



Meeting **ENVIRONMENT & SUSTAINABILITY SELECT COMMITTEE**

Date **Monday, 24 April 2006**

agenda item number

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From: **Cabinet Member for Environment and
Sustainability**

REPORT FOR THE PERIOD MARCH 2006

I have reported the following items to Council on 6 April 2006:

- Building Better Communities Update
- Accident Reduction Figures
- Policy for the Management of Motorised Vehicle Use on Rights of Way
- Charges for Transportation Services
- Retford Bus Station

1. **A1 Peterborough to Blyth: Markham Moor Junction Improvements**

It has previously been reported to this Committee that the Highways Agency is proposing to replace each of the three roundabouts on the Nottinghamshire section of the A1 ie Blyth, Markham Moor and Five Lanes End, with improved multi-level junctions. The objective of the scheme is to improve road safety and reduce congestion.

The draft Orders and Environmental Statement for Markham Moor were published by the Secretary of State in June 2005 and the Authority raised an objection to the compulsory purchase of some land comprising part of the Council depot. This is likely to prejudice the operation of the depot and any future plans to rationalise maintenance and gritting operations from this site.

Following the consultation period and public exhibition some amendments have been made to the layout to minimise the land required to build the new junction. An additional area has also been included for the translocation of the Site of Importance for Nature Conservation (SINC) which is one of only ten sites in the county where pyramidal orchids occur.

I have approved the County Council's response to the amended draft Orders which strongly supports the republished scheme and thanks the

Highways Agency for amending the scheme to overcome our earlier concerns.

2. **Penniment Lane, Mansfield: Prohibition of Driving**

Since the opening of the Mansfield Ashfield Regeneration Route traffic has been transferred from Penniment Lane to the new road. However, drivers continue to use Penniment Lane as a short cut to avoid the traffic lights at the Abbott Road junction and there are growing complaints from residents about the number and speed of vehicles using the road. Therefore, it was proposed to close Penniment Lane to traffic.

One objection was received from a local farmer who claimed that the road closure would cause him considerable problems farming his land and accessing market towns. I have looked again at the proposals, but have concluded that the closure will not affect access to the farmer's land. Farm vehicles will no longer be able to access Beck Lane via Penniment Lane, but will need to use MARR. This will involve additional mileage of about 175 metres per journey. I have approved the prohibition of driving.

3. **Stratford Road and Wellington Crescent, West Bridgford: Proposed Traffic Regulation Order**

No waiting at any time restrictions were proposed for the western side of Stratford Road in the vicinity of Church Croft, an elderly persons' housing complex, following concerns about inconsiderate parking. This causes problems for residents, particularly those with mobility problems. Restrictions are also proposed around the junction between Stratford Road and Wellington Crescent. In both locations the emergency services agree that access is a problem due to the nature of the on street parking.

Following consultation, one objection was received to the proposals around Church Croft suggesting that residents on the opposite side of Stratford Road could be inconvenienced and suggesting ways of creating further parking eg by removing the planters. I have considered this objection but have concluded that the TRO will be implemented.

A number of objections were made to the proposals for Wellington Crescent and, as a result, the area covered by the TRO has been reduced. Therefore, I have approved a revised TRO for this location.

4. **Albert Road Area, West Bridgford – Proposed Residents' Parking Scheme**

The Traffic Regulation Order for the Residents' Parking Scheme around Albert Road is part of the development of the Marks and Spencer food store. It aims to address problems associated with

“shopper” parking and enable local residents to park on street close to their homes. The current moratorium on Residents’ Parking Schemes is not applicable in this situation as funding for the scheme is being met by the developer.

An initial survey of all the directly affected households showed that 87% of the 83% who responded, were in favour of the proposals. However, following formal consultation a number of objections were received. Many of these anticipate increased vehicle speeds and “rat-running” as a result of a reduction in on-street parking and suggest further engineering measures. However, sufficient on-street parking should remain to prevent this, but a further review of the store’s effects on the highway will be carried out within 2 years.

A large number of objections were also received from employees of local businesses. Current Planning Policy Guidance states that parking strategies in town centres with good transport links should promote environmentally friendly travel choices by providing short stay shoppers car parks which discourage commuting by car. The onus is on the employer to provide adequate parking facilities. The TRO does not include any additional restrictions on loading.

I have looked closely at all the individual objections made, but have decided, on balance, to approve the TRO for the Residents’ Parking Scheme which, I believe, will be of benefit to the majority of residents in the area.

5. **Appleton Gate and George Street, Newark: Prohibition of Waiting**

Conditions in Appleton Gate and George Street were investigated following complaints about parking from local traders. George Street is only a short distance from Newark Northgate Train Station and is regularly used by commuters for parking causing difficulties for local residents and traders. It was proposed to introduce no waiting at any time restrictions along one side of George Street. One objection was received on the grounds that the proposals should be stricter. I have agreed that the TRO should be implemented.

6. **North Gate and Cow Lane, Newark: Prohibition of Waiting**

North Gate and Cow Lane are situated close to the Newark Town Centre and the railway station and are regularly used by commuters for parking. Vehicles are often parked up to business and private accesses and junctions causing problems with visibility and road safety. Two objections were received to a proposal to introduce no waiting at any time restrictions. One stated that the proposals would only aggravate the parking problems; the other preferred a daytime only restriction. I have looked at the proposals again, but have concluded that safe access to and from the roads and private accesses

should be maintained at all times. Therefore, I have approved the Traffic Regulation Order.

Councillor Stella Smedley
Cabinet Member for Environment and Sustainability

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