



**16<sup>th</sup> March 2017**

**Agenda Item: 10**

**REPORT OF CORPORATE DIRECTOR, PLACE  
OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS –  
UPDATE ON GROUP MANAGER APPROVALS**

**Purpose of the Report**

1. To provide Transport and Highways Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders.

**Information and Advice**

2. A Traffic Regulation Order (TRO) is a legal order, which allows the County Council to regulate the speed, movement and parking of vehicles. Nottinghamshire County Council as Local Highway Authority has a responsibility to consider all objections received before making a TRO permanent.
3. Under the committee system officers have authority to take day to day operational decisions and it is considered that many decisions on TRO's where objections are received fall within this definition. On 12<sup>th</sup> July 2012, Transport and Highways Committee approved an approach that permitted officers to deal with these matters for 3 objections or less with the following exception that are referred to the Committee for consideration, these exceptions include:
  - those which have received significant objections from consultees – more than 3 objections from separate properties that cannot be resolved by amendments to the scheme;
  - those which have received objections from the local County Councillor/s, formal decisions of District or Parish Council/s or another local authority;
  - those which have received objections from Public Transport Operators or Associations, Road Haulage Association, Freight Transport Association, Highways Agency, Traffic Commissioner or emergency service;
  - those which have received objections by petition;
  - those which have been the subject of a public inquiry.
4. The process for considering objections is by a report from Team Manager, Major Projects and Improvements (Via East Midlands) to the Group Manager, Environment and Highways. These are presented in a similar format to committee reports. This approach was agreed at the Transport and Highways Committee on 21<sup>st</sup> September 2016 following the establishment of Via East Midlands Limited.

## Group Manager Reports

5. The last update report to Committee with operational decisions was on 21<sup>st</sup> September 2016 with details of reports approved in quarter 1 of 2016-17. All operational decisions made for the remainder for quarter 2 and 3 of 2016-17 are as follows:

Title	Number of Objections	Year (Quarter)	Sign-off Date
Proposed Bus Stop Clearway (Gotham Road, East Leake – stop RU0349) – Consideration of Objections	2	2016/17 (Q3)	04/10/2016
Dawber Street and Gateford Road, Worksop (Prohibition of Waiting) Traffic Regulation Order 2016 (1195) – Consideration of Objections	2	2016/17 (Q3)	07/11/2016
Gotham Road, East Leake (Prohibition of Waiting) Traffic Regulation Order 2016 (8228) – Consideration of Objections	2	2016/17 (Q3)	07/11/2016
Tattershall Drive and Queens Road East, Beeston (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2016 (5221)	1	2016/17 (Q3)	10/11/2016
Burntstump Hill, Arnold, Calverton and Papplewick (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections	2	2016/17 (Q3)	13/12/2016
Meadowbank Way and Victoria Street, Eastwood and Nottingham Road, Kimberley (Prohibition of Waiting and No Loading Restrictions) Traffic Regulation Order 2016 (5225) – Consideration of Objections	3	2016/17 (Q3)	13/12/2016

6. For information the table below summaries the approximate numbers of TROs and bus stop clearways that were processed in the last three years together with the number of objection reports considered by either Transport and Highways Committee or the Group Manager for Environment and Highways.

Year	Number of TROs and Bus Stop Clearways	Reports Considered by Delegated Officer	Reports Considered by Transport and Highways
2016/17	120 (Q1-Q3)	10 (Q1-Q3)	11 (Q1-Q3)
2015/16	135	27	28
2014/15	165	18	19

## Other Options Considered

7. No other options were considered; the process was agreed at Transport and Highways Committee on 12<sup>th</sup> July 2012 and 21<sup>st</sup> September 2016.

## Reasons for Recommendations

8. To ensure that objections to permanent TRO's are appropriately and efficiently considered.

### **Statutory and Policy Implications**

9. 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 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**

10. The majority of TRO's are funded by the Local Transport Plan capital programme with a small number funded through revenue budgets or charged to third parties if development related. There are no direct financial implications for this report.

### **RECOMMENDATION/S**

It is **recommended** that:

1) The Committee note all TROs where objections have been considered by officers.

**Adrian Smith**  
**Corporate Director Place**

#### **Name and Title of Report Author**

Mike Barnett (Team Manager, Major Projects and Improvements) – Via East Midlands Limited

### **Constitutional Comments (SJE 07/03/2017)**

11. As this report is only for noting by Committee, Constitutional Comments are not required.

### **Financial Comments (PH 06/03/2017)**

12. There are no direct financial implications arising from this report.

### **Background Papers**

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

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.

Specific reports include:

- Proposed Bus Stop Clearway (Gotham Road, East Leake – stop RU0349) – Consideration of Objections
- The Nottinghamshire County Council (Burntstump Hill, Arnold, Calverton and Papplewick) (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections
- The Nottinghamshire County Council (Dawber Street and Gateford Road, Worksop) (Prohibition of Waiting) Traffic Regulation Order 2016 (1195) – Consideration of Objections
- The Nottinghamshire County Council (Gotham Road, East Leake) (Prohibition of Waiting) Traffic Regulation Order 2016 (8228) – Consideration of Objections
- The Nottinghamshire County Council (Tattershall Drive and Queens Road East, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2016 (5221)
- The Nottinghamshire County Council (Burntstump Hill, Arnold, Calverton and Papplewick) (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections
- The Nottinghamshire County Council (Meadowbank Way and Victoria Street, Eastwood and Nottingham Road, Kimberley) (Prohibition of Waiting and No Loading Restrictions) Traffic Regulation Order 2016 (5225) – Consideration of Objections

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

All