



20th October 2016

Agenda Item: 9

REPORT OF COPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (B680 WILFORD ROAD AND CLIFTON ROAD, RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2016 (8248)

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. Wilford Road is a local distributor road leading into the village of Ruddington which is situated south of Nottingham in the Borough of Rushcliffe. The road comprises mostly residential properties at the northern end of the village becoming increasingly mixed use and then commercial as it enters the village centre. Prior to the advertisement of these proposed restrictions the junction of Wilford Road and Clifton Road, another distributor road, was an uncontrolled T-junction.
3. On 20th January 2014 planning approval was granted by Rushcliffe Borough Council for a residential development of up to 102 dwellings on Pasture Lane in Ruddington, on land located between the Great Central Railway Line and British Gypsum (application reference 12/01199/FUL). The transport assessment, submitted with the application, undertook detailed analysis of the impacts of the development. The assessment identified that there would be an increase in vehicles on the junction of Wilford Road and Clifton Road and that a roundabout was an appropriate mitigation measure to manage the increase in traffic. A provisional layout of the roundabout was shown in the Transport Assessment that was included in the application. Planning approval for the development was granted with conditions, and the introduction of the new roundabout, including associated signing, lining, 'No Waiting At Any Time' (double yellow line) restrictions were specifically referred to under Condition 13 of the decision notice.
4. To ensure the safe and efficient operation of the proposed new roundabout it is necessary to keep both the roundabout and its immediate approaches and exits free of parked vehicles. This is to ensure that visibility for both drivers and pedestrians is maintained at the junction and no vehicles are forced to cross the centre line in order to manoeuvre around parked vehicles.

5. The proposed restrictions comprise “No Waiting At Any Time” (Double Yellow Lines) on the new mini-roundabout and on the approaches from Wilford Road and Clifton Road. The proposals also include a new bus stop clearway on the south-west side of Clifton Road, which will prohibit any vehicle from stopping or waiting in the bus stop and therefore keep this facility clear for the bus service.
6. The statutory consultation and advertisement was carried out between 22nd July 2016 and 19th August 2016. The document packages were available on-line, and were held at Ruddington Library and County Hall with copies of the notice erected at a number of locations in the area. The scheme layout is shown on the attached drawing number H/04078/2280/01.

Objections Received

7. Eleven responses were received; including one from local County Councillor Reg Adair. Of the responses received, two were comments and the remaining nine are considered to be outstanding objections to the scheme. A range of comments were received from all respondents; these include:
 - Residents and their visitors would have nowhere to park;
 - That the roundabout is not required;
 - That a separate left-turn lane off Clifton Road onto Wilford would be a more appropriate solution than a roundabout;
 - Request for further parking restrictions or more enforcement of existing restrictions on Dutton’s Hill near Sainsbury’s;
 - Comment that no vehicles currently park in the bus stops on Clifton Road;
 - That the roundabout will make the junction more hazardous for cyclists and pedestrians;
 - Concerns that traffic speeds would increase making it harder/more dangerous for pedestrians to cross the road.
8. Objection – County Councillor Reg Adair
County Councillor Reg Adair expressed concern regarding the loss of on-street parking outside the Victoria Tavern public house and nos. 36, 34, and 32 Wilford Road. Councillor Adair suggests that an alternative proposal to ease the traffic congestion on the junction would be to create a left lane off Clifton Road onto Wilford Road preventing the traffic build up at peak times on Clifton Road and that the roundabout would not therefore be required.

Response – County Councillor Reg Adair

The transport assessment, submitted with the application, undertook a series of detailed capacity assessments on the surrounding road network. These identified a detrimental impact on the performance of the Wilford Road / Clifton Road junction. The conversion of this junction to a mini-roundabout was proposed as it would improve the performance of the junction. The existing T-junction, when modelled to a scenario in 2017 (which assumes standard traffic growth and no development / new traffic generators), would operate further over capacity, in all directions at both peak periods, resulting in significant traffic queues.

The proposed mini-roundabout was conditioned as part of the planning approval granted by Rushcliffe Borough Council. The demand for on-street parking in the area is recognised but

it is not possible to reduce the extents of the proposed waiting restrictions as these are deemed the minimum required for the safe and efficient operation of the junction.

9. Objection – Loss of on-street parking for residents

Six objections related to the loss of on-street parking for residents and for the Victoria Tavern public house.

Response – Loss of on-street parking for residents

The demand for on-street parking is understood, however the provision of this facility must be secondary to maintaining the safe and efficient movement of traffic and pedestrians on the Highway. There is always a balance to be struck between competing demands for a finite resource; it is recognised that the loss of on-street parking on this section of Wilford Road will inconvenience some residents. The residential properties potentially affected on the eastern side of Wilford Road do have off-street parking in the form of garages at the rear of their properties, accessed via Woodley Street. However it is acknowledged that these can only be used as small single garages, the garage complex does not have sufficient forecourt to park a typical car in front of a garage door. Unrestricted on-street parking is available further along Wilford Road and Clifton Road and on parts of Woodley Street, which can offer alternatives for parking for both residents and visitors to the pub.

It should be noted that, where it is safe to do so, loading is permitted on double yellow lines, so deliveries to residents' homes can still be undertaken within a reasonable distance of their homes, such as from Woodley Street. This includes private vehicles stopping to load and unload, so residents will still be able to briefly park near their premises while they are loading or unloading (such as bringing in their shopping from the car) or picking up goods or passengers.

10. Objection – Roundabout is not required and/or will be hazardous

Five objections stated that the roundabout was not necessary and / or that it would be detrimental to vulnerable road users, such as pedestrians and cyclists, as traffic speeds would increase and driver awareness of cyclists at mini-roundabouts was generally poor.

Response – Roundabout is not required and/or will be hazardous

The consultation relates to the proposed introduction of “No Waiting At Any Time” (Double Yellow Lines) and a bus stop clearway restriction, rather than the introduction of the roundabout. The new roundabout is a requirement of a planning approval for a housing development, which has already been consulted upon by Rushcliffe Borough Council and has now received full planning approval.

The roundabout is required to mitigate the additional traffic flows which will result from the creation of an additional 102 dwellings off Pasture Road in Ruddington. A transport assessment, submitted with the application, has shown that the roundabout currently operates over capacity in the morning peak. With normal traffic growth by 2017 the roundabout will be operating over capacity at both morning and afternoon peak periods, resulting in increased congestion and queues at the junction. The additional vehicle journeys generated as a result of the approved housing development will further exacerbate this to unsustainable levels. As such, mitigation in the form of an improved junction layout was conditioned by Rushcliffe Borough Council as part of the planning approval.

The safety and amenity of vulnerable users has been considered in the development of the mini-roundabout design; which incorporates two pedestrian refuges with tactile paving. The refuge on Wilford Lane, to the north of the Clifton Road junction provides an entirely new facility which, when combined with the improved visibility and sight-lines achieved by the removal of on-street parking, will provide a significantly improved crossing opportunity. The existing pedestrian crossing refuge on Clifton Road will be re-instated in a revised location appropriate to the new road layout; again the proposed waiting restrictions will provide improved sight lines for both drivers and pedestrians. The centre island will be a physical domed feature, rather than purely painted and this along with the re-alignment of kerblines on the approach to the roundabout will deflect traffic resulting in reduced vehicle speeds through the junction. In addition, the improved visibility from removing on-street parking in the immediate vicinity of the junction will assist driver awareness of cyclists and pedestrians and support the safe operation of the junction.

11. Objection – parking restrictions are not required / are required elsewhere

Two objectors stated that the waiting restrictions are not required or that they were required elsewhere within the village, such as near Sainsbury's on Dutton's Hill.

Response – parking restrictions are not required / are required elsewhere

The proposals are required to facilitate the effective operation of the new mini-roundabout at Clifton Road / Wilford Road junction. These restrictions are directly funded by the developer to discharge a planning condition connected to the housing development on Pasture Road. Although the comments regarding the need to address congestion elsewhere in the village or enforce existing restrictions have been noted it is outside the scope of this work to extend the proposed restrictions to other parts of Ruddington.

12. Objection – why is a bus stop clearway required

One objector commented that no-one parks in the bus stop on Clifton Road so why was a clearway required.

Response – Pedestrian crossing points

The introduction of new waiting restrictions can result in parking migration, to ensure that access to the bus stops is safeguarded for the buses clearways will be introduced. This restriction prevents stopping by any vehicle other than a bus within the bus stop markings. These markings will remain the same length as are currently in place.

Other Options Considered

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. The proposed restrictions are considered to be the minimum required to ensure the safe operation of the junction and secure access to bus stops for public transport.

Comments from Local Members

14. County Councillor Reg Adair objected to the proposals.

Reason for Recommendation

15. The recommendation represents the most appropriate action to reduce / prevent danger to highway users, and for facilitating the safe and efficient passage of traffic having had regard to all feedback received.

Statutory and Policy Implications

16. 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

17. The Traffic Regulation Order process will cost £5,000 and is funded by the developer, who will also deliver the highway works at their own expense.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (B680 Wilford Road And Clifton Road, Ruddington) (Prohibition Of Waiting) Traffic Regulation Order 2016 (8248)

is made as advertised and objectors notified accordingly.

Tim Gregory
Corporate Director – Place

Name and Title of Report Author

Mike Barnett – Team Manager Major Projects and Improvements (Via East Midlands Limited)

Constitutional Comments (SJE – 22/09/2016)

19. 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 (GB 23/09/2016)

20. The financial implications are set out in paragraph 17 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, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Ruddington ED

Councillor Reg Adair