



23<sup>rd</sup> April 2015

Agenda Item: 8

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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MILL ROAD & PINFOLD LANE, STAPLEFORD) (PROHIBITION OF WAITING & NO STOPPING ON ENTRANCE CLEARWAY) TRAFFIC REGULATION ORDER 2015 (5189)**

#### **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.

##### **Information and Advice**

2. Stapleford is a small town located approximately 7 miles west of Nottingham, close to the Nottinghamshire / Derbyshire County boundary. Pinfold Lane and Mill Road are residential streets consisting of semi-detached and terraced houses, approximately half of which have off-street parking. The local fire station is situated half way along Pinfold Lane on a site which also houses the local Scout hut.
3. The fire brigade have raised concerns regarding issues with parking along Pinfold Lane obstructing the manoeuvring and progress of its emergency vehicles when responding to calls. In addition residents of Mill Road have raised concerns that obstructive parking is blocking driveways on Mill Road between Church Street and Frederick Road.
4. The County Council proposed a number of waiting restrictions to address the issues raised and the proposals are shown on the attached plan (drawing number H/04078/2073/04) and are summarised below:-

###### **Pinfold Lane (the north side)**

- The existing Entrance Clearway marking to be made legally enforceable
- Double Yellow Lines (no waiting at any time) to be installed along the remainder of the north side

###### **Mill Road (the north side)**

- 30 metres of Double Yellow Lines to be removed

###### **Mill Road (the south side)**

- 27 metres of Double Yellow Lines to be added (joining up the existing lines)

5. The initial consultation took place between 27<sup>th</sup> October 2014 and 19<sup>th</sup> November 2014. During this period 12 responses were received, ten of these were considered as objections. In response to comments raised the scheme was revised, these revised proposals were advertised between 6th February and 27th February 2015. The revised proposals are shown on the attached plan (drawing number H/04078/2073/05) and are summarised below:-

Pinfold Lane (the north side) -

- 104 metres of Double Yellow Lines to be installed along the north side from its junction with Wesley Place to the start of the entrance clearway marking
- 80 metres of Single Yellow Line (No waiting Monday to Friday 8am - 6pm) to be installed from the existing entrance clearway to its junction with Lower Orchard Street
- 38 metres of Double Yellow Lines to be installed along the remainder

Pinfold Lane (the south side) –

- 18 metres of Double Yellow Lines to be installed from its junction with Wesley Place
- 71 metres of Double Yellow Lines to be installed opposite the fire station entrance
- 10 metres of Double Yellow Lines at the junction with Lower Orchard Street

Lower Orchard Street –

- 10 metres Double Yellow Lines to be installed (junction protection)

A further four responses were received, two of those being objections.

## **Objections received**

6. During both rounds of consultation a total of sixteen responses were received. A number of comments were made and are summarised below:-
- Concerns that, bearing in mind some residents have no off-street parking, the proposals will reduce the amount of on-street parking available.
  - Complaints that non-residents park all day on Pinfold Lane.
  - That the proposed restrictions are in the wrong location / need extending.
  - Concerns that the proposals will result in displaced parking on Lower Orchard and Middle Orchard Street
  - Complaints that visitors to the Scout hut cause parking problems on the street in the evening and on event days at the weekends
  - Requests that Pinfold Lane becomes residents parking only
  - Requests that the fire station be moved from its current location.

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

### **7. Objection – Stapleford Town Council**

In principle the Meeting accepted the proposals for this area. However, concerns were expressed regarding the difficulties experienced by residents of Pinfold Lane adjacent to and opposite the Fire Station. Members felt that more work was required in this area to alleviate parking issues. No specific measures were identified by Members.

### **Response**

The Town Council accept the need for restrictions to facilitate the movement of emergency vehicles on Pinfold Lane. The design process has been iterative, with the original proposal being re-worked in response to the initial consultation. The proposed waiting restrictions on Pinfold Lane are intended to maintain a clear route for emergency vehicles and have been kept to the minimum levels required to achieve this.

8. Objection – Availability of on-street parking

A common theme in all objections was the reduction of on-street parking for residents and / or parking migrations onto Lower Orchard and Middle Orchard Street.

Response

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the double yellow lines (No Waiting At Any Time) are required to facilitate the movement of emergency vehicles along the road and to improve safety at the junctions of Pinfold Avenue / Lower Orchard Street, Pinfold Avenue / Wesley Place and Pinfold Avenue / Church Street. The purpose of the restrictions is to prevent obstructive parking to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction.

The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. With that balance in mind the limits of the restrictions have been kept at the minimum lengths and duration considered possible to ensure the effective and safe operation of the highway.

9. Objection – Extent and location of proposed restrictions

Three residents also stated that the restrictions were either proposed at the wrong location or that the times of operation were unsatisfactory.

Response

The County Council's original proposal was for double yellow lines (No Waiting at Any Time) in conjunction with a section of keep-clear zig-zags along the full length of Pinfold Lane on the northern side. A number of respondents requested changes to these proposals. A revised proposal was produced, which replaced some double yellow lines (No Waiting at Any Time) with limited waiting (single yellow line), introduced double yellow lines at junctions off Pinfold Lane and safeguarded the operation of the fire station entrance with further waiting restrictions.

Whilst some respondents requested further restrictions, the extents of the double yellow lines around junctions 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.

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 (£175) on request from local residents. Residents will be made aware of this facility and how to apply for an advisory 'H bar marking'.

10. Objection – Relocation of the fire station

Two residents of Pinfold Lane also objected to the proposal on the grounds that the Fire Station should be moved from its present location on Pinfold Lane.

Response

The fire station has been located on Pinfold Lane since the 1960s and provides an essential service for the local community. The Stapleford station has a retained section crew with one fire engine and they also staff the Incident Support Unit (ISU) which provides welfare facilities for firefighters at large or protracted incidents. Nottinghamshire Fire & Rescue

Service were included in the consultation and has confirmed support for the proposed restrictions plus indicated that there are no plans to relocate this fire station with refurbishment works recently been completed. The scope of this scheme is only to ensure that fire appliances are not obstructed by parked vehicles when travelling to emergency calls.

11. Objection – health / mobility concerns

One objector also raised concerns about health / mobility issues, which they felt necessitated being able to park in close proximity to their house.

Response

Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the highway which would be provided free of charge by the County Council. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.

The provisions of markings is strictly controlled, this is to ensure that they are only provided where there is a defined need. Applicant drivers should have a serious physical impairment, which severely restricts their movements, and should possess or qualify for Special Access Permits. This means possessing a Blue Badge and being in long term (2 year minimum) future receipt of the higher rate of the Mobility component of the Disability Living Allowance/Personal Independence Payment (PIP). If the applicant is not in receipt of this allowance but still considers themselves to be eligible, they may have their impairment independently assessed by the County Council's Medical Adviser, in conjunction with their own doctor. A marking may be provided to accommodate ambulances regularly visiting the home of a non-driving applicant.

## **Other Options Considered**

12. Whilst other configurations of restrictions are possible those proposed are considered most appropriate.

## **Comments from Local Members**

13. The local County Councillors Stan Heptinstall and Jacky Williams are in support of the proposals.

## **Reasons for Recommendations**

14. The parking restrictions on Pinfold Lane are intended to maintain a clear route for emergency vehicles, free of obstruction from parked cars. The restrictions have been kept to the minimum levels required to achieve this. As such the order is considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

## **Statutory and Policy Implications**

15. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service 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**

16. The scheme is being funded by the Traffic Management Revenue Budget (Broxtowe) for 2015/16 and will cost in the region of £1,500.

## **Crime and Disorder Implications**

17. Nottinghamshire Police have made no comments on the proposal.

## **RECOMMENDATION/S**

### **It is recommended that:**

The Nottinghamshire County Council (Mill Road & Pinfold Lane, Stapleford) (Prohibition Of Waiting & No Stopping On Entrance Clearway) Traffic Regulation Order 2015 (5189)

is made as advertised and the objectors informed accordingly.

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author** - Mike Barnett

**Title of Report Author** - Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

Helen North – Improvements Manager                      T – 0115 977 2087

## **Constitutional Comments (SLB 26/03/15)**

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

## **Financial Comments (TMR 26/03/15)**

19. The financial implications are set out in paragraph 16 of the report.

## **Background Papers**

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.

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.

## **Electoral Division(s) and Member(s) Affected**

Bramcote and Stapleford ED  
Bramcote and Stapleford ED

Councillor Jacky Williams  
Councillor Stan Heptinstall