

18th October 2012**Agenda Item:7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (CLUMBER STREET,
MARKET WARSOP) (PROHIBITIONS OF WAITING) AND (ONE-WAY AND
LENGTH RESTRICTION) TRAFFIC REGULATION ORDERS 2012 (2159/60)
CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Orders proposed for Clumber Street, Market Warsop.

Information and Advice

2. As part of the Local Transport Plan a series of local transport studies have been carried out to identify how people travel around the local area to access local services and establish any related issues. In 2010 the Warsop area (including Market Warsop, Church Warsop, Meden Vale, Warsop Vale, Spion Kop and Sookholme) was selected as the location for study, and consultation was undertaken with households, businesses and local stakeholders in the area.
3. One of the issues identified during the consultation was the lack of a footway at the junction of Clumber Street and Sherwood Street in Market Warsop and safety problems this has created, particularly for pedestrians. The layout of this junction is also currently substandard in terms of visibility for turning traffic.
4. In order to address this problem a series of improvements to the Clumber Street / Sherwood Street junction have been developed. These aim to provide improved pedestrian facilities in the area, and include the narrowing of part of Clumber Street, footway build-outs on Sherwood Street and the provision of a raised plateau to enable a 1.8 metre wide footway to be provided in the vicinity of the junction. The proposals are shown on the accompanying drawing.
5. The addition of a footway results in a narrow section of carriageway at the end of Clumber Street with tight radii at the junction of Sherwood Street; in order to ensure vehicle / pedestrian conflicts are avoided it is therefore proposed to introduce a Traffic Regulation Order to restrict vehicular movements at this junction.
6. The proposed Traffic Regulation Order creates a one-way stretch of Clumber Street between Welbeck Street and Sherwood Street, introduces a ban of vehicles over 21 feet

in length from turning into Clumber Street from Sherwood Street and makes changes to parking restrictions. The alterations to parking include additional restrictions on the narrow section of Clumber Street and relaxing parts of the restrictions further along Clumber Street within the proposed one-way section.

7. The Traffic Regulation Order proposals were publicly advertised during July 2012, with notices being erected on site and published in the local press. During the advertising period 5 objections were received, which contained common issues relating to changes in traffic patterns and access arrangements as a result of the proposals. Details of the points raised are summarised below.

Objection

The one way proposals would lead to an increase in traffic flows on the Clumber Street / Ridgway Terrace route as a result of the traffic being unable to exit the area via the Clumber Street / Sherwood Street junction.

Response

Whilst it is accepted that traffic flows at the western end of Clumber Street are likely to increase as a result of the new one-way system, this should be balanced by a similar reduction in vehicle movements within the one way section. The presence of traffic calming in the area should also mitigate the localised effects of this increase and help keep the speed of traffic, and therefore its impact on the residential area, to an acceptable level. The decrease in traffic flows within the one-way section of Clumber Street will also **facilitate improvements to facilities in the area** and allow overall parking provision to be increased.

Objection

Vehicles in excess of 21 feet in length will not be able to access premises within the one-way section of Clumber Street as a result of a ban on long vehicles entering Clumber Street from Sherwood Street.

Comment

The provision of footway is integral to the improvements at the junction of Clumber Street and Sherwood Street, and this can only be achieved at the expense of turning and manoeuvring space at the junction. Traffic counts have shown that only very occasionally (once every few days) does a vehicle in excess of 21 feet require access to the area, and it is considered, therefore, that this level of demand would not merit changes to the scheme. Local businesses will be encouraged to ensure deliveries are carried out using smaller vehicles wherever possible. **Where a vehicle over 21 feet long is the only option arrangements can be made with the Police to escort the vehicle into the area against the one-way system.**

Objection

Passing trade to business premises within the one way section would be reduced as a result of the proposals.

Response

Observations have shown that the majority of vehicles travelling on Clumber Street are locals either accessing residential premises or car parking areas within the town centre, as such it is not considered that they represent passing trade given their familiarity with

the area. The improvements to pedestrian facilities are intended to make the area more pedestrian shopper-friendly.

Objection

Additional yellow lines have been proposed in areas where parking is currently allowed, particularly in locations near shops and local businesses where people often need to park for a short time to collect or deliver goods.

Response

The proposals rationalise parking restrictions in the area, with additional parking being introduced in some areas to mitigate the loss of residential parking in others, so whilst some of the narrower sections have had yellow lines extended, other areas close by have had them reduced with a resultant increase in overall parking space in the area within a reasonable distance of most premises. Loading is still permitted as an exemption to the parking restriction Order and therefore would be permitted outside business premises.

Objection

A number of comments have been made regarding the physical features accompanying the Orders, and the fact that they may impede some vehicle movements.

Response

Physical features such as kerb buildouts and revised junction radii have been introduced for safety reasons and designed taking into account current guidance and the requirements of local traffic and pedestrians. They will therefore accommodate any necessary vehicular movements into and out of adjacent premises, and are of sufficient width to allow safe use by pedestrians where necessary.

Other Options Considered

8. The TRO proposals are considered the most appropriate to ensure the physical scheme is successful in improving pedestrian facilities and reducing the likelihood of conflicts in and around the Clumber Street / Sherwood Street junction.

Reasons for Recommendations

9. The recommendation is made as it is considered that the benefits of the scheme address concerns which have been expressed locally regarding the safety of road users and protection of the amenities of the area. The local County Councillor John Allin supports the proposals.

Statutory and Policy Implications

10. 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

11. The scheme, including physical measures and TRO works, will cost in the region of £50,000 and is being funded through the Local Transport Plan for 2012/13.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Clumber Street, Market Warsop) (Prohibitions Of Waiting) and (One-Way And Length Restriction) Traffic Regulation Orders 2012 (2159/60) are made as advertised and the objectors advised accordingly.

**Andrew Warrington
Service Director (Highways)**

For any enquiries about this report please contact:

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Constitutional Comments (SB 20/09/12)

13. Committee has the power to decide the Recommendation.

Financial Comments (IC 20/09/12)

14. The financial implications are stated in paragraph 11 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.

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

Councillor John Allin - Warsop