

22nd June 2017

Agenda Item: 13

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (CYRIL ROAD, ELTHAM ROAD,
GERTRUDE ROAD, HOLME ROAD, NORTHWOLD AVENUE, WEST
BRIDGFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER
2017 (8258)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised with the amendments detailed in the recommendation.

Information and Advice

2. West Bridgford is located within the Nottingham conurbation and as such links with pedestrian and cycle routes to destinations such as Nottingham city centre, the railway station and university areas. A report was presented at the Transport and Highways Committee meeting on 17th November 2016 providing information on the proposed network of cycling routes in the West Bridgford area. The cycle network is designed to improve access to jobs, local shops, schools and other local services to help cater for increased demand for cycling facilities for local residents, and encourage more people to cycle more often. Given the proposals' ability to help deliver the national and local aims to address local congestion, air quality and health issues, as well as help deliver new development; the County Council was successful in securing approximately £1m external funding to help deliver the proposed routes (as detailed in paragraph 15 of this report).
3. As part of the implementation of the cycle strategy, "No Waiting At Any Time" restrictions (double yellow lines) have been proposed at a number of junctions to keep the designated cycle routes clear of parked vehicles. The junctions covered by the proposals include:
 - Cyril Road from its junction with Eltham Road for 10 metres;
 - Eltham Road from its junction with Cyril Road for 15 metres;
 - Holme Road from its junction with Gertrude Road for 10 metres;
 - Gertrude Road from its junctions with Holme Road for 10 metres; and
 - Northwold Avenue from its junction with A60 Loughborough Road for 20 metres.
4. The roads included in the restrictions are mainly residential with some properties having off-street parking provision. The proposals at Northwold Avenue are close to a nearby orthodontist and a Toucan crossing has recently been installed on the A60 at this location.

5. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawings H/TRO8258/001, 002 and 003 Rev A, was carried out between 9th January 2017 and 17th February 2017.

Objections received

6. During the advertisement period, fifteen responses were received. Of these, five responses, including a petition of 57 signatures from residents of Northwold Avenue were in support of the proposals. The remaining ten responses were objections, one related to the proposals on the Gertrude Road / Holme Road junction, four to Northwold Avenue and five to the Cyril Road / Eltham Road junction.
7. On review of comments received, the proposals on the Cyril Road / Eltham Road junctions are not considered essential to achieve the wider cycling objectives so have been removed from the proposed scheme. As such, it is not necessary to further consider these five objections.
8. This means there are five responses considered as outstanding objections to the scheme, either in part or entirely.
9. Objection – Gertrude Road and Holme Road
The objection is from a local resident on the basis that the restrictions will further reduce parking availability, which is already limited in this area.

10. Response – Gertrude Road and Holme Road
The purpose of the highway is to facilitate the movement of vehicles and people and whilst the demand for on-street parking is noted; it is not the primary purpose of the highway. The Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. It is recognised however, that demand for parking exists, particularly in residential areas with limited off-street parking.

There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers a balanced solution to enhance the safe operation of the junction with minimal loss of parking.

11. Objection – Northwold Avenue
Four residents are objecting to the proposal on Northwold Avenue. Respondents report issues with inconsiderate parking across driveways and concerns were raised by some respondents that the proposals will displace parked vehicles further along the road pushing issues to neighbouring properties. A range of further comments are made by the respondents; such as that issues are the result of patients' parking for the Orthodontist at 166 Loughborough Road and commuters' vehicles being left parked whilst drivers use public transport into the City.

Suggestions and requests made by objectors include a mandatory requirement for the orthodontist to provide suitable car parking for staff and patients, installing dropped vehicle accesses to residents where properties do not have them and the introduction of 'resident only' parking.

12. Response
Residents parking schemes are prioritised to those streets where people do not have off-street parking facilities and where a scheme won't negatively affect nearby streets, increase

rat running or traffic speeds. On Northwold Avenue most properties have access to off-street parking so the introduction of a residents' parking scheme would not be considered a priority.

It should be noted that the use of Northwold Avenue, part of the public highway, by non-residents is completely legal. However, the frustration felt by residents, who are regularly affected by obstructive parking is recognised. It is an offence to obstruct a dropped vehicle crossing and if this occurs is a matter for the Police, who are empowered to enforce on this matter. 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 (£185) on request from residents.

The request for the free installation of a vehicle dropped kerbs to properties on Northwold Avenue cannot be granted. Vehicle dropped accesses of this nature benefit only the individual property that it serves, not the wider highway network. Therefore, it is County Council policy that all private vehicle accesses are subject to approval from NCC and must be undertaken at the applicant's own expense, either by a private approved contractor or by the County Council.

The County Council has no power to require a private business (such as the Orthodontist), which is currently operating to provide any parking facility on their premises or elsewhere; rather this issue is one to be considered by local planning authorities when receiving planning applications.

Other Options Considered

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions as currently proposed 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

14. The restrictions advertised were in the former West Bridgford Central and West Bridgford West Electoral Divisions. During consultation County Councillor Wheeler (West Bridgford West) supported the amended proposals and Councillors Calvert and Plant (West Bridgford Central) did not comment on the proposals.
15. The proposals are now in the West Bridgford West and West Bridgford North Electoral Divisions and both current Councillors were consulted.

Reasons for Recommendations

16. The recommendations represent the most appropriate action to reduce / prevent danger to highway users; particularly vulnerable users and for facilitating the safe, convenient and expeditious passage of traffic, having had regard to all feedback received.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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

18. The current overall cost estimate of delivering the whole proposed West Bridgford cycle network is estimated to be £1.33m of which the County Council is contributing £0.25m from its integrated transport block allocation. The remaining funding for the delivery of the scheme has been secured from the D2N2 LEP Sustainable Transport Programme Local Growth Fund allocation (£0.685m); developer contributions from the Rushcliffe Arena development (£0.095m); and works negotiated to be carried out by the developers of the Sharphill Wood development (estimated at £0.3m). The cost of the works and implementation of the traffic order considered in this report are estimated to be in the region of £3,500 which is included in the overall cost estimates.

Crime and Disorder Implications

19. Nottinghamshire Police expressed no opinion on the proposal.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Cyril Road, Eltham Road, Gertrude, Holme Road, Northwold Avenue, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2017 (8258) is made as advertised with the following amendment and the objectors advised accordingly.

- Remove the proposed “No Waiting At Any Time” restrictions on Cyril Road and Eltham Road

Adrian Smith
Corporate Director, Place

Name and Title of Report Author
Mike Barnett - Team Manager (Major Projects and Improvements)

Constitutional Comments (SJE – 27/03/2017)

20. This decision falls within the Terms of Reference of the Transport and Highways Committee to whom responsibility for the exercise of the Authority’s functions relating to traffic management have been delegated.

Financial Comments (GB 27/03/17)

21. The financial implications are set out in paragraph 18 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

West Bridgford West ED
West Bridgford North ED

Cllr Gordon Wheeler
Cllr Liz Plant