



17<sup>th</sup> July 2014

**Agenda Item: 8**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CORONATION ROAD AREA, NUTHALL) (VARIOUS STATIC RESTRICTIONS AND PROHIBITIONS) TRAFFIC REGULATION ORDER 2014 (5157)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

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

### **Information and Advice**

The County Council continues to address concerns regarding parking and drop off/pick up in the vicinity of schools across the County through its on-going programme of introducing enforceable "School Keep Clear" road markings, and to improve road safety in the vicinity of schools through its on-going programme of introducing 20 mph speed limits outside every school in the County. The Council's Road Safety Education Programme, including Junior Road Safety Officers, also provides good encouragement for students to choose to walk to school instead of travelling by car even if occasionally. However in some locations further measures will need to be considered subject to funding availability and competing priorities.

2. Coronation Road is in the residential area of Nuthall and on the section between Larkfield Road and Sedley Avenue there is a common campus of two schools, these being Larkfields Junior and Infants Schools.
3. The County Council has received requests through the local member, Councillor Philip Owen for restrictions to be considered around the Coronation Road area due to issues with parked vehicles along the road outside the school when parents are taking or picking children up from school. Issues include the following:
  - Parked vehicles blocking access to residential driveways;
  - Safety of school children crossing and using the section of road where the number of children are at its highest concentration;

- Parking along both sides of Coronation Road causing traffic conflict for vehicles travelling in opposing directions and this has resulted in an informal one-way system at school start and finish times.
4. The proposals have been subject to two rounds of consultation, the first between 25<sup>th</sup> June and 23<sup>rd</sup> July 2013 with further consultation and public advertisement between 14<sup>th</sup> November and 5<sup>th</sup> December 2013. Comments received as part of the consultation have generated competing demands for which a balanced solution has been sought. The proposals that are recommended in the report can be seen on the enclosed drawing 102594/4023550/02/0 D.

## Objections Received

5. During the consultation rounds 37 responses were received, 33 of these are considered as outstanding objections to the final advertised proposals. Outstanding objections by street are as follows:

• Larkfield Road	1	• Kimberley Road	1
• Glebe Road	2	• Coronation Drive	15
• Sedley Avenue	8	• Oak Drive	1
• Maple Drive	3	• Other – Parents	2

6. Comments were also received via the 'Larkfield Infant and Junior Joint Travel Plans Steering Group' and a School Governor. Some of the issues raised are similar to objections from residents and a summary is included for completeness. The objections have been summarised and responses grouped by common issues due to individual response objections containing a range of issues.

7. Objections – Displaced Parking

Twenty-one residents have objected to the proposals on the basis that by preventing cars parking on the roads closest to the schools it will cause the same problems on nearby streets. From the first round of consultation this included Sedley Avenue, Glebe Road and length of Coronation Road between Sedley Avenue and Maple Drive. The second consultation generated similar issues regarding displaced parking for Maple Drive and Larkfield Drive.

Response – Displaced Parking

The introduction of any parking restrictions around a school will naturally displace traffic further away. The initial consultation included restrictions fronting the schools on Coronation Road between Larkfield Road and Sedley Avenue, at the time seventeen objections were received and residents suggested that restrictions be extended further along Coronation Road, Sedley Avenue and Glebe Road. Following discussions with the local member, the second consultation included additional restrictions along the named roads. However, this generated a further four objections about displaced parking on onto Maple Drive and Larkfield Road. In addition concerns were raised that more restrictions would continue to urbanise the area.

Following a review of all comments received the proposals have been reviewed. The recommended proposals will be focused on the section of Coronation Road fronting the school as well as junctions and crossing points in the vicinity. This focuses restrictions and controls on the section closest to the school where the maximum numbers of children congregate.

Whilst it is accepted that some parking will be displaced from outside the school it is envisaged that this will disperse into the wider area rather than focused on a single location.

8. Objections – Restrictions Out of Character for the Area

Five residents are concerned that the restrictions will urbanise a pleasant residential area, they are out of character for the area, impact upon local aesthetics and have a detrimental effect on property values.

Response – Restrictions Out of Character for the Area

The area covered by the proposals does not form part of a conservation area or have any other designated status. The proposals recommended are considered the minimum required to help alleviate the problems raised in the immediate vicinity of the two schools. The smallest possible signs will be located on existing street furniture, wherever possible, with the minimum number required to ensure restrictions are clear but still legally enforceable.

9. Objections – School Parking and Related Issues

Eight residents commented that school staff and visitors make up a significant number of cars parked on Coronation Road, particularly opposite the school and suggest that restrictions will then push these vehicles onto surrounding streets all day.

Ten residents have suggested that a better option would be for the schools to provide additional car parking both for parents, school staff and visitors. A further seven have recommended the installation of a lay-by on Coronation Road to allow for parents to pick up and drop off.

Four residents have suggested the school bus service is reinstated and one states that the problem is the catchment area for the school with children travelling to the school from outside the local area.

Response – School Parking and Related Issues

Both head teachers from the schools are part of the 'Larkfield Infant and Junior Travel Plans Steering Group' and have been included as part of the consultation. The steering group are willing to consider alternative use of school grounds for small amounts of additional parking to help address the issue of staff parking. However, the group have stated that the school's budgets are too limited to finance such work.

The proposals advertised are within the public highway and suggestions for car parks and lay-bys are outside of the parameters of the proposed scheme.

There are currently no plans to reinstate a school bus service. Catchment areas help schools to identify their communities and give parents an indication of their local school. Setting of catchment areas is outside the scope of this consultation process.

10. Objections – Removal of Corner Bollards

Twelve comments have been received regarding the appearance and purpose of bollards installed on the junctions of Coronation Road / Sedley Avenue and Coronation Road / Larkfield Road. It has been suggested by one resident that the proposed pedestrian crossing points are protected at the junctions with guard railings.

Response – Removal of Corner Bollards

The removal of the bollards was agreed following early rounds of consultation. The installation 'No Waiting At Any Time' (double yellow lines) at these junction will allow enforcement to take place for parking on these junctions. This is also applicable if vehicles are fully parked on the pavements as the restrictions are applicable to the limits of public highway. Whilst guard railings could be installed, if done so at the junctions these would be visually intrusive and it is considered that due to the residential nature and possible traffic speeds these are not required on the junctions and the double yellow lines proposed should provide satisfactory protection from parking.

11. Objections – Restrictions Penalising Local Residents

Six residents have objected on the basis that the restrictions are penalising local residents for parking near and outside their own property and residents shouldn't suffer from parents not walking to pick up children and other illegal or ill-mannered behaviour of others.

Response - Restrictions Penalising Local Residents

The restrictions have been proposed following reports from local residents to the local member regarding traffic issues in the area around school drop off and pick up times.

12. Objections – Effective Enforcement

Eight residents have objected on the basis that restrictions are only worthwhile if effectively enforced. Some residents have suggested that enforcement should be carried out now using existing highway rules covered by the Highway Code.

Response - Effective Enforcement

The proposals follow complaints about parking and once introduced will enable the Broxtowe Parking Manager to carry out enforcement in accordance with the restrictions. This is a far more effective approach than relying upon the Highway Code which is limited in powers.

13. Objections – Restrictions Term Time Only

Six objections are on the basis that restrictions are all-year round and suggest that they should be term time only. One resident has also queried where the school bus will pick up children and concerned that this will be on nearby roads.

#### Response - Restrictions Term Time Only

No waiting restrictions are used nationally and no provision exists to sign double or single yellow lines in 'term time' only that could be legally enforced. School Keep Clears markings have an exemption in the order to ensure that they are only enforced in 'term time'.

An exemption for school buses to pick up and drop off school children on the School Keep Clear markings for excursion purposes only will be included in the Traffic Order.

#### 14. Objections – Parents

Two parents of pupils at the schools have objected. They are concerned that the proposals will restrict their parking options, create more problems than it solves, displace traffic and mean having to park further away including Kimberley Road that one parent considers more dangerous for children to be using. One of the parents has also reported vehicles being damaged when parking on a nearby street.

#### Response – Parents

The proposed restrictions have been reduced to minimise displacement onto nearby street. Parking opportunities will still exist within unrestricted areas on nearby streets. However, it is important that parking is done in a considerate and in locations not to provide obstruction.

There is a link footpath from Kimberley Road that leads to Coronation Road close to Selby Avenue. This can be utilised by members of the public if walking from this side of the area. However, there is a bus lane on the north side of Kimberley Road towards Nottingham that operates from 0730 – 0930am that will restrict parking options.

#### 15. Objections – Others

Through the consultation exercise residents highlighted a number of issues raised by individuals, these include:

- The proposals will restrict visitor parking at key times;
- A form of residents' only parking should be introduced following implementation of the scheme to enable residents and visitors to park;
- Households have more cars than space on driveways and as a result will have to move vehicles around during restricted hours;
- Where will delivery vehicles and tradesmen park;
- Driveways are being blocked and requested for double yellow lines to be extended;
- Pedestrian railings installed are causing access issues on and off driveway when vehicles are parked adjacent to entrance, resident questioning the railings purpose;
- Lowering pavements for pedestrian crossings will make it easier to vehicles to pull up and these are not worth installing as pedestrians use vehicular crossing instead;
- A local resident of Larkfield Road feels that due to proposed restrictions and reduced parking availability then they will need additional off-street parking, as a result it is suggested that an additional vehicular crossing to

the residential property is installed by the County Council as part of the scheme. Furthermore, the resident feels that double yellow lines at this location are not required and a single yellow line would suffice.

- Restrictions proposed at the side of 1 and 29 Coronation Road are not necessary;
- Proposed crossing point outside 28 / 29 Coronation Road is in the wrong location and will adversely affect residents or visitors who require facilities to park nearby.

#### Response - Others

Restrictions have been reduced to minimise impact for residents and visitors, although as previously discussed, it is accepted that some displacement will occur. Loading / unloading for deliveries, tradesman and services such as community ambulances is permitted. However, once loading or unloading is complete, tradesman would either have to park elsewhere or using off-street provision at the property providing this is available.

There are potential issues for properties with multiple vehicles, but restrictions proposed are considered the minimum required to help alleviate traffic issues raised. There are no current plans to introduce a residents' parking scheme in the area.

The proposed crossing point outside of 28 / 29 Coronation Road was removed from the scheme as a result of comments received. Whilst parents might use existing driveways to cross the road, the County Council has installed or upgraded a number of pedestrian crossing points at junctions and other locations where it is considered safe and appropriate to use. These crossing points are protected with double yellow lines that are applicable to the limits of public highway. If vehicles park on the pavement behind these then there is a risk to the motorist of being issued with a Penalty Charge Notice.

It is not intended to provide additional restrictions across driveways other than those shown on the enclosed plan. However, it has been agreed that residents close to the school will be given a one off opportunity for advisory 'H bars' to be installed across driveways as part of the scheme.

The Larkfield Road resident has been informed that there is no obligation on the County Council to provide a vehicular crossing and has been provided with information regarding the procedure to install a vehicular access together with approximate costs. The double yellow lines at this location are proposed to provide junction protection and to protect school crossing patrol at a pedestrian crossing point. To install single yellow lines across the pedestrian crossing point infers it is acceptable to park across it at times when the restriction is not in operation, which is not the case.

Pedestrian guard railings have been installed long Coronation Road at a number of locations at the end of footpaths leading from the schools. Whilst school children exiting the school may use open areas either side, the railings are considered necessary to prevent children going directly into the road at this designated points. The proposed single yellow line restriction opposite should

help prevent parking during the school times so should assist residents in using driveways at their properties.

Restrictions at either end of the 'School Keep Clear' markings will be reduced to no waiting Monday to Friday from 8 – 9am and 3 – 4pm as indicated on the enclosed plan to minimise the impact out of school times. The proposed timing of the 'School Keep Clear' restriction will also be reduced to Monday to Friday 8am – 4:30pm in line with current countywide programme. The 'School Keep Clear' restriction will also be continuous and centralised to ensure consistency and clarity for road users.

16. Comments - 'Larkfield Infant and Junior Joint Travel Plans Steering Group' and a School Governor

Responses were received by the Steering Group and a School Governor to the consultations undertaken and a summary is points made as follows:

- Members of the group were unanimous in their support for the proposed double yellow lines on the corners of Coronation Road / Larkfield Road and Coronation Road / Selby Avenue;
- Members of the group were unanimous that any restrictions should be supported by effective enforcement;
- Group is willing to discuss alternative use of schools grounds for small amounts of additional parking – as discussed in section 9;
- Group is in support of barriers at end of school footpaths;
- Concerns were raised about staff parking and why residents should not be able to park outside their own properties and whether a permit scheme could be introduced in restricted areas;
- Concerns were raised that the restrictions would displace parking onto nearby streets with some support for these to be extended further down Coronation Road, Sedley Avenue and Glebe Road;
- Group felt that guard railings should replace the existing bollards;
- Following a parish council meeting, feedback from Larkfields Junior School was support for the revised proposals. However, the school still considered that there is an outstanding issue for staff parking particular for those who can't get in the car park and need to transport teaching materials.

Responses to points raised have been covered within the report. The option of parking in Basil Russell Park has been discussed, this facility is operated by Nuthall Parish Council and it is recommended that further discussions take place between school representatives and the Parish Council to ascertain whether an arrangement can be made.

## **Other Options Considered**

17. Other options considered relate to the extents / types of restrictions and these have been reflected in the multiple rounds of consultation undertaken by the County Council.

## **Comments from Local Members**

18. County Councillor Philip Owen promoted the scheme, has been kept informed regarding modifications and supports the proposals.
19. Nuthall Parish Council also supports the proposals not to include single yellow lines at the end of Coronation Road, Glebe Avenue or Selby Avenue. This is reflected in the amended proposals recommended in this report.

## **Reasons for Recommendations**

20. The proposed restrictions on roads in the vicinity of the two Larkfields primary schools are primarily intended to keep them clear of parked cars during the morning and afternoon peaks when parents are taking or picking up children from the schools and to allow traffic to flow freely and safely along the roads. In addition further restrictions are intended to prevent vehicles parking at all times on junctions' areas and within two bus stops along Larkfield Road.

## **Statutory and Policy Implications**

21. 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**

22. The scheme is being funded through the 2014/15 Traffic Management revenue budget – Broxtowe at a cost of £3,000.

## **Crime and Disorder Implications**

23. Nottinghamshire Police raised no objections to the proposals.

## **RECOMMENDATION/S**

It is recommended that:

The Nottinghamshire County Council (Coronation Road Area, Nuthall) (Various Static Restrictions and Prohibitions) Traffic Regulation Order 2014 (5157) is made as advertised with amendments and objectors advised accordingly.

Amendments are:

- a) Exclude the proposed Single Yellow Lines (No Waiting 8 - 9am and 3 - 4pm Monday to Friday Restrictions) along Sedley Avenue, Glebe Road and Coronation Road (section between Sedley Avenue and Maple Drive junction protection);
- b) Reduce the time of operation for proposed 'School Keep Clear' restrictions from being applicable At All Times to a reduced time period Monday to Friday 8am – 4:30pm (Term Time Only);
- c) Install sets of the proposed 'School Keep Clear' restrictions continuously along Coronation Road between the two car park entrances for the Infant and Junior Schools;
- d) Provide No Waiting At Any Time restrictions across the Larkfields Infants School car park access road;
- e) Include an exception in 'School Keep Clear' restrictions for school buses to pick up and drop off school children for excursion purposes will be included in the Traffic Order;
- f) Lengths of 'No Waiting At Any Time' restrictions reduced at side of 1 and 29 Coronation Road and replaced with 'No Waiting 8 - 9am and 3 - 4pm Monday to Friday Restrictions' – these will extend to tie into proposed junction protection on Coronation Road / Sedley Avenue and Coronation Road / Larkfield Road

The revised scheme layout is shown in drawing 102594/4023550/02/01 D.

**Andrew Warrington**  
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### **Constitutional Comments (LM 26/06/14)**

The Transport and Highways Committee has responsibility for transport and highways including the planning, management and maintenance of highways including traffic management and road safety. The proposals in this report fall within the remit of this Committee.

### **Financial Comments (TMR 26/06/14)**

24. The financial implications are set out in paragraph 23 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**

Nuthall ED

Councillor Philip Owen