

**4<sup>th</sup> July 2019****Agenda Item:13****REPORT OF CORPORATE DIRECTOR PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (WATER MEADOWS,  
WORKSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER  
2019 (1234)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objections received in respect of the above traffic regulation order and whether it should be made as advertised.

**Information**

2. Water Meadows is located approximately 0.75 km west of Worksop town centre and leads directly off Newcastle Avenue, which is a primary route into the town. St Anne's Church, Hall and a small car park are located at the northern end of Water Meadows. A pedestrian route runs adjacent to the church buildings from Water Meadows to St Anne's Primary School on Harrington Street. On the eastern side of Water Meadows is a residential care home and Hall View that is a small residential cul-de-sac comprising of detached properties, all with off-street parking. A residential property, with off-street parking provision, is located on the western side of Water Meadows.
3. On behalf of residents County Councillor Greaves has requested measures to address highway safety arising from parking in the vicinity of St Anne's Church. Current parking patterns are obstructing visibility and impeding the safe and efficient movement of vehicles along the road and through junctions.
4. In response to the concerns regarding obstructive parking it is proposed to introduce 'No Waiting At Any Time' (double yellow lines) restrictions as shown on drawing H/JE/3049/001. The statutory consultation and public advertisement of the proposals was carried out between 22<sup>nd</sup> February and 22<sup>nd</sup> March 2019.
5. Fourteen responses were received during the consultation, ten of which either supported the measures, or made comments, these included:
  - Request for more / different layout of parking restrictions;
  - Request for less / different parking restrictions;
  - Requests for residents' parking schemes;
  - Concern raised regarding the potential for parking to migrate into other areas; and

- Concerns raised regarding the lack of parking opportunities for residents on Newcastle Avenue.
6. Four responses, including one from St Anne's Church, are considered to be outstanding objections to the proposals. The respondent from St Anne's Church welcomed the restrictions around the war memorial and church but objected to the remainder of the proposals.

## **Objections received**

### **7. Objection – More / different restrictions required**

Two respondents stated that the proposals would not address concerns with highway safety and that more restrictions or a different composition of restrictions were required. One respondent suggested that the entire western side of the road (from Newcastle Avenue to a point opposite Hall View) should be subject to double yellow lines and 2-hour limited waiting bays installed on the eastern side from the church car park entrance to Hall View. A second respondent suggested double yellow lines on the entire western side and a single yellow line on the eastern side, prohibiting parking for a period of two hours in the middle of the day.

### **8. Response – More / different restrictions required**

The proposals are designed to facilitate the safe movement of vehicles and pedestrians along Water Meadows, whilst retaining some on-street parking where feasible. It is recognised that the area is used for parking by residents of Newcastle Avenue and other visitors to the area and that demand for unrestricted on-street parking in the area is high. With this in mind the restrictions have been kept to the minimum considered necessary to maintain visibility at junctions and ensure that stretches of Water Meadows remain clear of parked vehicles so travelling vehicles can safely pass each other. The proposals include restrictions on the bend opposite the Church car park entrance, which will ensure that vehicles are not parked directly on the bend.

9. The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety. If parking was removed or restricted on both sides of Water Meadows for the distance requested this would exacerbate parking migration into private car parks, other residential areas and is likely to increase traffic speeds. The parking reduces the effective carriageway width and supports driver perception of the area being residential in nature, rather than a distributor road.

10. There is always a balance to be struck between competing demands for a finite resource such as on-street parking. The concerns expressed by the respondents are noted but this must be weighed against the negative effects of additional waiting restrictions.

### **11. Objection – Less / different restrictions required**

Two objections stated that the proposals were unnecessarily restrictive, unfair on local residents and detrimental to highway safety. They stated that the extent of the restrictions should be reduced and that a different composition of restrictions would be more appropriate. One suggested that the proposed double yellow lines be removed from outside the church (by the war memorial) and from the eastern side of Water Meadows, stating that residents use of the area near the war memorial did not inconvenience the church as cones were placed when funerals or weddings were planned to prevent parking. Furthermore, it was suggested that if absolutely necessary restrictions should be on the western side of the road, near the bend, to prevent parents having to cross the road and improve forward

visibility of the bend. Another respondent considered that the proposed restrictions around Newcastle Avenue and on the section of Water Meadows adjacent to the war memorial were more than sufficient and that no restrictions were necessary or appropriate on the rest of Water Meadows as this would result in parking migration to Newcastle Avenue and cause local residents inconvenience.

12. Response – Less / different restrictions required

The restrictions are intended to address highway safety concerns by facilitating the safe and efficient movement of pedestrians, cyclists and vehicles on the Highway. The proposed restrictions on Water Meadows are required to maintain visibility around the bend, provide opportunities for vehicles to pass each other and allow unobstructed manoeuvres through junctions and private accesses.

13. It is recognised that demand for free on-street parking exists, particularly in residential areas with limited off-street parking. With that balance in mind the limits of the restrictions have been kept at the minimum length and duration considered possible to ensure the effective and safe operation of the highway. It is acknowledged that this may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully. The availability of other parking provision adjacent to the proposed double yellow lines and on the wider highway network remains unaffected.

14. Objection – Parking displacement

Three respondents also referred to parking migration in their objections. Respondents stated that parking patterns would migrate from one side of the road to the other, that parking on both sides of the road would increase or that parking would move to Newcastle Avenue and other residential areas. Also, concerns were raised that these altered parking patterns would be detrimental to highway safety and that the road would become more dangerous for pedestrians and motorists. The respondent from St Anne's Church expressed concern that drivers would start to use the church car park for all-day parking.

15. Response – parking displacement

The County Council has received reports regarding obstructive parking on Water Meadows and at adjacent junctions, particularly near the church buildings. The proposed waiting restrictions are designed to facilitate the safe operation of junction and wider highway network for drivers, cyclists and pedestrians. Obstructive parking close to junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction and, where this causes an obstruction or danger to other highway users, is already an offence, enforceable by the police.

16. The restrictions will maintain visibility at junction and ensure that stretches of Water Meadows remain clear of parked vehicles to enable travelling vehicles to safely pass each other. The restrictions are designed to improve highway safety by prohibiting parking on areas of Water Meadows where parked vehicles would obstruct visibility and reduce safe movement along the highway and through junctions. The proposals include restrictions on the bend opposite the church car park entrance, which will ensure that vehicles are not parked directly on the bend. The management of parking on private land, such as the erection of warning signs or enforcement in private car parks, is not a function of the Highway Authority and is solely the responsibility of the landowner.
17. It is noted that Water Meadows is used for parking by parents and carers accessing the school, residents of Newcastle Avenue and visitors to premises in the area. The proposed

scheme is considered to offer a balanced solution between ensuring the safe operation of the highway and limiting the effect on such uses.

### **Other Options Considered**

18. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions are considered to strike a reasonable balance between the need to maintain the safe operation of the highway and recognition of the demand for on-street parking.

### **Comments from Local Members**

19. Councillor Greaves requested the measures but did not comment during the formal consultation stage but has subsequently confirmed his support for the advertised proposals.

### **Reasons for Recommendations**

20. The proposed scheme offers an appropriate solution to mitigate road safety concerns and facilitate the safe operation of the highway and junction with minimum loss of parking availability. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

### **Statutory and Policy Implications**

21. 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.

### **Crime and Disorder Implications**

22. Nottinghamshire Police noted that Water Meadows is relatively narrow, that parked vehicles reduce the available carriageway width for travelling vehicles and that the proposed prohibition of waiting restriction seemed sensible. No additional crime or disorder implications are envisaged.

### **Financial Implications**

23. The scheme is being funded through the 2019/20 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

### **Human Rights Implications**

24. 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 considered to be within the scope of such legitimate aims.

## **Public Sector Equality Duty implications**

25. 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 don't;
- Foster good relations between people who share protected characteristics and those who don't.

26. 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.

## **Implications for Sustainability and the Environment**

27. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Water Meadows, Worksop) (Prohibition of Waiting) Traffic Regulation Order 2019 (1234) is made as advertised and the objectors advised accordingly.

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

**Name and Title of Report Author**  
Mike Barnett – Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
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## **Constitutional Comments (SJE – 28/05/2019)**

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

## **Financial Comments (RWK - 22/05/2019)**

29. The estimated cost to implement the works and traffic order detailed in the report is £2,000. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 for Traffic.

## 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

- Worksop South ED Councillor Kevin Greaves