



23rd April 2015

Agenda Item: 7

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ANTILL STREET, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (5187)

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, either as advertised or with the amendments detailed.

Information and Advice

2. Stapleford is a small town located approximately 7 miles west of Nottingham, close to the Nottinghamshire / Derbyshire County boundary. Brookhill Street is a residential street which links two local distributor roads; Derby Road and Toton Lane. There are a number of side roads leading off Brookhill Street, which include Antill Street, Lawrence Street and Balfour Road at the western end. Antill Street is a cul-de-sac and has low traffic flows, Lawrence Street and Balfour Road are both one-way streets comprising of terraced properties.
3. The majority of properties in the area, especially at the western end of Brookhill Street do not have off-street parking provision. As a result, demand for on-street parking in some locations can frequently exceed supply and this leads to vehicles being parked closer to junctions than the recommended 10m stated in the Highway Code. Which forces motorists into a single lane when entering and exiting the side road. Additionally, vehicles often park opposite pavement build-outs.
4. Requests have been received from the local County Councillors to address the issues of obstructive parking at the junction of Antill Street and Brookhill Street. An historic Traffic Regulation Order from 1999 for double yellow lines (No Waiting at Any Time) is in force at junctions of Brookhill Street with Antill Street (west side), Brookhill Street with Lawrence Street and Brookhill Street with Balfour Road, however the markings were never set out on site. The opportunity has been taken to address this omission and the new proposals were consulted on together with informing residents that the existing Traffic Regulation Order would be implemented.

5. The initial consultation took place between 27th October 2014 and 19th November 2014. The proposals are summarised below:-
- Antill Street
- Double Yellow lines to be installed on the east side from its junction with Brookhill Street for a distance of 18 metres
 - Double Yellow Lines to be in installed on both sides for a distance of 18 metres (As stated in the existing Order)
- Lawrence Street
- Double Yellow Lines to be in installed on both sides for a distance of 20 metres (As stated in the existing Order)
- Balfour Road
- Double Yellow Lines to be in installed on both sides for a distance of 30 metres (As stated in the existing Order)
6. During this consultation period a total of four responses were received, two of these were considered as objections. The proposals were subsequently publicly advertised in the Nottingham Post between 29th January and 20th February 2015 and can be seen on the enclosed drawing H/04078/1988/04. A further six responses were received, all of these were considered as objections, giving a total of eight objections outstanding.

Objections received

7. During both rounds of consultation, a total of ten responses were received and a number of comments raised:
- Concerns that the restriction would further reduce the availability of on-street parking;
 - Concerns that it would make it harder for residents with health / mobility problems to park near to their homes.
 - Requests to open Antill Street as a through-route with traffic calming
 - Requests for a residents' parking scheme on Brookhill Street
 - Concerns that the recently approved planning application for 11 flats on Antill Street would add to parking pressures in the area.
 - Concerns that the area is already extremely congested with vehicles.

Replies have been sent direct to respondents and eight replies are considered to be outstanding objections to the proposals.

8. Objection – District Councillor Ray Darby
Councillor Darby objected to the lack of consultation with residents regarding the proposal.

Response

A Traffic Regulation Order requires one period of statutory consultation of a minimum of 21 days. The County Council is committed to engaging with the local community when developing schemes and in this case has conducted two rounds of consultation between 27th October 2014 and 19th November 2014 and then again between 29th January and 20th February 2015. The scheme has been developed in discussion with local County Councillors. Throughout the consultation process a number of differing comments have been received, including requests to reduce the proposed restrictions and to increase them. Whilst every attempt is made to develop a scheme that is acceptable to everyone, it is not

always possible to achieve this. The proposed restrictions are intended to address the issue of obstructive parking and maintain a clear visibility at junctions and have been kept to the minimum levels required to achieve this.

9. Objection – Stapleford Town Council

Members expressed disappointment regarding the proposals and felt that much more needed to be done to ease the congestion in this area. No specific measures were identified by Members.

Response

The western end of Brookhill Street is comprised mostly of terraced properties with no off-street parking. The street is narrow but with moderately heavy two-way traffic flows of more than 400 vehicles in peak hours. It is also on a steep hill, which offers limited forward visibility as drivers approach the stretch near Lawrence Street. The primary purpose of the highway is to facilitate the movement of people and vehicles and to facilitate this a number of historic waiting restrictions are in existence; including single yellow lines (limited waiting) restrictions on the northern side of the road between Birley Street and Derby Road and, in the vicinity of Lawrence Street, on the southern side as well. These restrictions mean that available kerb space for parking is limited during the day, and demand frequently exceeds supply. However, they are essential for the safe and efficient operation of the highway, which must be the priority for the County Council as the Local Highway Authority.

10. Objection – reduction of on-street parking

The common theme on all outstanding objections was that the restrictions would reduce the availability of on-street parking.

Response

The purpose of the junction protection is 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.

After consideration of the objections received, it is proposed to reduce the extents of the existing Traffic Regulation Order to the minimum lengths considered possible to ensure effective and safe operation of each junction. The proposed amendments are summarised below and shown on drawing H/04078/2117.

- Antil Street
 - Reduce existing 18 metres of no waiting at any time restrictions (double yellow lines) to 10 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce 18 metres of proposed no waiting at any time restrictions (double yellow lines) to 8 metres (east side)
- Lawrence Street
 - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 14 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 7.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095)
- Balfour Road
 - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8 metres (westside) (partially revoking existing Traffic Regulation Order 5095)

- Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095).

11. Objection – health / mobility concerns

Two objections also raised concerns about health / mobility issues for family members which they felt necessitated being able to park in close proximity to their houses.

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.

12. Objection – New development on Antill Street

Three objectors included comments regarding the recent granting of planning permission for 11 new flats on Antill Street in their objection. The proposal for these flats includes one off-street parking space and Planning Permission was granted despite objections on highway grounds from Nottinghamshire County Council.

Response

The construction of new housing on Antill Street will increase traffic volumes and have an effect on the highway network; issues which were raised as part of the planning process by Highways officers from Nottinghamshire County Council. The effect of the development does not alter the requirement for the County Council to address issues with obstructive parking at junctions. The Council has a Network Management duty to maintain the safe and effective movement of traffic. The problem of vehicles parking in close proximity to junctions negatively affects the safe and efficient operation of a junction. The proposed double yellow lines will prevent this and maintain clear visibility at the junctions.

13. Objection – Residents parking scheme

An objection was raised on the basis that the extent of the restrictions should be reduced and that Brookhill Street should become a residents parking scheme.

Response

It is unlikely that a residents parking scheme on Brookhill Street would resolve the parking issues experienced by residents as these are primarily related to demand exceeding supply rather than non-resident parking. A residents' parking scheme is not designed to ration parking; permits are charged at £25 per permit and would be available to all households within the scheme. The number of permits per household is currently not restricted and most importantly purchase of a permit does not guarantee the availability of a parking space. As most of the houses on the western end of Brookhill Street do not have off-street

parking it is very likely that, despite a permit scheme being in place, demand would continue to exceed the available kerb space.

Other Options Considered

14. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. However as identified above the demand for on-street parking is recognised and so the restrictions have been reduced to the minimum lengths considered possible to ensure effective and safe operation of each junction.

Comments from Local Members

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

Reasons for Recommendations

16. The proposals contained in the Brookhill Street and Antill Street no-waiting order are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

17. 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

18. The scheme is being funded by the 2015/16 Broxtowe Traffic Management Revenue budget and will cost in the region of £1500.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is recommended that the Nottinghamshire County Council (Antill Street, Stapleford) (Prohibition of Waiting) Traffic Regulation Order 2015 (5187) be made substantially as advertised but amended as follows and objectors advised accordingly.

Amendments are:

- Antil Street
 - Reduce existing 18 metres of no waiting at any time restrictions (double yellow lines) to 10 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce 18 metres of proposed no waiting at any time restrictions (double yellow lines) to 8 metres (east side)
- Lawrence Street

- Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 14 metres (west side) (partially revoking existing Traffic Regulation Order 5095)
- Reduce existing 20 metres of no waiting at any time restrictions (double yellow lines) to 7.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095)
- Balfour Road
 - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8 metres (westside) (partially revoking existing Traffic Regulation Order 5095)
 - Reduce existing 30 metres of no waiting at any time restrictions (double yellow lines) to 8.5 metres (east side) (partially revoking existing Traffic Regulation Order 5095) as shown on H/04078/2117

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:

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Constitutional Comments (SJE 31/03/2015)

20. 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 has been delegated.

Financial Comments (TMR 18/03/15)

21. The financial implications as set out in paragraph 18 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

Councillor Jacky Williams
 Councillor Stan Heptinstall