

**6<sup>th</sup> June 2019**

**Agenda Item: 13**

## **REPORT OF CORPORATE DIRECTOR (PLACE)**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET, SHAW STREET AND VICARAGE LANE, RUDDINGTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2019 (8281)**

#### **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.

##### **Information and Advice**

2. Ruddington is a village located approximately 7km south of Nottingham and the village centre comprises of residential properties and a variety of small retail and commercial business. In addition, there are leisure venues such as a textile museum and community facilities including a medical centre, a Vets surgery, the local library and two churches.
3. The County Council has received concerns from members of the public regarding obstructive parking in the vicinity of the village centre and requests have also been received to improve parking facilities for disabled badge holders in the village centre, which are supported by the Ruddington Village Plan Steering Group. The issues and potential solutions were the subject of informal consultation with Ruddington Parish Council and Councillor Reg Adair.
4. There is significant demand for on-street parking in and around Ruddington from residents, employees and visitors to the village. This has led to frequent instances of obstructive parking in locations around the village centre; instances including parking in close proximity to junctions, bends or on narrow carriageways and other inappropriate parking patterns which obstruct the safe and effective movement of traffic and pedestrians.
5. In response to the concerns the County Council proposes to introduce 'No Waiting at Any Time' restrictions (double yellow lines) along parts of Shaw Street and Vicarage Lane, both of which are in close proximity to the village centre.
6. In addition to the double yellow lines, it is proposed to convert one of the parking bays on Church Street outside the medical centre and two bays outside the war memorial into blue

badge only parking. These proposals will provide an additional three dedicated spaces in the village centre for those with limited mobility.

7. The statutory consultation and public advertisement of the proposals as detailed on attached plan H/SLW/2869/01 was undertaken between 10 October and 7 November 2018.
8. During this period 16 responses were received of which 13 were objecting to part or all of the proposals. One of the objections was from Ruddington Parish Council. Comments made as part of the consultation included requests for additional off-street parking and 2-hour on-street parking bays to be created, using existing pavements, verges and 'greens' or non-highway land. A variety of requests for permit parking ranged from a request for the whole village to be permit restricted and requests for a number of different locations and/or user groups to be permit controlled.
9. The County Council has recently introduced an additional residents' permit scheme on Charles Street and Parkyns Street, which was consulted upon concurrently with these parking restrictions. As such, there no further plans to introduce additional permit-controlled parking within Ruddington village at this time.
10. Replies have been sent directly to respondents and 14 objections are considered to be outstanding.

## **Objections Received**

11. Objection – Negative impact on village centre / more short-term parking required  
Six respondents objected to part or all of the proposals on the grounds that it would negatively impact on the economic sustainability of shops and businesses in the village and the amenity of residents and visitors using the village centre.
12. Concerns raised included the impact on trade which could occur if customers were unable to park in proximity to their destination and the potential for these users to choose to shop and visit elsewhere. The importance of the local shops on village life and society was also noted and concerns raised regarding the effect of business closure on the wider community.
13. Response – Negative impact on village centre / more short-term parking required  
There are many competing demands for free, convenient on-street parking in the village centre and when dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability within the village centre is acknowledged however the provision of this must always be secondary to the safe and efficient operation of the highway. Obstructive parking too near to junctions, bends or crossing points reduces visibility for vehicles and pedestrians and adversely affects the safe and efficient operation of the highway.
14. The proposals have been restricted to the extents considered necessary to ensure the effective and safe movement of pedestrians and vehicles. A range of visitor and customer parking is available in the village. This includes a free off-street car park, located behind the medical centre, which is not time-limited. Additional parking provision is also available on Church Street; some of which includes 2-hour limited waiting parking bays. In addition, pursuant to Committee's recent decision, four additional 2-hour limited waiting linear parking bays have recently been introduced on Charles Street, Parkyns Street and Church Street,

providing an additional 42m of dedicated short-term parking, which equates to around 8-9 car spaces.

15. It is understood that the Parish Council is currently also exploring options for additional off-street car parking provision within the village centre.
16. Objection – reduced availability of on-street parking and displaced parking  
Nine respondents were concerned that the restrictions would reduce the availability of on-street parking and / or that parking would be displaced to surrounding streets.
17. Response – reduced availability of on-street parking and displaced parking  
It is accepted there will be reduced on-street parking however the purpose of the proposed restrictions is to enable the safe movement of vehicles and pedestrians and the efficient operation of the highway. The proposed restrictions will ensure access is maintained to the car park behind the medical practice and prevent parking on narrow sections of Vicarage Lane, which obstructs the passage of traffic. The restrictions have been kept to the minimum extents required to achieve this.
18. The creation of additional limited waiting bays, with capacity for approximately 9 additional vehicles will increase the turn-over of parking spaces in the village centre and therefore increase parking capacity. It is anticipated that any unmitigated parking migration will be dispersed over the wider highway network and not be concentrated at any one location.
19. Objection – restrictions are too restrictive on Vicarage Lane and Shaw Street  
The Parish Council noted its support for the restrictions in general but was concerned that the proposals for lines on both sides of Vicarage Lane were too restrictive and should be reduced to one side only. A further respondent considered that the proposed restrictions on both Vicarage Lane and Shaw Street should be reduced to one side only.
20. Response – restrictions are too restrictive on Vicarage Lane and Shaw Street  
The proposals are required on both sides of the roads to allow the safe passage of larger vehicles such as the Emergency Services and refuse vehicles. The limits of the restrictions have been kept to the minimum required to achieve this.

## **Other Options Considered**

21. The other option that has been considered related to the extent of the waiting restrictions proposed, but as previously stated the restrictions have been kept to the minimum required to ensure the safe and effective operation of the highway.

## **Comments from Local Members**

22. The local County Councillor Reg Adair made no specific additional comment during the consultation period, but has confirmed that he is in support of the proposals.

## **Reason/s for Recommendation/s**

23. The restrictions proposed are considered appropriate and the minimum necessary to address obstructive parking, improve safety and support the efficient movement of vehicles along the highway. As such the proposal provides the best balance between the concerns of the objectors and the requirement for safe and effective highway operation.

## **Statutory and Policy Implications**

24. 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**

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

## **Financial Implications**

26. The scheme is being funded through the 2019/20 Traffic Management Revenue budget for Rushcliffe with an estimated cost to implement the works and traffic order of £2,000

## **Human Rights Implications**

27. 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**

28. 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.

29. 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.

## **Implications for Sustainability and the Environment**

30. The proposed waiting restrictions are designed to facilitate the safe operation of the highway 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 (Church Street, Shaw Street and Vicarage Lane, Ruddington) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2019 (8281) be made as advertised and objectors advised accordingly.

**Adrian Smith**  
**Corporate Director, Place**

### **Name and Title of Report Author**

Mike Barnett - Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

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## **Constitutional Comments (SJE 23/04/2019)**

31. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

## **Financial Comments (SES 23/04/19)**

32. The financial implications are set out in paragraph 26 of the report.

## **Background Papers and Published Documents**

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 section at Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ.

## **Electoral Division(s) and Member(s) Affected**

Ruddington and Leake ED

Councillor Reg Adair