



11th February 2016

Agenda Item: 10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHRISTCHURCH ROAD AND EDWARD CLOSE, HUCKNALL) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (4174)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

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

Information and Advice

2. Edward Close is a cul-de-sac on a large 1960s housing estate located approximately 2km south-west of Hucknall town centre. It is located off Christchurch Way and comprises of a mixture of premises, including residential properties, a school and a leisure centre. Many of the residential properties are positioned without direct vehicle access to the close. Within the highway, there is currently an unmarked open parking area to the north of the close. In addition there are multiple blocks of garage units and lined parking area, located on the close off the public highway. There are currently no parking restrictions along the road and vehicle parking consists of local residents, visitors and employees/users of the school and leisure centre.
3. County Councillor John Wilkinson requested that consideration is given to measures to address a number of issues including obstructive parking on footways, double parking and also vehicles parked in close proximity to junctions; which inhibits access to garage areas. In order to address the concerns raised proposals have been developed aimed to improve visibility and safety for pedestrians and drivers at junctions, improve pedestrian access to the school and leisure centre and manage on-street parking to ensure traffic flow is maintained at all times (including school start and finish times).
4. The proposed scheme includes the implementation of "No Waiting At Any Time" (Double Yellow Lines) around the entrances to the parking areas and along the eastern side of Edward Close to ensure visibility and traffic flow is maintained and pedestrian use of the pavements and dropped crossing points is not obstructed. Also, in order to maximise the available parking on the close, parking bays will be marked out in the currently un-lined area at the northern end of Edward Close that is designed to maximise the availability of parking by rationalising parking patterns. The scheme layout is shown on the attached drawing number H/04078/2200/A.

5. The statutory consultation and advertising were carried out between 18th November 2015 and 18th December 2015. The document packages were held at Hucknall Library and County Hall with copies of the notice erected at a number of locations in the area.
6. During the advertisement period twelve responses were received, four of which were fully supportive of the proposals. Of the remaining eight, 2 were generally supportive but a range of comments were received from all respondents, these include:
 - That restrictions be extended further into parking areas to help accommodate safe access to drive ways;
 - That the proposals will displace parked vehicles onto the western side of Edward Close;
 - Request that restrictions be introduced along the western side of Edward Close;
 - The proposals will result in the loss of too much on-street parking;
 - Request that the area be made residents parking only.

Six responses (2 of which are from individuals at the same address), are considered outstanding objections to some or all of the scheme proposals.

Objections Received

7. Objection – obstruction of access on western side of Edward Close
Four respondents objected on the basis that the proposals would result in parking migration to the western side of Edward Close, which would obstruct access into the rear of their properties.

Response – obstruction of access on western side of Edward Close

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions. With that consideration in mind the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the junctions; allowing vehicles to manoeuvre without obstruction and prevent double parking.

There are a number of properties on Polperro Way, which have garden gates leading onto Edward Close. The majority of these are pedestrian access only, as they do not have vehicular dropped kerbs (it is illegal for a vehicle to drive over the pavement where a vehicle access is not in place). A narrow footway is available adjacent to the properties to facilitate pedestrian access and movement of bins to collection points.

8. Objection – loss of on-street parking for residents
All respondents, to some extent, objected on the basis of the loss of on-street parking on Edward Close and some requested residents only parking.

Response – loss of on-street parking for residents

The demand for on-street parking is understood and the scheme has been designed with the aim of maintaining the availability of this facility where possible, without compromising the safe and effective operation of the highway. 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 improving highway operation with the least loss of parking. In order to maximise the available parking on Edward Close, parking bays will be marked out in the currently un-lined area to the northern end of the road. This is designed to maximise the

availability of parking by encouraging responsible parking patterns. Un-restricted on-street parking is available on all adjacent roads (such as Christchurch and Polperro Way) in addition to the residents' garage units located on Edward Close. It is anticipated that the formalisation of parking arrangements may result in some parking transferring out of Edward Close and will ease demand for parking spaces on the street.

There are no plans to introduce residents parking permits on Edward Close. A residents' parking scheme is not designed to ration parking; permits are charged at £25 per permit and would be available to all households and businesses (including the school and leisure centre) within the scheme. For new resident parking schemes the number of permits per household is currently not restricted and importantly purchase of a permit does not guarantee the availability of a parking space. It is likely that, despite a permit scheme being in place, demand would continue to exceed the available kerb space and would not on its own resolve the pavement parking and obstructive parking. In addition it should be noted that, under the current County Council practices, properties on adjacent roads, such as Polperro Way and Christchurch Road would not be eligible for residents parking permits. Three of the respondents who requested permit parking do not live on Edward Close and so would not be eligible to purchase permits.

Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

10. The local County Councillor, John Wilkinson was involved in developing the proposals and supports the scheme. The other Hucknall member, County Councillors John Wilmott and Alice Grice did not comment on the proposals.

Reason for Recommendation

11. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, and for facilitating the passage of traffic, incorporating the majority view and having had regard to all feedback received.

Statutory and Policy Implications

12. 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

13. The proposals are funded through the 2015/16 Traffic Management Revenue budget for Ashfield and the cost of implementing the scheme including works and the traffic order will be in the region of £1,000.

Crime and Disorder Implications

14. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (Christchurch Road and Edward Close, Hucknall)
(Prohibition Of Waiting) Traffic Regulation Order 2015 (4174)

is made as advertised and objectors notified accordingly.

Neil Hodgson
Interim Service Director (Highways)

Name and Title of Report Author

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For any enquiries about this report please contact:

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Constitutional Comments (RC 14/01/16)

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

Financial Comments (SES 15/01/2016)

16. The financial implications are set out in 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, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Hucknall ED	County Councillor Alice Grice
Hucknall ED	County Councillor John Wilmott
Hucknall ED	County Councillor John Wilkinson