

15 June 2021

Agenda Item:12

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (SLACK WALK AND
ALDERSON ROAD AREA, WORKSOP) (PROHIBITION OF WAITING
AND PARKING PLACES) TRAFFIC REGULATION ORDER 2020
(1246)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made, as advertised, subject to the amendments shown on drawing H/JAB/3334/01/B.

Information

2. Slack Walk is located to the south-west of Worksop town centre and is within a short walking distance of the town centre shops and offices. The north-eastern half of Slack Walk currently has double yellow lines on its north-western side though no such restrictions on the opposite side. The south-western half of Slack Walk has residential properties on both sides and junctions with other residential roads, part of the wider housing estate. The roads included in the order are all residential and are subject to varying degrees of on-street parking, including that from town centre shoppers and workers. The town centre car parks charge a fee for parking; it is thought that some drivers try to avoid the charge by finding alternative parking opportunities on the adjacent Highway network.
3. On behalf of residents the former County Councillor requested measures to address highway safety issues arising from parking in the vicinity of Slack Walk. As a result of this request a letter was sent to residents in June 2019 asking for their opinions and suggestions on to inform a preliminary design.
4. In response to comments received regarding the initial consultation a proposal was drawn up and sent out for public consultation between 15th January 2020 and 14th February 2020 (as shown on drawing H/JAB/3334/01). During the consultation period 19 responses were received many of which requested additions and changes to the proposals.
5. After consideration of these comments a revised scheme was drawn up in March 2020 but, due to the effects of the Covid 19 restrictions, could not be sent out for consultation until September 2020. The revised consultation was carried out between 23rd September and 23rd October 2020. The revisions included the removal of all the previously proposed limited waiting (two-hour) parking bays on Slack Walk and some of those proposed for Humphries

Gardens. In response to requests by residents some of the previously proposed double yellow lines, on Slack Walk and Hartland Road, were lengthened and extra single yellow lines (no waiting on Monday to Saturday between 8am and 6pm) were proposed for Alder Close.

6. The majority of the two-hour parking bays were removed from the revised scheme due to concerns that the restrictions would push long-term commuter parking further into the surrounding residential streets. On Humphries Gardens some of the limited waiting bays were retained to give the residents and their visitors more opportunities and flexibility to park on-street. The revised proposals are shown on drawing H/JAB/3334/01/A.
7. Ten responses were received to the revised consultation, three of which made requests or expressed support for the proposals. In response to further requests received, it is proposed to amend the advertised proposals to shorten the double yellow lines outside 22 Slack Walk and outside 8 Hartland Road, as detailed on drawing H/JAB/3334/01/B. The remaining seven responses are considered to be outstanding objections to the scheme.

Objections Received

8. Objection – Does not want parking bay opposite their property.
The objector felt that the introduction of a parking bay (up to two hours waiting, with no return for one hour, Monday to Saturday between 8am and 6pm) on the southern side of Humphries Gardens would make it difficult to turn into their driveway (located on the northern side of the road) if there was a car parked in the bay.
9. Response – Does not want parking bay opposite their property
The proposed parking bay is intended to provide short-term parking opportunities for visitors to Humphries Gardens. Concerns had been raised by residents that all on-street parking availability would be used by long-term parking commuter vehicles, leaving no opportunity for visitors and carers to park. Vehicles currently park in this location and the situation will not be worsened by converting the area into a limited waiting parking bay.
10. Objection – Want the two-hour parking bays reinstating from original consultation/Lack of visitor parking
Five of the residents of Humphries Gardens requested that the parking bay (up to two hours parking) at the western end of Humphries Gardens, proposed on the original consultation, be reinstated. One respondent cited their need for a family member to visit to assist in caring for their disabled child. Other comments were that residents did not want non-resident vehicles parking on the road and felt that insufficient space was available for residents' parking.
11. Response – Want the two-hour parking bays reinstating from original consultation/Lack of visitor parking
The bay was removed from the proposals, as it was not outside any residential properties and will provide a longer stay, on-street, parking facility for residents, visitors and other users. The retention of sections of unrestricted parking on Humphries Gardens and Slack Walk will reduce the potential for long-stay parking to migrate further into the wider residential area. On the opposite side of the road double yellow lines (no waiting at any time) will ensure that vehicular access into Humphries Gardens is unobstructed at all times; a concern raised previously in the consultation process. Two limited waiting parking bays are proposed for Humphries Gardens, the first is located between numbers 2/4 and the turning head which can accommodate up to three cars; the second is located between the turning head and the

end of the road and can accommodate two cars. The bays are intended to accommodate parking demand from visitors to Humphries Gardens, the restricted time period will increase turnover of the spaces and therefore increase the supply of free on-street parking; it is anticipated that there will be spaces available at most times of the day. Overnight (between 6pm and 8am) and on Sundays the bay would be available to all vehicles, providing additional on-street parking for residents' or visitor vehicles.

12. Objection – Disabled resident wants to be able to park outside their property at all times

The objector currently owns two cars and would like to be able to park one of the cars directly outside their property. The proposals include a single yellow line outside the property (no waiting on Monday to Saturday between 8am and 6pm) and a parking bay opposite (up to two hours waiting with no return for one hour on Monday to Friday between 8am and 6pm). The resident requires level access to be able to get in and out of their car.

13. Response – Disabled resident wants to be able to park outside their property at all times

The respondent has off-street parking which can accommodate the vehicle used by the disabled resident. The respondent's household has two vehicles, their other car could be parked outside the property overnight (between 6pm and 8am) and all day Sunday. At other times the car could be parked in either of the parking bay on the opposite side of Humphries Gardens (for up to two hours) or at any time on the length of road between Slack Walk and numbers 6 and 8. The removal of the parking restrictions outside the property was not considered as the road would be obstructed if a car was parked in the bay and on the carriageway in front of the property throughout the day.

14. The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety.

15. It is recognised that demand for free on-street parking exists, particularly in residential areas close to town centres. With that balance in mind the limits of the restrictions have been kept to the minimum length and duration considered possible to ensure the effective and safe operation of the highway. It is acknowledged that this may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.

16. The restrictions will maintain visibility at junctions and at bends to ensure that these stretches of road remain clear of parked vehicles to enable travelling vehicles to safely pass each other. The restrictions are designed to improve highway safety by prohibiting parking on areas of road where parked vehicles would obstruct visibility or safe movement along the highway and through junctions.

Other Options Considered

17. Other options considered relate to the length of the waiting restrictions and the number of parking bays proposed, which could have been either lesser or greater. The restrictions 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

18. Councillor Nigel Turner, elected on 6th May 2021, has expressed his support for the proposals.

Reasons for Recommendations

19. The proposed scheme offers an appropriate solution to mitigate road safety concerns and facilitate the safe operation of the highway with minimum loss of parking availability. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

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

Financial Implications

22. The scheme is being funded through the 2020/21 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

Human Rights Implications

23. 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

24. 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.

25. 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. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Implications for Sustainability and the Environment

26. 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

It is recommended that:

- 1) The Nottinghamshire County Council (Slack Walk and Alderson Road Area, Worksop) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2020 (1246) is made as advertised, subject to the amendments shown on drawing H/JAB/3334/01/B and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Helen North – Improvements Lead, Tel: 0115 9772087/ Sonya Hurt – Team Manager (Major Projects and Improvements)

Constitutional Comments (SJE 01/06/2021)

27. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to parking provision, traffic management and traffic regulation orders has been delegated.

Financial Comments (SES 28/04/2021)

28. The financial implications are set out in paragraph 22 of the report. The scheme is being funded through the 2020/21 Traffic Management Revenue budget for Bassetlaw with an estimated cost to implement the works and traffic order of £2,000.

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.

- Equality Impact Assessment: Proposed parking restrictions in Humphries Gardens, Worksop

Electoral Division(s) and Member(s) Affected

- Worksop South ED Councillor Nigel Turner