

30 October 2025

REPORT OF TRAFFIC MANAGER

The Nottinghamshire County Council (Chapel Lane, Church Street and High Street, Everton) (Prohibition of Waiting) Traffic Regulation Order 2025 (1333)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. The purpose of this report is to consider the objection received in respect of the above proposed Traffic Regulation Order to determine if the order should be implemented as shown on drawing H/TS/5198/01.

Information

2. Everton is a village in the Borough of Bassetlaw in the county of Nottinghamshire. Church Street connects Chapel Lane (via Ferry Lane) and High Street, Everton which run to the A631 and are on the bus route for the Stagecoach 27 service. Residential properties at this location are a mix of traditional brick and stone cottages, period houses and more modern properties with a combination of on street parking and private driveways that reflect the village's historic layout and varied housing style. The road is narrow in places and has bends which make visibility poor in some sections.
3. Nottinghamshire County Council has received concerns regarding inconsiderate and obstructive parking at the junctions of Church Street and High Street and opposite the junction of Chapel Lane and Ferry Lane. This reduces visibility for drivers and pedestrians using these junctions, including buses.
4. In response to these concerns, it is proposed to introduce 'No Waiting at Any time' (double yellow lines) restrictions at the location shown on drawing H/TS/5198/01. The statutory consultation and public advertisement of the proposals was conducted between 11 September 2025 and 9 October 2025.
5. Seven responses were received during the consultation, six of which support the scheme, and one which is considered an objection to the proposals.

Objections received.

Objection: The proposals will prevent deliveries and collections.

6. One respondent stated that as a result of the proposed restrictions it will not be possible to deliver or collect items for and from events. They also stated that those with mobility issues would not be able to be dropped off at the Village Hall entrance due to the proposed restrictions.

Response:

7. The proposed restriction allows vehicles to stop briefly for the purpose of loading or unloading, as there is a valid exemption for this activity. However, vehicles must be removed immediately once loading or unloading is complete.
8. Loading or unloading at this junction, however, is not considered suitable due to concerns around visibility and road safety, particularly pedestrian activity near the hall entrance. As a result, it is recommended that any loading or unloading activity should take place further north along High Street where conditions are more appropriate and safer for both road users and pedestrians.
9. Vehicles displaying a valid Blue Badge are permitted to park on yellow lines, if it is safe to do so and the vehicle does not cause an obstruction. This includes not parking within 10m of a junction as this is not permitted as per the highway code.

Other Options Considered

10. The option to not introduce any restrictions has been considered but to do so would not address the issue so was discounted. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The proposed restrictions achieve a compromise for all road users.

Comments from Local Members

11. Councillor Mike Robertson supported the scheme during the consultation period.

Reasons for Recommendations

12. It is considered that the proposed restrictions strike a reasonable balance facilitating the safe operation of the wider highway by drivers, cyclists, and pedestrians, commensurate with the Authority's duty to ensure the safe, convenient, and expeditious movement of all traffic, including pedestrians.

Statutory and Policy Implications

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

Crime and Disorder Implications

14. Nottinghamshire Police had no objections the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

15. This scheme is being funded through the Bus Service Improvement Programme capital budget totalling £575k which has been approved within the Transport and Environmental portfolio capital programme.

Human Rights Implications

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

Public Sector Equality Duty implications

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

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

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

19. The proposals have been considered against the nine protected characteristics and there should be no adverse impact. People with a disability and requiring mobility aids should benefit from a reduction in vehicles parking at junctions and obstructing pedestrian access.

Implications for Sustainability and the Environment

20. The introduction of the proposed restrictions is designed to facilitate the safe operation of the highway for pedestrians, cyclists, public transport users and drivers. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport, which have a positive impact on the environment.

Legal Implications

21. In deciding whether to make the Order, the decision-maker needs to be satisfied that it is expedient to make the TRO for, for example, avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising; for preventing

damage to the road or to any building on or near the road; for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); for preventing the use of the road by vehicular traffic of a kind or in a manner which is unsuitable having regard to the existing character of the road or adjoining property, for preserving the character of the road where it is especially suitable for use by persons on horseback or on foot; for preserving or improving the amenities of the area through which the road runs; or for improving air quality.

22. The decision-maker then needs to be satisfied that it remains expedient to make the TRO balancing the duty to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway against, for example, the desirability of securing access to premises; the effect on the amenities of the locality; the national air quality strategy; the importance of facilitating the passage of buses and of securing the safety and convenience of persons using or desiring to use buses; and of any other traffic matters appearing to the decision-maker to be relevant.

23. Finally, the decision-maker must also be satisfied that the proposed TRO will, as far as is reasonably practicable having regard to any other relevant obligations, policies and objectives, achieve the objective of securing and facilitating the expeditious movement of traffic through the more efficient use of its road network or the avoiding, eliminating or reducing of road congestion or other disruption to the movement of road traffic.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Chapel Lane, Church Street and High Street, Everton) (Prohibition of Waiting) Traffic Regulation Order 2025 (1333) is made as advertised, and the objector informed accordingly.

Name and Title of Report Author

Gareth Johnson – Traffic Manager- Nottinghamshire County Council

For any enquiries about this report please contact:

Mark Newton- Via, Improvements Design Team Manager - 0115 8041957

Legal Comments (SLR 5/11/2025)

This executive decision falls within the delegation made to the Group Manager (Highways & Transport) by the Cabinet Member for Transport & Environment on 30 May 2022. As with other regulatory or quasi-judicial decisions, this decision is not subject to call-in.

Financial Comments (GB 31/10/2025)

It is proposed that the £575k of costs set out in this report is funded from the Bus Services Improvement Programme which is already approved within the Transport and Environment portfolio capital programme. There are no Local Government Reorganisation issues arising directly from this 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

Misterton Councillor Mike Robertson