

REPORT OF THE CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (CUMBERLAND CLOSE,
RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER
2022 (8332)****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.

Information

2. Cumberland Close is located within a short distance of Ruddington village centre, which is situated to the south of Nottingham in the Borough of Rushcliffe. The road is a narrow cul-de-sac comprising of detached residential properties, all of which have driveways and off-street parking. Existing double yellow lines are located at its junction with Easthorpe Street.
3. Nottinghamshire County Council have received complaints regarding intrusive parking by non-residents including commuters and customers of local businesses. Drivers are parking inconsiderately which is causing issues with obstruction and affecting visibility, resulting in road safety concerns being raised.
4. To help alleviate these issues, it was proposed to extend the existing 'No Waiting at Any Time' restrictions (Double Yellow Lines) at the junction of Cumberland Close and introduce No Waiting 9am to 5pm (Single Yellow Line) restrictions around the rest of the Close.
5. The proposals as detailed on drawing number H/SLW/3757/01 were publicly advertised between 10th August and 7th September 2021 and notices were displayed on site.
6. During the consultation period a total of 33 responses were received, including those from Nottinghamshire Police and Ruddington Parish Council. Thirty of those were objecting to the proposals. The objections were received primarily from residents of Cumberland Close and the adjacent road, Easthorpe Street.
7. Following consideration of the responses received, the proposals were revised and discussed with Councillor Reg Adair and the Highway District Manager for Rushcliffe. The revised scheme proposes to introduce Double Yellow Lines on the north-east side of the Close and in the turning head, leaving a section on the south-west side unrestricted. The revised proposals were sent to all of the objectors asking for their opinions on the revisions, the majority of which indicated their support to the revised proposals.

8. The revised proposals were given a new Traffic Regulation Order number and are shown on drawing number H/SLW/3811/01. They were publicly advertised between 21st October and 19th November 2021 and notices were displayed on site.
9. During this consultation period 15 responses were received. Nine of which, including that from Ruddington Parish Council, expressed support for the revised proposals. Six responses are considered outstanding objections.

Objections Received

10. Objection – loss of on-street parking

Five objections were received from residents of Widdowsons Row and Easthorpe Street, who stated that the proposals would exacerbate the parking pressures already experienced on Easthorpe Street. Respondents stated that they relied upon using Cumberland Close to park their vehicles, as they had no off-street parking. They commented that removing even a small stretch of on-street parking was detrimental, as parking demand already exceeded supply in the area. They stated that there was nowhere else nearby for them to park, and the stress of trying to find a parking space when returning from work would cause them inconvenience and affect their mental health. Reference was also made to the current pressure on car parking at evenings and weekends due to competition for parking from customers and staff of local businesses.

11. A request was made for a resident only parking scheme to be introduced on Easthorpe Street and for the County Council to address parking issues on Easthorpe Street and Ruddington in general. Respondents requested that the proposed restrictions on the east side of the Close, near to the junction, be removed from the proposals to allow this area to be used for parking. Respondents stated that this would require drivers to park their vehicles partially on the pavement on both sides of the Close but also stated that they considered that this was not obstructive and that such parking commonly occurs elsewhere.

12. Response – loss of on-street parking

The proposed restrictions have been requested to address concerns with obstructive parking which is impeding both pedestrians and vehicle movements along Cumberland Close and onto Easthorpe Street.

13. It is recognised that demand for free on-street parking exists, particularly in residential areas with limited off-street parking. However, the County Council does not have a duty to provide on-street parking for any highway user. It remains the responsibility of the vehicle owner to ensure that their vehicle is not parked in such a way as to cause an obstruction. 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.
14. The restrictions have been substantially revised in light of comments received and now retain sections of on-street parking on the western side of Cumberland Close. The availability of other parking provision adjacent to the proposed double yellow lines and on the wider highway network remains unaffected, providing parking opportunities for residents and their visitors.
15. A resident only parking scheme for the wider Easthorpe area is not currently included in any capital programme. It should be noted that residents' parking schemes are not designed to ration parking; permits are currently charged at £35 per permit and would be available to all households within the scheme. The number of permits per household is not restricted and most importantly purchase of a permit does not guarantee the availability of a parking space.

16. Objection – more restrictions required

One respondent's objection stated that the proposals were insufficient to ensure the safe movement of traffic on Cumberland Close, particularly around the bend. They stated that visibility of on-coming traffic was obstructed when vehicles were parked there, and he considered that this caused significant risk of collision.

17. Response – more restrictions required

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. The proposed restrictions on the eastern side of the Close will facilitate the movement of vehicles along the Close and mean that sufficient highway is available for drivers to position their vehicles to obtain suitable forward visibility. The concerns expressed are noted but this must be weighed against the negative effects of additional waiting restrictions. It is considered that the extent of the restrictions proposed provides the best balance between addressing the problem of obstructive parking whilst maintaining the availability of some on-street parking. As such it is not considered appropriate to extend the restrictions further.

Other Options Considered

18. Other options considered relate to the extent and the operational times of the proposed restrictions. The scheme has undergone several stages of development, and it is considered that the proposals present a reasonable balance between the needs of all highway users, including non-drivers who live in or visit the area.

Comments from Local Members

19. Councillor Reg Adair supports the introduction of the revised proposals.

Reasons for Recommendations

20. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Statutory and Policy Implications

21. 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

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

Financial Implications

23. The scheme is being funded through the Traffic Management Revenue budget with an expected cost of £1,500.

Human Rights Implications

24. 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

25. 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.

26. 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.

RECOMMENDATION

It is recommended that:

- 1) The Nottinghamshire County Council (Cumberland Close, Ruddington) (Prohibition of Waiting) Traffic Regulation Order 2022 (8332) is made as advertised, and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Helen North – Improvements Manager (0115 9772087) / Sonya Hurt – Head of Major Projects and Improvements

Constitutional Comments (SJE – 11/01/2022)

19. 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, to road safety, and to traffic management and traffic regulation orders has been delegated.

Financial Comments (SES 05/01/2022)

28. The financial implications are set out in paragraph 23 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

- Leake and Ruddington ED Councillor Reg Adair