

11th September 2014

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS**THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRUNEL DRIVE AREA,
NEWARK) (PROHIBITION OF WAITING) ORDER 2014 (3152)****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. The Brunel Drive Industrial Estate is located in the north-east quadrant of Newark. The extents of the estate are defined by the A1 trunk road to the north-east, the B6166 Lincoln Road and housing estate to the north-west, Northern Road to the west, and Beacon Hill road to the south. The main road through the estate is Brunel Drive that has a number of feeder roads accessed from it. The number of businesses on the industrial estate is in excess of 150.
3. All the routes on the estates are single carriageway, subject to 30 mph speed limit, have footways on both sides and the main through route Brunel Drive forms part of a bus route. There are a number of bends along Brunel Drive which limit forward visibility plus a roundabout junction where Brunel Drive joins Jessop Way.
4. The estate has been subject to numerous complaints received by Nottinghamshire County Council regarding the number of parked vehicles located on the industrial estates routes, footways and verges. These parked vehicles often prevent two-way flow of traffic along the roads, prevent and restrict heavy goods vehicle movements through the estate, prevent vehicles loading and unloading at businesses premises and impede visibility for vehicles accessing and egressing both the feeder roads and business premises. The presence of the parked vehicles also restricts movements / visibility for pedestrians and cyclists.
5. As part of the development of these proposals, two public exhibitions were held on 30th September and 1st November 2013 at the Newark Beacon Centre on Cafferata Way adjacent to the Brunel Drive Industrial Estate. All businesses on the estate were delivered a leaflet notifying them of these exhibitions and notices were also placed on lamp columns within the industrial estate. Approximately 190 residents of the adjacent housing estates were also delivered a leaflet informing them of the exhibitions. At the exhibition held on 30th

September attendees were canvased for their views regarding the parking problems on the estate and a scheme of 'No Waiting At Any Time' restrictions (double yellow lines – 24 hours) located throughout the estate was proposed as a result. A total of 17 businesses attended the exhibitions, along with 3 residents and County Councillor Dobson.

6. Consultation letters outlining the proposed restrictions (double yellow lines) for the industrial estate were sent on 14th October 2013 to the statutory consultees and delivered to all businesses and the residents of the adjacent housing estates. Comments were invited to be received by 8th November or by attending the exhibition on 1st November 2013.
7. Within the industrial estate there are a number of roads that are private; these include Marles Close, Telford Drive, Stephenson Court and James Watt Road. These are not adopted as public highway and currently not maintained by Nottinghamshire County Council. It was originally proposed to include all roads in the proposals as it is considered likely that parking would displace onto adjacent private roads that would be difficult to enforce. The owners of Telford Drive and James Watt Road are Taylor Lindsey and they have been contacted and written confirmation has been received that that the proposed restrictions can be implemented and enforced on these roads. However, the owners of Marles Close are currently in the process of selling the land and therefore permission has not been granted for the proposed scheme to be implemented as the ownership is in transition. The owners of Stephenson Court have not been established.
8. The proposals were publicly advertised between 20th March and 11th April 2014. The document packages were placed at County Hall and Balderton Library in Newark as Newark Central Library was undergoing refurbishment and was closed; copies of the notice were placed on lamp columns around the Brunel Drive industrial estate. The extent of the scheme proposals are shown on the attached drawing number 47062300.3152.401.

Objections received

9. The two public exhibitions had attendance from 17 businesses located on industrial estate, local residents and the local member, Councillor Dobson. Overall through the exhibition, consultation and public advertisement the proposed scheme received 59 positive comments which comprised of responses from representatives of 21 individual businesses, 5 local residents, 1 anonymous response and 1 pedestrian user. There were 41 negative comments (from 6 individual businesses) and 4 did not formally comment. There are six responses that are considered as outstanding objections, one of which includes a petition of 35 signatures.
10. Objections
Two businesses have objected suggesting that the parking and congestion problems are being caused by one company on the estate and that proposed restrictions are unfairly penalising other businesses on the estate. Concerns have also been raised that restrictions will affect businesses with insufficient capacity on their site to accommodate all their parking requirements. Further to this one business is querying how deliveries will be accommodated as deliveries have to park at the roadside due to other traffic movements.

A local business on Marles Close is objecting in the form of a petition signed by 35 employees and the petition states that the business does not have adequate space to accommodate all their vehicles and use Marles Close and the end of Jessop Way for parking. The business suggests that the proposals will seriously jeopardise their business.

Another business is objecting as it considers that whilst parking traffic does have some detrimental effect on the movement of traffic, these are minor issues and do not prevent access or adequate thoroughfare. The business feels that the parking actually has the effect of slowing general traffic movements and potentially improves road safety. The business finds that heavy goods vehicle delivery and collections to their premises have little problems and suggests that many companies do not have adequate parking facilities and providing the restrictions would provide an additional economic burden.

One business on the estate and the Newark Business Club representing businesses in Newark object on the basis that the proposals fail to recognise the needs of individual businesses and activities which take place on the estate - both objections acknowledge parking and congestion issues. Specific issues raised by these objectors include:

- The usage of the building premises located on Telford Drive has increased dramatically which has increased vehicle movements but also the number of vehicles permanently based and garaged has increased putting pressure on available parking;
- The business on Telford Drive has a large volunteer unit, which includes youth members who are being dropped off / picked up and at times required to wait on the road. In addition external organisations use meeting rooms, some of which have disabled members and the road within the cul-de-sac is used as overspill parking;
- HGV parking overnight – one business has no issue with this and suggests that this has served to provide additional security and keeps vehicle movements active reducing the risk of vandalism or burglary;
- It is suggested that the restrictions will also mean more users that may use public transport will have further to walk at night and that the restrictions will also displace parking onto nearby streets (residential and industrial);

Alternative solutions proposed include the restrictions only applying during the normal working day and times of 8am to 6pm have been suggested. One business has also requested business specific parking bays to accommodate overspill whilst the other suggests parking bays are installed within the estate.

Response

Parking problems have been both reported and observed at a number of locations on the estate and it is considered that the problem is not confined to one small area provided by one business. In addition providing a scheme which only includes where the current problems are located may relocate the problem to the remaining areas of the estate if they continue to be unrestricted. The proposals will also ensure visibility and access is maintained for each junction, business and footway and two way heavy goods vehicle traffic movements throughout the estate.

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. If visitors are a blue badge holder then in general they can park on double yellow lines for up to three hours as there is no ban on loading / unloading.

Marles Close is not adopted highway and as stated the current landowners are currently in the process of selling the land and permission has not been granted to implement any restrictions. There is a risk that without any restrictions parking may be displaced onto Marles Close, but the current proposals will enable this business and others on the same road to continue with current arrangements.

Parking will not be available on the adjacent Jessop Way if the proposals are implemented, in addition to the reasons previously stated the restrictions are designed to be consistent and provide clarity for all road users. It is considered that a mix of restricted / unrestricted areas will simply transfer parking and problems around the estate.

It is acknowledged that some businesses experience limited problems. However through the consultation process 21 individual businesses on the estate have replied supporting the proposals. Most of which state that they have problems accessing their premises, experienced difficulty unloading/loading deliveries and had parked vehicles obstructing visibility when attempting to access and egress onto the road. Accident data confirms that there have been 16 personal injury collisions in the 5 year period between 1 Jan 2009 and 31 Dec 2013, 5 of which were serious. Three of the collisions involved pedal cyclists and two collisions involved pedestrians. A pedestrian user has responded to the consultation stating that the parked vehicles obstructing the footways are dangerous. Five of the collisions involved parked or stationary vehicles.

A number of complaints have been received from both residents and businesses relating to the parking of heavy goods vehicles overnight on the industrial estate and the associated problems of inconsiderate behaviour that relates to it. Currently heavy goods vehicles park on the estate as an alternative to paying to use the overnight truck stops provided. Providing a restriction that does not operate 24 hours a day will allow heavy goods vehicles to continue to park.

It should be noted that in most cases there is off street parking capacity within business premises to accommodate staff parking. It has been reported that on road parking takes place for reasons of convenience and to avoid traffic congestion when leaving the industrial estate onto the wider road network in Newark.

Other Options Considered

11. Other options considered related to limiting 'No Waiting At Any Time' (double yellow lines) to junctions, business access points and location where visibility is restricted.

Comments from Local Members

12. The local County Councillor Maureen Dobson is in full support of the proposals and has been actively involved in the development of the scheme and also attended one of the public exhibitions.

Reasons for Recommendations

13. The proposals represent the most appropriate action to satisfy the majority view, it is recommended that restrictions are also implemented on the two private roads (Telford Drive and James Watt Road) to enable effective management and enforcement of parking across the industrial estate.

Statutory and Policy Implications

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

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

Crime and Disorder Implications

15. Nottinghamshire Police have no objections to the proposal.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Brunel Drive Area, Newark) (Prohibition of Waiting) Order 2014 (3152) is made with the following amendments (and objectors advised accordingly):

- The removal of the 24 hour no waiting restrictions from Marles Close and Stephenson Court

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Constitutional Comments (SHB 20/08/14)

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

Financial Comments (TMR 01/09/14)

17. The financial implications are stated in paragraph 14 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

Collingham ED

Councillor Maureen Dobson