



REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (AURILLAC WAY, HALLCROFT ESTATE, RETFORD) (PARKING AND WAITING RESTRICTIONS) TRAFFIC REGULATION ORDER 2014 (1155)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order.

Information and Advice

2. Aurillac Way is on the Hallcroft Industrial Estate on the edge of the market town of Retford. The Hallcroft estate is located off the A638 to the North West side of Retford with the A1 / A1M approximately 3 miles away (J34 Blyth). Aurillac Way contains a variety of businesses examples include haulage companies, blast cleaners, marquee hire, builders merchants, vehicles repairs, post office delivery office and a café.
3. The County Council has received a complaint through the local member, Councillor Ian Campbell that parking on the estate is causing issues with vehicle access for day to day operations and deliveries that is resulting in the company losing trade due to difficulties encountered. Other points raised include companies using available space onsite for business activities rather than providing employee parking provision as stipulated under planning conditions and vehicles parked on footways obstructing pedestrians.
4. As a result of these concerns the County Council has completed a statutory consultation, two rounds of public advertisements and met with local businesses, these exercises have generated competing demands for which a balanced solution has been sought. The final proposals, which can be seen on the enclosed drawing B/TM/DAS/TRO1155/3 were publicly advertised from the 12th June 2014 to 3rd July 2014.

Objections received

5. During the consultation period 12 individual responses were received with 8 of these being considered as objections. Four local businesses support the proposals with one business commenting that they had concerns about displaced

parking causing access difficulties and requested double yellow lines installed on the entrance. It has been suggested that an appropriate measure is the provision of an advisory 'H bar marking' and this could be provided in line with the County Council's charging policy and this has been agreed by the business. The original complainant objected to the initial proposals but following further discussions and changes incorporated into the latest set of proposals has now confirmed support.

6. Objection 1, 2 and 3

Objections have been received from the owner of Units 1 to 10 and proprietors of two of the units. The objectors suggests that congestion is not a problem on the estate and any issues caused are due to large commercial vehicles attempting difficult manoeuvres into business premises utilising and blocking the available road space for minutes at a time. The business proprietor is objecting on the basis that any reduction in the availability of on-street parking would be detrimental to trade and furthermore suggests that vehicle parking will be displaced to other areas of the estate and Hallcroft Road itself. It is acknowledged by the objectors that the revised proposals to include waiting time restrictions outside the units may help with turnover and availability of space they suggest the same restrictions should apply opposite where double yellow lines are proposed.

Response

Units 1 to 10 are situated close to the only entrance to Aurillac Way off Hallcroft Road. Restrictions were modified to include a 2 hour limited waiting parking bay (originally the proposal was to leave unrestricted outside the units) as a result of comments received. The intention being to provide an area where there is a turnover of parking and 2 hours proposed to meet the needs of different businesses.

No waiting at any time restrictions are proposed opposite the units to provide a clear and unobstructed passage for vehicles requiring access further into the estate. Reports and evidence provided indicate that this area can on occasion become congested when vehicles are parked on both sides, bays have been positioned to maximise limited waiting parking opportunities whilst maintaining a clear and safe access into the site.

Further unrestricted parking and limited waiting is provided further into the estate to minimise displacement onto Hallcroft Road.

7. Objection 4

A haulage firm supports the proposals in principle but raised concerns that indiscriminate parking will continue in areas on other unrestricted areas within the industrial estate.

Response

The latest advertised proposals include additional no waiting restrictions on a bend and turning point further into the estate (junction of south-west and south-east sections) to help alleviate concerns about parked vehicles restricting vehicle movements. Proposals also include a length of limited waiting on the south-west

section to prevent all day parking and provide short term parking provision further into the estate.

8. Objection 5

A small local firm supports the proposals in principle and has ample off road parking facility but raised concerns that small firms opposite the Post Office depot will be jeopardised and one side of the road should be available for parking alongside the smaller units.

Response

Limited waiting has been included along this section of road and located to maximise parking space whilst providing protection to junctions, accesses and maintaining a clear route through for large vehicles.

9. Objection 6

A local manufacturing firm objects to the scheme stating that the proposed double yellow lines will create havoc with day to day operations due to deliveries which have to be loaded or unloaded from the road. In addition the firm states all available road space is available for staff parking.

Response

The proposed double yellow line restrictions do not include loading restrictions. The proposed restrictions should allow a clear section of road that can be used for loading activities providing this is done in a safe and unobstructed manner. Areas of unrestricted parking are still available on the industrial site and can be utilised if done so in a considerate manner. In addition individual or a group of businesses can develop travel plans to encourage safe, healthy and sustainable travel options.

10. Objection 7

A further business on the north-east section is also concerned that the restrictions will further displace and worsen current problems with parked vehicles restricting access, particularly with the double yellow lines planned on the inside of Aurillac Way around the central section.

Response

The proposals are aimed to provide a balanced solution between providing safe and unobstructed access, short term parking provision and areas of unrestricted parking. The proposed double yellow lines on the inside of Aurillac Way around the central section were considered appropriate due to location of accesses and reported problems. It was considered unnecessary at this stage to include additional double yellow lines on the northeast section as vehicles can travel gain access to business premises from either direction on the industrial site depending upon circumstances. The County Council will continue to monitor reports of traffic issues following the implementation of new proposals.

11. Objection 8

A business on the north-west section accepts that the proposed double yellows fronting the business at the junction are necessary, but objects to other proposals

on the basis that the restriction will reduce accessibility and have a severe knock on effect to their business.

Response

The proposals are considered to be the minimum necessary to ensure businesses can operate efficiently without issues caused by indiscriminate parking. Areas of limited waiting parking have been provided for short term visitors and unrestricted parking is still available within the estate. As previously described businesses can develop travel plans to promote sustainable travel options or alternatively reconfigure layouts internally to provide adequate parking provision.

12. Objection 9

A business on the north-west section accepts that in general the proposals are a very good idea. However, the business has raised concerns that parking will displace into the first available section of unrestricted highway after the double yellow lines which is suggested will affect day to day operations dramatically due to the required lorry manoeuvres into the yard for unloading deliveries.

Response

The current proposals have been subject to a number of consultation rounds and are considered to be the minimum necessary to ensure businesses can operate efficiently without issues caused by indiscriminate parking. The proposed double yellow do not include loading restrictions and should also help keep areas of highway clear to aid vehicle manoeuvres. As previously stated the County Council will continue to monitor reports of traffic issues following the implementation of new proposals.

Other Options Considered

13. Other options considered relate to the extents / types of restrictions and these have been reflected in the multiple rounds of consultation undertaken by the County Council.

Comments from Local Members

14. The local County Councillor Ian Campbell promoted the scheme and need for parking restrictions.

Reasons for Recommendations

15. The proposals are to be introduced to improve access for large goods vehicles around the Industrial Estate as a result of complaint regarding indiscriminate parking of vehicles. Parking places limited to 2 hours (no return within 1 hour) are to be provided to allow parking for customer vehicles whilst encouraging vehicle turnover.

Statutory and Policy Implications

16. 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

17. The scheme is being funded through the 2014/15 Traffic Management revenue budget – Bassetlaw at a cost of £2,000.

Crime and Disorder Implications

18. Nottinghamshire Police have made no comments on the proposal.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Aurillac Way, Hallcroft Estate, Retford) (Parking and Waiting Restrictions) Traffic Regulation Order 2014 (1155) is made as advertised and the objectors advised accordingly.

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Service Director (Highways)

Name of Report Author

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Title of Report Author

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For any enquiries about this report please contact:

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Constitutional Comments (LM 25/06/14)

19. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TMR 26/06/14)

20. The financial implications are stated in paragraph 16 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, 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

Retford West ED

Councillor Ian Campbell