road-safety/cctv-vehicle-enforcement/request.
36. It was agreed that the lead petitioner be informed accordingly.

H. Petition requesting traffic calming measures along Southdale Road, Carlton (Ref:2019/0340)

37. A 156-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Errol Henry on behalf of residents requesting that traffic calming be installed to enforce the existing 20mph speed limit.
38. Traffic calming is generally only introduced where such measures are considered the most appropriate method to address road traffic collisions that result in injuries. A review of the accident data on this road identified that between 1 January 2016 and 31 December 2018 there were no road traffic collisions resulting in serious injuries, but there were four accidents involving slight injury. This level of accidents means that traffic calming would not currently be prioritised at this location. The Council will, however, continue to monitor road traffic collisions resulting in injury at this location and consider appropriate casualty reduction measures if a pattern of treatable collisions occurs in the future.
39. In acknowledging the concerns of residents about the lack of adherence to the speed limit, vehicle activated speed signs have been installed at this location.
40. It was agreed that the lead petitioner be informed.

I. Petition requesting street lighting for the garages on Southdale Road, Carlton (Ref:2019/0341)

41. A 32-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Errol Henry on behalf of residents requesting that the County Council install street lighting on the rear access road to their garages on crime and disorder grounds.
42. This access road is not part of the adopted highway, nor a registered Public Right of Way, nor Council owned non-highway land and therefore the County Council has no authority over this location. The lighting of this private access road (which appears to be in the joint ownership of all the properties adjacent to it) would therefore be the responsibility of the land owners, as would any future maintenance be should the owner chose to introduce lighting.
43. It was agreed that the lead petitioner be informed.

J. Petition requesting traffic calming measures, to slow down traffic on Kenrick Street (Ref:2019/0342)

44. A 79-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Nicki Brooks on behalf of residents requesting traffic calming, speed cameras or signs to reduce vehicle speeds, in particular around the sharp bend on Kenrick Street, Netherfield.
45. A meeting was held in November 2018 with a concerned resident regarding this problem and a scheme was agreed to be included in the 2019/20 minor works programme to improve the signing and road markings on the road to deter speeds and also improve the visibility of the 'No Entry' signing on the road. This scheme was scheduled to be delivered before the end of the 2018/19 financial year. Traffic calming and speed cameras were also discussed, but the straight section of Kenrick Street is only 100 metres long starting at the very sharp bend, so this is more likely to be a case of inappropriate speed rather than speeds significantly higher than 30mph needing to be controlled. Traffic calming and speed cameras are also only used in response to the most severe of accident problems once all other possible options have been tried first. It was hoped that the upcoming scheme would help to curb the behaviour of a minority of drivers at this location, but the Crash Reduction Team would monitor any further accident reports received as part of their standard processes and consider if any further action is necessary.
46. It was agreed that the lead petitioner be informed.

K. Petition regarding current and impending problems with parking on Westfield Drive and Hillside Crescent, caused by hospital staff (Ref:2019/0343)

47. A 44-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Alan Rhodes on behalf of residents raising concerns about "current and impending problem with parking" on Westfield Drive and Hillside Crescent by hospital staff.
48. The roads in question are residential, located to the southwest of Bassetlaw Hospital.
49. The County Council can restrict parking by introducing limited-waiting restrictions or permit schemes that can only be purchased by residents. Limited waiting restrictions can be effective where long-stay parking is an issue by limiting the time vehicles can park. However, these restrictions usually apply to all road users and would therefore also affect

residents and their visitors in the event that there is not sufficient off-street parking available. Such restrictions are therefore only used in extreme circumstances where highway safety is compromised.

- 50. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds.
- 51. All properties on Westfield Drive and Hillside Crescent have off-street parking. As a result, this request would not be considered a priority for inclusion in a future year's integrated transport programme and so no further assessment will be undertaken. If residents are experiencing issues with people parking across their drives they are, however, able to pay to have white H-bar markings installed to help ensure access to their driveways.
- 52. It was agreed that the lead petitioner be informed.

L. Petition requesting for the resurfacing of roads in Sutton West and Sutton Central and East (Ref:2019/0344)

- 53. A 118-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Samantha Deakin requesting that the roads detailed below be resurfaced. In order to assist the petitioner regarding the recommended response to them, information to explain the different maintenance procedures and approaches referred to in relation to each of the roads follows the specific information relating to each road.
- 54. Huthwaite Road – This is the B6026 running from the B6023 Lammas Road to the B6026 Sutton Road. A section of this road was structurally patched in 2017/18. The remaining section is currently suitable for machine patching and is being considered for preventative maintenance in the near future. 'Preventative Maintenance' is a term given to a type of patching treatment which removes existing defects and also reduces the likelihood of new defects appearing by addressing areas which are likely to develop into potholes.
- 55. Willowbridge Lane – This runs from the B6023 Alfreton Road to West End / Spring Road. This is currently on the Candidate List for a Micro-Asphalt treatment, but no year has been set yet. Micro-Asphalt is a surface treatment which improves texture and ride quality of the road surface whilst also sealing any cracks to prevent water ingress, which causes damage when temperatures get below freezing.
- 56. Alfreton Road – There are numerous sections of Alfreton Road that form part of the A38, the B6023 and a historic section of the original Alfreton Road which is now unclassified, leading to Rookery Lane. There are currently a number of sections of the A38 on the Candidate List for consideration in future works programmes, most notably at the Common Road junction and at the junction with the B6023 near The Snipe public house. As for the B6023 section of Alfreton Road, currently the junction with Willowbridge Lane is also on the Candidate List for consideration in future works programmes.

At the time of writing the sites above remain on the Candidate List but no year has been set as yet for resurfacing works to be carried out.

When these works occur, they are likely to be either 40mm or 100mm deep resurfacing, due to the high usage of these roads.

57. Highway Asset Management – One of the key principles with highways asset management is to increase the use of ‘preventative non-invasive treatments’ and reduce the level of invasive high-cost worst-first resurfacing schemes where possible. Only fixing the very worst roads every year means that a lot of public money is spent on only a few sites and while this is being carried out, other sites will deteriorate to a point where they too will require high-cost resurfacing. The current strategy therefore is still to carry out full resurfacing at a limited number of sites, based upon priority, but for the cost of one resurfacing scheme, cost-effective ‘preventative’ works are carried out which saves several other sites from deteriorating to a similar level.

In the past, priority has been given to the classified road network (‘A’ & ‘B’ roads) and this has led to a gradual countywide deterioration of the Unclassified network (estate roads and some rural links - Willowbridge Lane is an example of this). The County Council is working to redress this imbalance by changing the emphasis onto saving more of this Unclassified network whilst still maintaining classified roads in a safe and serviceable condition.

The scheme selection system involves a ‘candidate list’ of potential sites in all categories, ranging from those requiring full reconstruction to those which can be saved from further damage. It is possible that some sites may have had patchwork repairs over several years in order to maintain safety and whilst they may not be aesthetically pleasing they are at least fit for purpose from a safety perspective until larger scale resurfacing can be programmed.

58. Safety – The main priority at all times is for the safety and serviceability of the highway network, including footways, cycleways and all other associated assets. For this reason, highway safety inspections are carried out at varying frequencies (monthly, quarterly, six-monthly, annually) dependent upon the hierarchy of the road / footway in question. There are a series of ‘investigatory levels’ for defects on the highway and these are assessed and attended to either as part of this inspection regime or as a result of individual enquiries from members of the public, local councillors and so on.

It is possible, in certain areas to address small sites which have received excessive patching and / or pothole repairs by carrying out surface course repairs, approximately 40mm thick, to restore sections of some roads to a serviceable condition and to prevent further use of public money in continuous reactive repairs. These sites may then be suitable for further preventative surface treatment in future works programmes.

59. Future works programmes – The above mentioned ‘candidate list’ contains numerous sites in the Ashfield area which are potentially suitable for a variety of treatments and these are continually assessed for consideration in the annual Capital Maintenance Works Programme and any additional maintenance programmes where extra funding is made available, either from the Department for Transport or local sources, such as the County Council itself. All sites are assessed against their peers both within and without District and Borough Council areas and based upon a pro-rata funding allocation connected to both network length and Road Condition Indicator (a national measure) for each road class / hierarchy to ensure an objective and fair allocation for each area.

60. It was agreed that the lead petitioner be informed accordingly.

M. Petition regarding a campaign to make roads safer in Huthwaite (Ref:2019/0345)

61. A 90-signature petition was presented to the 28 March 2019 meeting of the County Council by Councillor Tom Hollis. The petitioners request was to make the roads safer in the Huthwaite area with particular reference to Common Road and Blackwell Road.

62. Common Road and Blackwell Road are both classified roads and in the last three-year accident reporting period from 1 January 2016 to 31 December 2018, there were three accidents on Blackwell Road resulting in injuries to road users but with no clusters or accident patterns identified. Common Road had only one injury accident on record which is considered 'good' for a road with the volume of traffic it experiences.

63. To obtain the maximum reduction in road accident casualties across the county, the finite budget available for accident remedial schemes is not prioritised at sites where accidents are 'waiting to happen', or where no strong treatable accident pattern exists. In common with highway authorities around the country reported injury accident data is used to target locations where a number of injury accidents have actually occurred, and where a cost-effective solution can be devised. Through this process we are able to maximise the benefits to road users in Nottinghamshire by treating sites where higher numbers of people have been seriously injured.

64. Working with the police our accident records are updated on a regular basis; and should additional accidents occur at these sites in the future a further investigation of the characteristics will be carried out.

65. It was agreed that the lead petitioner be informed accordingly.

N. Petition regarding traffic conditions Queens Walk, Nether Langwith (Ref:2019/0346)

66. A 74-signature petition was submitted to the 28 March 2019 meeting of the County Council by Councillor Kevin Greaves on behalf of residents raising concerns about traffic conditions on Queens Walk in Nether Langwith.

67. The petition requests that a study is undertaken of the implications of traffic levels and car parking on road safety and free flow of traffic during the summer months.

68. The road in question is a narrow residential road, located to the north of the A632 Main Road. There are parking restrictions at the eastern end near the public house. A traffic survey carried out in October 2018 west of Fairfield Close suggested that the volume of traffic is extremely low: the survey only recorded an average of 266 vehicles a day. Even if the amount of traffic doubled during the summer months, it would still be far too low to justify any form of intervention to limit it.

69. Traffic speeds were also measured during the survey and, again, speeds are far too low to warrant intervention: the average speed is only 17 mph and the 85th percentile speed (the speed at which 85% of traffic travels at or below) is only 23 mph. If traffic volumes and parking levels are significantly higher in the summer months (as suggested) it is considered that this would likely only reduce speeds further, as parking acts as informal traffic calming.

- 70. Not surprisingly, there have been no reported injury accidents in the last three years, suggesting that there is no safety problem on the road that would warrant intervention.
- 71. The County Council acknowledges that at certain times on-street parking will require drivers to give way to oncoming vehicles. This is extremely common and takes place safely: it is not usually a reason to introduce traffic management measures.
- 72. Given the above, this request is not considered to be a priority for inclusion in a future year's integrated transport programme and so no further assessment will be undertaken.
- 73. It was agreed that the lead petitioner be informed.

O. Petition requesting resurfacing of Marlborough Road, Woodthorpe (Ref:2019/0348)

- 74. A 40-signature petition was submitted to the 28 March 2019 meeting of the County Council by County Councillor John Clarke on behalf Muriel Weisz requesting that Marlborough Road be resurfaced.
- 75. Marlborough Road is an unclassified local access road running between the A60 Mansfield Road and Grange Road in Woodthorpe, Nottingham.
- 76. Marlborough Road currently features as a priority 1 site for inclusion in the 2020/21 Capital Maintenance Resurfacing Programme and would be submitted for consideration by Committee as part of the future programme approval process.
- 77. In the meantime, this road would continue to be inspected and any safety defects identified that meet the necessary criteria would be repaired. If the highway authority receives enquiries relating to defects an ad-hoc inspection is undertaken and once again if any safety defects are identified that meet the repair criteria these are organised.
- 78. It was agreed that the lead petitioner be informed accordingly.

P. Petition requesting all footways be refurbished in Norwell (Ref:2019/0350)

- 79. A 91-signature petition was submitted to the 28 March 2019 meeting of the County Council by County Councillor Bruce Laughton which requested that the footways in Norwell, particularly Main Street but including others in the village be refurbished.
- 80. Main Street is the main road through Norwell, providing access to properties and the village amenities. The footway on Main Street, Norwell, does feature on the members' requests maintenance programme. Subject to Committee Approval and funding, there were plans to undertake footway resurfacing of Main Street and localised repairs in the vicinity.
- 81. In the meantime, the footway will continue to be monitored through the planned highway inspection regime until the works take place.
- 82. It was agreed that the lead petitioner be informed accordingly.

PETITION CONSIDERED BY ADULT SOCIAL CARE AND PUBLIC HEALTH COMMITTEE

Q. Petition regarding Leivers Court Care and Support Centre (Ref:2019/0347)

83. A 553 signature petition was submitted to the 28 March 2019 meeting of the County Council by County Councillor Michael Payne which requested that Leivers Court care home be kept open.
84. Approval was given to develop Extra Care Housing and promote independent living in place of the current provision of six Care and Support Centres at Full Council in February 2015. In response to consultation feedback, it was also approved that three of the centres (Leivers Court, James Hince Court and Bishop's Court) would be kept open for another three years. On 14th May 2018, the Adult Social Care and Public Health Committee approved the recommended next phase of the closure of the remaining Care and Support Centres as being: St Michael's View in March 2019 and Leivers Court in June 2019, dependent on the successful procurement of alternative services. The reports are listed as Background Papers and include the reasons for the decisions, as well as options considered.
85. Since then a great deal of work had been undertaken to ensure that appropriate alternative arrangements were in place for long term residents. Also, work had taken place in partnership with health colleagues, to ensure that appropriate alternative services were in place so that people could be discharged safely home from hospital in a timely way. Wherever possible the aim is to discharge people directly back to their own homes, with appropriate support if needed. Some people, however, may need a short stay for further assessment and/or re-ablement in an accommodation based service.
86. The outcome of this work was:
- all long-term residents living in Leivers Court had now moved into alternative placements and there were no long-term residents remaining there.
 - An Extra Care scheme had been in place local to Leivers Court since the opening of the St Andrew's scheme in Mapperley in June 2015.
 - investment in a new Home First Rapid Response Service meant that more people were now able to go directly home after a stay in hospital. This had reduced the number of people who might have needed homecare as part of their discharge plan but because it was not available quickly enough, had to move into a short term residential care bed until it could be arranged
 - increased investment in the Council's Short Term Assessment and Re-ablement Team (START), alongside a project that was increasing capacity in the service through use of technology, meant that more people were now going directly home for their re-ablement support to regain their independent living skills
 - in the south of the County, a joint plan was in development with health partners for all the short-term home and accommodation based assessment and re-ablement services that people needed to support them home from hospital or avoid an admission. As part

of this work, people who would previously have had a short stay at Leivers Court were now able to go into the health led community beds that were provided for people who had higher health needs.

87. Appropriate, alternative, short term re-ablement services were now in place that support local social care and health's principle of 'Home First' after a stay in hospital and overall there was now a greater variety of short term options available to meet older people's needs. There was also sufficient capacity and choice of independent sector residential care for older people in the south of the County.
88. In light of the information provided in this report it was agreed to not change the decision to close Leivers Court in June 2019 and to notify the lead petitioner accordingly.

Statutory and Policy Implications

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

RECOMMENDATION

It is recommended that the contents of the report be noted.

Councillor John Cottee – Chairman of Communities and Place Committee

For any enquiries about this report please contact:

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Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Arnold South – Councillor John Clarke
- Arnold South – Councillor Muriel Weisz
- Carlton East – Councillor Nicki Brooks
- Carlton West – Councillor Errol Henry
- Carlton West – Councillor Jim Creamer
- Greasley and Brinsley – Councillor John Handley
- Leake and Ruddington – Councillor Andrew Brown
- Leake and Ruddington – Councillor Reg Adair
- Mansfield East – Councillor Martin Wright

- Muskham and Farnsfield – Councillor Bruce Laughton
- Southwell – Councillor Roger Jackson
- Stapleford and Broxtowe Central – Councillor John Doddy
- Stapleford and Broxtowe Central – Councillor John Longdon
- Sutton Central East – Councillor Samantha Deakin
- Sutton West – Councillor Tom Hollis
- Worksop – Councillor Kevin Greaves
- Worksop North – Councillor Alan Rhodes