

17 May 2018

Agenda Item: 5

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN WEST BRIDGFORD) (PROHIBITION OF WAITING AND AMENDMENTS TO RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2018 (8265)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised with the amendments detailed in the recommendation and shown on drawings H/SLW/2621/01 Rev A, H/SLW/2624/01 and H/SLW/2624/01 Rev A.

Information

2. Nottinghamshire County Council has received requests for measures to prevent parking at various locations in the West Bridgford area that is obstructive and affecting visibility for highway users or impacts on the efficient operation of the highway. The junctions are on residential roads within West Bridgford and include Edward Road, Holme Road, Trent Boulevard, Avon Gardens, Gresham Close, Eton Road, Musters Road, Priory Road and Abbey Road.
3. There is significant demand for on-street parking in these residential areas. However, capacity is constrained by several factors including vehicle accesses, pedestrian crossing points and the road width. Obstructive parking too near to junctions, bends or crossing points reduces visibility for vehicles, pedestrians and adversely affects the efficient operation of the highway. This includes causing delays to bus services and Trent Barton are supportive of the proposals.
4. As a result, it is proposed to introduce 'No Waiting at Any Time' (double yellow lines) restrictions at the locations listed below:
 - Abbey Road – drawing H/SLW/2592/01
 - Avon Gardens – drawing H/SLW/2621/01
 - Eton Road and Musters Road – drawing H/SLW/2622/01;
 - Gresham Close – drawing H/SLW/2623/01;
 - Edward Road, Holme Road and Trent Boulevard – drawing H/SLW/2624/01;

5. In addition, it is proposed to amend an existing residents' parking scheme and introduce a single yellow line on Priory Road; as shown on drawing H/SLW/2625/01.
6. The County Council has also been undertaking a strategic parking review on residential streets in the vicinity of the town centre. The first phase has been partially completed with changes being undertaken on Park Avenue and objections considered at the committee meeting on 19th April 2018 to implement parking changes on Epperstone Road, George Road and Patrick Road. Additional work is being carried out to determine whether further phases are appropriate and what form they may take. Whilst it is anticipated that there may be some parking displacement it is not considered that they will have a significant impact on the next phase of the parking review as the proposals set out in the report are in response to localised issues.
7. The statutory consultation and public advertisement of the proposals was carried out between 5th February and 5th March 2018.
8. A total of 77 responses were received to the consultation during the advertisement period. This included 36 expressing support for the proposals including Councillor Gordon Wheeler, 9 requesting additional highway measures / or commenting on highway issues. There were 32 responses objecting to the proposals.
9. Responses to the consultation have been reviewed and amendments have been made to the scheme proposed to address some of the concerns raised. These changes to the advertised proposals together with the approval of a residents' parking scheme, mitigate several objections. The scheme revisions consist of:
 - Avon Gardens – 10m reduction in extent of the proposed restrictions as shown on drawing H/SLW/2621/01 Rev A
 - Holme Road – 6m reduction in extent of the proposed restrictions as shown on drawing H/SLW/2624/01 Rev A
 - Edward Road – 9m reduction in extent of the proposed restrictions as shown on drawing H/SLW/2624/01 Rev A

Objections received

10. Twenty-nine objections remain outstanding across all the sites, these include:
 - Edward Road – 15 objections
 - Abbey Road – 10 objections
 - Holme Road – 1 objection
 - General – 3 objections
11. Objection (Edward Road)

Fifteen objections were received relating to the proposals on Edward Road. Respondents objected on several points; primarily relating to the loss of on-street parking for residents and visitors, safety concerns for people and vehicles parking further away from their homes and parking migration. Other comments made included questions regarding effective enforcement of the restrictions, comments regarding parking demand (particularly on match days) and concerns regarding the effect of parking restrictions on house prices.
12. Response (Edward Road)

There are many competing demands for free, convenient on-street parking in this area and when dealing with a finite resource it is not possible to meet all these demands for

parking. The original scheme proposed a 27m double yellow line restriction on the raised plateau area on Edward Road, which would prevent parking around the point where a footpath emerges. This footpath provides a direct pedestrian route for residents of Trevelyan Road, Ella Road, Crosby Road and Edward Road to West Bridgford town centre. The route is used by pedestrians, including vulnerable users such as school children, throughout the week. Visibility for pedestrians crossing over Edward Road is adversely affected by the proximity of parked vehicles.

13. The County Council has no duty to provide on-street parking and there is no legal right for a householder to park in proximity to their property. It is recognised that demand for such parking exists, particularly in residential areas with little off-street parking, and the proposed restrictions have therefore been reduced by 9m. The new proposed extent is considered to be the minimum necessary to ensure that parked vehicles do not obstruct the footpath crossing point, nor adversely affect visibility for pedestrians. The implementation of an additional 18m of 'No Waiting At Any Time' at this location only equates to parking provision for up to 4 vehicles, possibly 5.
14. It is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an obstruction. This may require drivers with no private off-street parking provision to park further away from their property to ensure their vehicle is parked appropriately.
15. It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the proposed restrictions are required to keep the approaches to the crossing point clear. The scheme has been designed with the aim of maintaining the availability of on-street parking where possible, without compromising the safe and effective operation of the highway. The restriction will necessitate transference of no more than 5 vehicles at any one time.
16. There is always a balance to be struck between competing demands for a finite resource; it is considered that the revised scheme, with shorter extent of restrictions offers the best solution improving safety for pedestrians with minimal anticipated migration of parking.
17. Objections (Abbey Road)
Ten objections were received relating to the proposals on Abbey Road. Respondents cited several reasons for their objections, these included the loss of on-street parking for residents and visitors, potential for increased obstruction of driveways by parked vehicles and parking migration. Requests were made for more restrictions, for a resident parking scheme and questions were raised regarding parking strategies and whether a new park and ride would be introduced. A respondent also queried where people working in West Bridgford were supposed to park.
18. Response (Abbey Road)
There are many competing demands for free, convenient on-street parking and this highway space is a finite resource which cannot always meet the demands placed upon it. Abbey Road is a bus route used by several services including; Mainline, Rushcliffe Villager, The Cotgrave, 822 and the Shoplink S1.
19. The route is served by buses every six minutes during peak periods, and buses operate throughout the day and into the night, throughout the week. Parking on both sides of Abbey Road is impeding the passage of all vehicles but particularly buses. The obstructive parking has caused significant problems to the operation of the bus services, inhibiting the buses from stopping to set down and collect passengers and in travelling along the route. At this location problems are predominantly in the working day caused by an influx of non-residents but the

proposals will ensure this route is kept clear at all times including weekends and evenings when intrusive parking can occur due to sporting events in the local area thus maintaining sufficient width for buses and traffic to pass.

20. Trent Barton stated that their services are “regularly delayed and occasionally stuck altogether as non-deliberate inconsiderate parking restricts road space and makes it impossible for two vehicles to pass. This causes an average delay of around 2 minutes, although this can be significantly increased depending on the parking at the time. At peak times this can impact 20 buses an hour, as the problem affects vehicles traveling both directions along the road.” Trent Barton states that the proposed parking restrictions will significantly improve this situation and enable “our services to operate with much improved punctuality, which we know from...research projects is our customers’ number one priority”.
21. All properties on Abbey Road have off-street parking and the western side of the road will remain unrestricted, providing parking opportunities for residents and their visitors. As properties on this part of the road all have off-street parking provision the street does not meet the Nottinghamshire County Council criteria for the introduction of a residents’ parking scheme. An appropriate measure to help alleviate residents’ difficulties with vehicle access / egress to properties is the provision of advisory ‘H bar markings’ and these can be provided in line with the County Council’s charging policy (£200) on request from residents.
22. Resolved Objection (Avon Gardens)
One respondent, West Bridgford Infant School, requested that the proposed double yellow lines be reduced in length to retain more on-street parking availability, as the school had no off-street parking facility.
23. Response (Avon Gardens)
In response to the request made by West Bridgford Infant School, the proposed restriction on Avon Gardens was reduced in length by 10m as shown on drawing H/SLW/2621/01 Rev A. Approval at the Communities and Place Committee meeting on the 19th April 2018 to implement a residents’ parking scheme means that there are no outstanding objections relating to the Avon Gardens proposals.
24. Objection (Holme Road)
One objection was received to the proposed restriction. The objection was to the proposed double yellow lines on the south side of the road only and cited the loss of on-street parking, which was used by visitors to nearby properties, including carers. They stated that the dropped kerb was already protected because it was illegal to obstruct a dropped crossing. The respondent stated that the proposals should be increased on the northern side of the road to meet existing restrictions on Pierrepont Road.
25. Response (Holme Road)
The demand for on-street parking is noted and as such the restrictions are proposed only in proximity to the footpath entrance. In response to the request made by the objector, the proposed restriction on the south side of Holme Road was reduced in length by 6m; as shown on drawing H/SLW/2624/01 Rev A. This revised length (11m) is considered the minimum length necessary to maintain visibility for pedestrians crossing from the southern side of the road (which has a footway) to the footpath and entrance to The Hook, on the northern side of the road. It should be noted that there is no footway on the northern side of Holme Road so all pedestrians using the footpath access must cross the road from the southern side. Unrestricted on-street parking is available away from the crossing point, along Holme Road, offering alternative parking provision for visitors.

26. Objection - to all or part of proposed restrictions

Three objections were received relating to some or all the proposals. One respondent objected to the loss of on-street parking in Lady Bay area, also they stated that they would have no objection to sensible larger areas of double yellow lines around Lady Bay School and the Post Office. A second objector stated that double yellow lines are a blunt instrument that prevent parking at any time of the day affecting residents who already have only limited on street parking facilities commenting that a more appropriate approach would be to provide limited parking in some areas. A third respondent objected on the grounds that no provision has been made for those visiting or working in the area

27. Response - to all or part of proposed restrictions

The total length of proposed parking restrictions in the Lady Bay area now consists of 16m of double yellow lines; 11m on Holme Road and 5m on Trent Boulevard adjacent to a junction and bus stop clearway. It is not considered likely that any significant level of parking will be displaced by these restrictions into other areas of Lady Bay. There are no plans to introduce additional parking restrictions around the school or Post Office as these areas are already controlled by a mixture of double-yellow lines, zebra crossing zig-zags, bus stop clearways and 'School Keep Clear' markings.

28. Double yellow lines are proposed because the detrimental effect of obstructive parking in close proximity to highway junctions and crossing points would be present at all periods of the day as pedestrian and vehicle movements are made at these locations throughout the day and night, every day of the week. As such it is not considered appropriate to limit the duration of the waiting restrictions from double yellow lines (in operation at all times) to single yellow lines (in operation only at specified times and days).

29. Whilst the demand for long-term or commuter on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. The proposals are being introduced to address the problem of obstructive parking on highway users. Short-term limited parking remains available in West Bridgford town centre car parks for visitors to the area.

Other Options Considered

30. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions have been revised, where possible, in response to comments received and 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

31. Councillor Liz Plant did not formally comment on the proposals. Councillor Wheeler expressed support for the proposals located within West Bridgford West ED.

Reasons for Recommendations

32. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including non-drivers; who live in or visit the area. The proposals will also assist bus services helping to reduce delay due to inconsiderate parking improving service reliability and punctuality.

Crime and Disorder Implications

33. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

Financial Implications

34. The scheme is being funded through the 2018/19 Traffic Management Revenue budget for Rushcliffe with an estimated cost to implement the works and traffic order of £5,000.

Human Rights Implications

35. 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

36. 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.

37. 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.

Safeguarding of Children and Adults at Risk Implications

38. The proposals are intended to have a positive impact on all highway users.

Implications for Sustainability and the Environment

39. 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 (Various roads in West Bridgford) (Prohibition of Waiting and amendments to Residents' Controlled Zone) Traffic Regulation Order 2018 (8265) is

made as advertised, subject to the following amendments, and the objectors informed accordingly:

- Avon Gardens (the east side) – Implement ‘No Waiting At Any Time’ restrictions from a point opposite a point 15 metres south of its junction with George Road in a northerly direction for a distance of 24 metres rather than the 34 metres advertised. Revisions as shown on drawing H/SLW/2621/01 Rev A.
- Holme Road (the south side) – Implement ‘No Waiting At Any Time’ restrictions from a point opposite a point 17 metres west of its junction with Mona Road in a westerly direction for a distance of 11 metres rather than the 17 metres advertised. Revisions as shown on drawing H/SLW/2624/01 Rev A
- Edward Road (the south-west side) – Implement ‘No Waiting At Any Time’ restrictions from the boundary between properties No’s 112 & 114 Edward Road in a north-westerly direction for a distance of 18 metres rather than the 27 metres advertised. Revisions as shown on drawing H/SLW/2624/01 Rev A

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 97 73118

Constitutional Comments [SLB 18/04/2018]

36. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [SES 18/04/2018]

37. The financial implications are set out in 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, 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

West Bridgford North ED
West Bridgford West ED

Councillor Liz Plant
Councillor Gordon Wheeler