



REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (STATION ROAD, COLLINGHAM) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (3217)

Purpose of the Report

1. To consider the objections received in respect of the above proposed Traffic Regulation Order (TRO) and whether it should be made as advertised.

Information and Advice

2. Collingham is a village 5 miles northeast of Newark on Trent. The village has a train station, which is located on its eastern edge and served by regular train services on the Nottingham to Lincoln line. The station is popular with shoppers and commuters from both Collingham and beyond and as a result there is significant demand for parking in the vicinity of the train station. The streets to the west of the train station, leading back into the village, are mainly residential in nature, comprising semi-detached and detached properties with off-street parking.
3. Passenger numbers using Collingham Station have more than doubled in the past ten years, from 25,667 in 2002/03 to 54,598 in 2012/13. A lay-by was constructed on Station Road in 2006 to provide a parking facility for users of the station. A parking survey undertaken in July 2010 showed between 20 and 30 cars parked on a weekday, far above the capacity of the lay-by. This demand for parking results in vehicles being habitually parked on the verges adjacent the level crossing that is obstructive to pedestrian and equestrian traffic. In addition it has been reported that this parking has also led to drivers undertaking dangerous manoeuvres to turn in the road adjacent the level crossing, which has blocked the road and had the potential to cause traffic to queue back to and over the level crossing, which is a safety risk.
4. The frequency of the train service at Collingham was increased to 51 trains per day in May 2015, which will result in further increases in patronage. To accommodate current levels of parking and this anticipated growth, Network Rail built a 61 space car-park which opened in August 2014.
5. As agreed as part of the negotiations regarding the construction of the new car park the existing lay-by provision, now redundant, was removed and reinstated as verge that also included verge parking deterrents. The creation of the car park and subsequent removal of

the lay-by was supported by the County Councillor, Parish Council and County Council Officers and agreed with Network Rail.

6. A charge is levied for use of the car park and this has resulted in people parking on Station Road and Station Close in the vicinity of the station to avoid the parking charge, which is currently £2 per day with further charging options available for regular users of the car park. The County Council has received requests from local residents via local County Councillor Maureen Dobson for parking restrictions to alleviate issues of obstructive parking in Station Close and on Station Road, which inhibit visibility and obstruct driveways.
7. In response to these concerns the County Council proposed to introduce 'No Waiting At Any Time' (double yellow lines) eastwards along Station Road from the level crossing to Cross Lane to improve safety at the level crossing and on the highway for both motorists and pedestrians. Waiting restrictions (single yellow lines) were also proposed on Station Close and along Station Road to the west for a distance of approximately 250m. These restrictions would be in operation Monday to Friday between 9.00a.m and 5.00p.m.
8. An initial consultation took place between 12th November 2014 and 19th December 2014 as shown on drawing NJG/StaCol/3217. At the request of the local Member, a drop-in session was also held during the consultation period, where local residents were able to attend and discuss any concerns or suggestions relating to the proposals with Highways Officers. The session was held in the Memorial Hall, High Street, Collingham on Thursday 11th December 2014 between 1600 – 1800 hrs.
9. During this round of consultation 23 responses were received, 21 of which were considered to be objections to all or part of the proposal. In response to comments raised the scheme was revised to reduce the proposed double yellow lines to a total extent of 100m from the level crossing eastwards along both sides of Station Road. The revised proposal also reduced the extent of the proposed Waiting restrictions (single yellow lines) to the west of the level crossing, reducing them in length to a total extent of 61m on both sides of Station Road. The times of operation were also reduced; with the restriction proposed as Monday to Friday between 8.00a.m and 10.00a.m. These revised proposals were advertised between 24th February 2015 and 2nd April 2015 and are shown on the attached plan NJG/StaCol/3217/0.2.

Comments Received

10. Including both rounds of consultation there were a total of thirty-four responses received. A number of comments were made and are summarised below:
 - Concerns that the proposals will result in displaced parking further west on Station Road and on nearby roads;
 - Requests that East Midlands' Trains car park at Collingham Station be free to use;
 - That the proposed restrictions aren't restrictive enough / need extending;
 - That the proposed restrictions are too restrictive / need reducing;
 - Concern that the restrictions / expected parking will cause visibility issues / obstruction to driveways;
 - Requests that Station Road / Station Close become residents parking areas only.

Replies have been sent direct to respondents and eleven of the responses received are considered to be outstanding objections to some or all of the proposals.

11. Objection – displacement of parking

A common theme to ten of the outstanding objections is the concern that parking will be displaced from the existing locations near to the station and move further west along Station Road. Many of the objectors stated that East Midlands Trains should provide free car parking at the station.

Response – displacement of parking

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the proposed restrictions are required to keep the approaches to the level crossing clear. It is considered that the reduced extent of the restrictions will minimise the impact on those residents directly affected from the impact of migration of parked cars. The limited waiting proposed for the western side of Station Road and for Station Close will prevent commuter parking whilst maintaining on-street parking availability for most of the day for visitors and tradespeople.

Nottinghamshire County Council made a formal request to East Midlands Trains (EMT) asking that car parking charges are removed at Collingham Station. However, EMT confirmed there were unable to accommodate this request due to operating and maintenance costs associated with the new car park such as lighting and CCTV, being offset by the parking charge.

12. Objection – Extent and location of proposed restrictions

Four respondents also stated that the extent of the proposed restrictions proposed were wrong or that the times of operation were unsatisfactory.

Response – Extent and location of proposed restrictions

Whilst some respondents requested further restrictions, the extents of the proposed waiting restrictions have been kept to a minimum as any restrictions inevitably involve the displacement of parking to other areas. The objective of the traffic order is to support appropriate parking patterns and enable enforcement of contraventions, not to move or unnecessarily restrict the opportunity to legally park vehicles on the public highway.

As highlighted by the comments received it is difficult to balance the needs and requirements for all users of the public highway and it is inevitable that the resulting compromise will not always be acceptable to all. However, this revised proposal was developed out of the first round of consultation, the consultation drop-in session and has the support of the local County Councillor, District Council and Parish Council.

13. Objections – Visibility / safety

Two objectors also cited concerns regarding visibility / safety with regards to parked cars restricting visibility for vehicles exiting from driveways. Further to this, concern was also raised regarding potential conflicts between vehicles on the highway and other users such as equestrians when travelling around the bends on Station Road, if vehicles are parked on the road.

Response – Visibility / safety

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 on request from local residents. Residents will be made aware of this facility and how to apply for an advisory 'H bar marking'.

A number of different options were considered in revising the original proposal for this scheme, including the retention of waiting restrictions along the double bend. However, the overall consensus from the consultation was against extensive waiting restrictions and the urbanisation of Collingham with new road lining. The preferred option supported by local County Councillor and Parish Council was for the restrictions to be kept to the minimum required to maintain the safe operation of the level crossing. As such this option has been advertised. It remains the responsibility of drivers to park without causing obstruction on the highway.

14. Objections – Residents' only parking

Three objectors also requested that Station Road / Station Close become permit controlled parking for residents only.

Response – Residents' only parking

The objective of the traffic order is to support appropriate parking patterns and enable enforcement of contraventions, not to move or unnecessarily restrict the opportunity to legally park vehicles on the public highway. The majority of properties have off-street parking provision and it is considered that the proposed restrictions are sufficient to maintain clear approach routes to the level crossing, restrict commuter parking in the immediate vicinity of the station and to enable the maximum accessibility to the highway for all users including residents, businesses, customers and visitors.

Other Options Considered

15. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the overall consensus from the consultation was against extensive waiting restrictions. It is considered that the revised restrictions strike a reasonable balance between the need to ensure the effective and safe operation of both the railway and the highway on-street parking provision for all users.

Comments from Local Members

16. County Councillor Maureen Dobson was involved in the development of both the original and revised proposals and supports the proposed scheme.

Reasons for Recommendations

17. The proposals are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

18. 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

19. The scheme is funded through the 2015/16 Local Transport Plan capital budget with an estimated works cost of £3,000.

Crime and Disorder Implications

20. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that

The Nottinghamshire County Council (Station Road, Collingham) (Prohibition Of Waiting) Traffic Regulation Order 2015 (3217)

is made as advertised and objectors advised accordingly.

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Service Director (Highways)

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For any enquiries about this report please contact:
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Constitutional Comments (SLB 22/06/2015)

21. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 22/06/2015)

22. The financial implications are set out in paragraph 19 of the report

Background Papers

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 Team at Trent Bridge House, West Bridgford.

Electoral Division(s) and Member(s) Affected

Collingham ED Councillor Maureen Dobson