

4 February 2021**Agenda Item: 10****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ASHER LANE, MUSTERS
ROAD AND TOP ROAD, RUDDINGTON) (PROHIBITION OF WAITING)
TRAFFIC REGULATION ORDER 2021 (8304)****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 subject to the amendments shown on drawing H/SLW/3494/01 Rev A.

Information

2. Asher Lane in Ruddington is a local distributor road connecting the village centre with residential areas and community facilities to the south of the village. Planning permission was granted, on appeal, in June 2019 for the erection of 175 dwellings and associated infrastructure (Ref 18/00300/OUT) in Ruddington. The development is located on land to the northwest of Asher Lane, which was previously used for agricultural purposes. Conditions associated with the planning permission require mitigation measures to control on-street parking on Asher Lane.
3. In response to the planning requirement, the County Council proposes to introduce 'No Waiting at Any Time' restrictions (double yellow lines) along sections of Asher Lane between Musters Road and The Green. These measures complement the widening of Asher Lane between Top Road and Musters Road to provide additional width in the carriageway to be undertaken by the developer. This carriageway widening will facilitate on-street parking on one side of the road, whilst still enabling two-way traffic movements.
4. The proposals as detailed on attached plan H/SLW/3494/01 were publicly advertised between 10th September and 9th October 2020. During the consultation period a total of 16 responses were received, of which two expressed support and two made comments on the proposals. There were 12 objections to the proposals, including one from Ruddington Parish Council.
5. The predominant concerns raised related to the potential loss of on-street parking availability. After consideration, a revised scheme was proposed to reduce the extents of the waiting restrictions proposed, whilst not compromising the safety and movement of vehicles and pedestrians. The revised proposals are shown on the attached plan H/SLW/3494/01 Rev A. The revised proposal removes around 25m of the proposed restrictions and are considered to mitigate the concerns raised.

6. The revised proposals were sent to all objectors. These respondents were asked to confirm, if in light of the revised proposals, whether they still wanted their objection to remain. Two formally withdrew objection, two reiterated the objection including Ruddington Parish Council and no responses were received from the others. It is therefore considered that two responses are outstanding objections to the proposals and given that one is from the Parish Council it requires consideration by Committee.

Objections Received

7. Objection – reduced availability of on-street parking and displaced parking
Two respondents maintained their objection on the basis of the loss of off-street parking and the potential for parking migration. The Parish Council felt that the revised proposals were not enough to mitigate their concerns and stated their preference was for the existing situation (with no restrictions) to remain unchanged and if this was not feasible then consideration should be given to reducing footway widths on the east side of Asher Lane, between Musters Road and Top Road junctions, to widen the road. The Parish Council also suggested that a one-way restriction be introduced on Asher lane between Distillery Street and Musters Road. The second objection related to the potential for parking migration to the western end of Asher Lane and the respondent stated that they considered that the restrictions would increase the likelihood of their vehicle access being obstructed by parked cars. The householder requested that additional parking restrictions or free h-bars be provided over vehicle accesses at the western end of Asher Lane.
8. Response – reduced availability of on-street parking and displaced parking
The proposed parking restrictions are required to mitigate the impact of the new development on the highway network. Conditions associated with the planning permission require measures to control on-street parking on Asher Lane. The increased traffic flows which will occur as a result of the development need to be accommodated on the Highway and the proposed restrictions are integral in achieving this.
9. 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. In response to concerns raised by respondents the proposals were revised to reduce the extents of the proposed waiting restrictions on sections of Asher Lane, where this would not compromise the safety and movement of vehicles and pedestrians. The revised proposals are shown on the attached drawing H/SLW/3494/01 Rev A and have removed around 25m of the proposed restrictions. It is not considered feasible or appropriate to reduce the extents of the restrictions further as this would have a detrimental effect on the operation of the highway.
10. The restrictions are complementary to other approved highway works relating to the development. These highway works will widen the carriageway on Asher Lane between Top Road and Musters Road and this will be achieved by reducing the footway width (to a minimum of 2m) and enabling on-street parking on one side of the road, as the additional carriageway width facilitates the unobstructed two-way movement of traffic. As requested by the Parish Council the cost of these works will be met by the developer.
11. There are no plans to introduce a one-way traffic restriction on Asher Lane. It is considered that this would have a detrimental effect on the wider network by increasing vehicle numbers on adjacent routes such as Distillery Street, over and above the expected increase from the new development. All traffic generated from residents of Asher Lane would have to use these adjacent streets, for part of their journeys, causing more congestion, longer journey times and potentially an increase in vehicle speeds on Asher Lane.

12. It is recognised that there may be some element of displaced parking with any new highway waiting restriction. However, the proposed restrictions are required to ensure that the increased traffic flows which will occur as a result of the development can be safely accommodated on the highway. It is considered that the reduced extent of the restrictions will minimise the impact on those residents directly affected from the effect of migration of parked cars. The provision of a h-bar or vehicle access over a private vehicle access is only of benefit to the householder and so it is County Council policy that the costs of this must be met by the individual requesting it.

Other Options Considered

13. The other option that has been considered related to the extent of the waiting restrictions proposed. These were previously proposed to be more extensive, but have been reduced in response to concerns raised, whilst still fulfilling the primary objective of facilitating the safe and effective operation of the highway.

Comments from Local Members

14. The local County Councillor Reg Adair stated that he did not support the proposed housing development because he considered that the access roads leading to it were unsuitable for increased volumes of traffic. Whilst wishing these concerns to be noted he did not object to the introduction of the proposed revised waiting restrictions.

Reason/s for Recommendation/s

15. The restrictions proposed are considered appropriate and the minimum necessary to accommodate the increased levels of traffic movements anticipated as a result of the 175 dwelling development. As such the proposal provides the best balance between mitigating the concerns of the objectors and the requirement for safe and effective highway operation.

Statutory and Policy Implications

16. 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

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

Financial Implications

18. The scheme is being funded by the developer with an estimated cost to implement the traffic regulation order process of £5,000.

Human Rights Implications

19. 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

20. 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.

21. 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 (Asher Lane, Musters Road and Top Road, Ruddington) (Prohibition of Waiting) Traffic Regulation Order 2021 (8304) be made as advertised with the amendments shown on plan H/SLW/3494/01 Rev A and objectors advised accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Helen North – Improvements Manager,
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Constitutional Comments (SJE 12/01/2021)

22. 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 (RWK 04/01/2021)

23. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer, therefore there are no specific financial implications arising directly from 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