



8th January 2015

Agenda Item: 6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (PARK HILL, AWSWORTH) (PROHIBITION OF WAITING) ORDER 2015 (5176)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above waiting restriction and decide whether it should be made as advertised.

Information and Advice

2. The Park Hill area within Awsworth in the Broxtowe area comprises Park Hill, Park Avenue, Attewell Road and Station Road. This is a densely built residential area with a mixture of property types but there are a high proportion of terraced properties with no off-street parking. Demand for on-street parking in some locations can frequently exceed supply and this leads to vehicles being parked closer to junctions than the 10m stated in the Highway Code. At some locations, vehicles are parked on both sides of the road in close proximity to the junction. This forces motorists into a single lane when entering and exiting the side road junction.
3. Local County Councillor, Ken Rigby, raised the issue of obstructive parking at two junctions in the area following concerns raised by constituents. The County Council considered this request, factoring in the character of the roads in that area together with the prevalent parking patterns and now proposes to introduce no-waiting traffic order restrictions at two locations in the area to improve visibility and safety for both motorists and pedestrians. No Waiting At Any Time (double yellow lines) are therefore proposed at Park Hill / Park Avenue junction and at Attewell Road / Park Hill junction.
4. The proposals were initially consulted on between 15th May 2014 and 5th June 2014, with double yellow lines extending approximately 6m (minimum length) from the Attewell junction and 10m on the Park Avenue junction. In response to comments from consultees the double yellow lines on Park Avenue were extended from 10m to 15m to provide better visibility and carriageway space at the junction.
5. These revisions were publicly advertised between 16th July 2014 and 11th August 2014, as shown on the attached plan H/04078/1991/01.

Objections Received

6. During consultation, seven responses were received. A number of comments were raised:
 - Concerns that the restriction would further reduce the availability of on-street parking;
 - Concerns that the restriction would move parking further down the street and potentially result in obstruction of driveways as pressure on kerb space intensified;
 - Requests for these or limited waiting restrictions to be extended / introduced at other junctions;
 - Concerns that the restrictions would result in increased pavement parking and double parking;
 - Requests that public highway be designated as private parking for certain households.
7. Replies have been sent direct to respondents and four replies are considered to be outstanding objections to the proposals.
8. Objections
The common theme on all outstanding objections was that the restrictions would reduce the availability of on-street parking.

Response

The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction.

The primary purpose of the highway is to facilitate the movement of people and vehicles not as parking for vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum lengths considered possible to ensure effective operation of each junction.

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 (£175) on request from local residents.

Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. However as identified above at the Attewell Road junction the restrictions are proposed at the minimum length which will maximise parking availability whilst maintaining a reasonably clear junction, and at the Park Avenue junction a requirement for greater visibility and carriageway space indicates a 15m restriction to be the most appropriate length.

Comments from Local Members

10. County Councillor Ken Rigby met with the designer to develop the revised scheme.

Reasons for Recommendations

11. The proposals contained in the Park Hill no-waiting order are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

12. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), 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.

Financial Implications

13. The scheme is being funded by the TM Revenue Budget (Broxtowe) for 2014/15 and will cost in the region of £1,200.

Crime and Disorder Implications

14. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Park Hill, Awsworth (Prohibition of Waiting) Order 2015 (5176) is made as advertised and objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author
Mike Barnett

Title of Report Author
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SJE – 10/12/2014)

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

Financial Comments (TMR 10/12/2014)

16. The financial implications are set out in paragraph 13 of the report.

Background Papers

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.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Electoral Division(s) and Member(s) Affected

Kimberley ED Councillor Ken Rigby