



18th June 2015

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (SHIREOAKS ROW, SHIREOAKS ROAD AND THORPE LANE, SHIREOAKS) (PROHIBITION AND RESTRICTION OF WAITING) TRAFFIC REGULATION ORDER 2015 (1183)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

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

Information and Advice

2. Shireoaks is a small village approximately 4km north-west of Worksop town centre. Shireoaks Row is located at the south-western end of the village and is part of the Conservation area. The houses on Shireoaks Row are situated on one side of the road and comprise mainly of terraced cottages. The majority of properties have access to garages and/or off-street parking at the rear via a shared un-metalled access road. Whilst unrestricted parking is currently available on Shireoaks Row itself, the road is only wide enough to accommodate parking on one side and on-street parking is therefore at a premium.
3. The County Council has received complaints via local County Councillor Sybil Fielding regarding a range of issues related to parking in the area, these include obstructive parking, parked vehicles close to junctions restricting visibility and difficulties for local businesses both for loading / unloading and short term parking provision for visitors.
4. At its south-western end Shireoaks Row joins Shireoaks Road and Thorpe Lane. The side road junction at this point is on a tight 90 degree bend and surrounded by residential development on two sides and a church on the other side. Complaints have been received regarding parking in very close proximity to the junction/bend by residents and visitors to the church, which causes congestion and safety issues. As such it is proposed to restrict parking around the bend / junction with the introduction of double yellow lines (No Waiting At Any Time) restrictions.
5. At the north-eastern end of Shireoaks Row there is a convenience shop, butchers shop and a café which are all experiencing problems with parking availability for their customers. This

end of Shireoaks Row is frequently used for long term parking by people using the adjacent railway station or walkers using the canal towpath which runs between the shops and the railway station. To address this issue it is proposed to introduce a limited waiting bay (30 minute limit, Monday – Saturday 8.00 a.m. – 6.00 p.m. no return within one hour) outside the shops, to ensure a turnover of parking availability during the day. The proposals, as shown on drawing NJG/Row were consulted on and publicly advertised between 7th November 2014 and 5th December 2014.

6. In addition to the advertised proposals, the County Council undertook a separate consultation / notification exercise to introduce bus stop clearways at bus stops along Shireoaks Common and Shireoaks Row as part of its ongoing commitment to improve public transport in the County and making it easier for buses to stop in this area. Objections were received to these proposals with concerns over a reduction in on-street parking provision. These are also being considered at Transport and Highways Committee on 18th June 2015.

Objections Received

7. A total of nine responses were received to the consultation including two supporting the proposals. Six objections are considered outstanding to some or all of the proposals.
8. Objection – reduction in the availability of on-street parking
The common theme of five outstanding objections was that the restrictions would further reduce the availability of on-street parking and/or that parking may migrate to other areas of Shireoaks Row and Shireoaks Common.

Response – reduction in the availability of on-street parking

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. The introduction of limited waiting parking bays will also affect the availability of long-term on-street parking, but will provide parking availability for short trips to the local businesses in that area. A balance between the needs of all users of the Highway is often difficult to achieve, but it is felt that the proposals offer the best solution in terms of balancing road safety and limited waiting parking whilst retaining as much unrestricted parking as possible.

9. Objection – increase in vehicle speeds and issues with HGV's
An objector, living near the Thorpe Lane junction, considers that by preventing parking close to the junction traffic speeds through the junction would increase. In addition he was concerned about the increasing volume of HGV traffic caused by local businesses using the junction for access.

Response – increase in vehicle speeds and issues with HGV's

The speed limit through the village is 30mph, which is appropriate for the residential nature of the road. The junction protection proposed at the Shireoaks Row / Shireoaks Road / Thorpe Lane is designed to offer improved visibility for vehicles and pedestrians. It is acknowledged that vehicles parked on the highway can sometimes serve to restrict traffic speeds, particularly where vehicles are required to 'give and take' in a single carriageway width. However, it is considered that the hazard posed by vehicles parking in close

proximity to the junction outweighs any benefit accrued by constraining vehicle movements through parking. The natural restriction imposed by the 90 degree bend at this point requires vehicles to slow down.

It is not considered that the restrictions will have any impact on HGV activity. It is considered that the proposed parking restrictions at the Shireoaks Row / Shireoaks Road / Thorpe Lane junction will help with traffic flows at the location and help reduce conflict between larger vehicles identified by the local resident.

10. Objection – parking issues related to Church

An objector, living near the Thorpe Lane junction considers that parking problems are linked to events at the local church and that land owned by the church should have been utilised for parking.

Response – parking issues related to Church

The limits of the restrictions have been kept at the minimum extents considered possible to ensure effective and safe operation of the highway, given proximity to the local church.

The proposed 'No Waiting At Any Time' (double yellow line) restrictions at the side of the church (section opposite 49 to 52) will be shortened to reduce the impact of on-street parking provision at this location particularly when events are taking place at the church. The existing advisory 'H bar marking' will be maintained to assist in keeping this area clear of parked vehicles, therefore allowing a space for wedding or funeral vehicles to pull up. Replacing the 'H bar marking' with double yellow lines would restrict parking for all outside of any events held by the church. Any additional parking provisions off the public highway are outside the scope of the proposed traffic order.

11. Objection – requesting further restrictions

A resident on Shireoaks Common is objecting due to the lack of proposed restrictions in the vicinity of 17 to 31 Shireoaks Common stating that parked vehicles cause obstructions to traffic flow and difficulties for residents entering and existing residential driveways.

A resident of Shireoaks Common is objecting on the grounds that parked vehicles are blocking a private access used to access garages / land at the back of the properties.

Response – requesting further restrictions

Along this section of road most of the residential properties have off-street parking provision. The County Council is proposing to install a bus stop clearway outside numbers 23, 25 and 27 Shireoaks Common (stop BA1078) which will restrict parking at this location and provide a clear unobstructed area for the bus to stop, it is considered that this will assist traffic flow. No further waiting restrictions are currently planned for Shireoaks Common.

An appropriate measure to 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.

12. Objection – limited waiting time

The owner of the café further objected on the grounds that no-one would be able to park outside the café and that the limited waiting time proposed was insufficient for the needs of its customers.

Response – limited waiting time

Parking outside the café is currently illegal as there is a central double white line to prevent overtaking on the approach to the level crossing; as such the introduction of these measures will not alter the availability of parking here. It is difficult to balance the needs of different users when a limited amount of parking (13m parking bay, which equates to approximately 2 cars) is available. It is considered that the proposal strikes the best balance between the needs of all businesses on this part of Shireoaks Row. The time limit has been set at a level designed to maximise the availability of parking by ensuring swift turnover of spaces and has been agreed with the local County Councillor. Unrestricted parking is available on other roads within Shireoaks that could be utilised during the day for visits to the café which exceed 30 minutes. The restriction ends at 6pm Monday to Saturday and is not in force on Sundays, making the bay available for long-term parking outside of the restricted times.

Other Options Considered

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater and to the extent and times of the limited waiting bay. However as identified above the demand for on-street parking is recognised and so the restrictions have been designed to best balance the competing needs for highway space.

Comments from Local Members

14. The local County Councillor Sybil Fielding is in support of the revised recommendation detailed in the report.

Reason/s for Recommendation/s

15. The restrictions proposed are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

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 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.

Crime and Disorder Implications

17. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

18. The scheme is being funded by the TM Revenue Budget (Bassetlaw) and will cost in the region of £1,500.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Shireoaks Row, Shireoaks Road and Thorpe Lane, Shireoaks) (Prohibition and Restriction of Waiting) Traffic Regulation Order 2015 (1183) be made as advertised and that the objectors be informed accordingly with the following amendment:

- Shorten the proposed 'No Waiting At Any Time' restrictions on the southeast side of Shireoaks Row by 18 metres towards Shireoaks Road.

The revised proposals are shown on the attached drawing NJG/Row/Rev A (Proposed Waiting Restrictions – Revised Committee Plan).

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:
Nick Gibson – Senior Improvements Officer T - 01623 873943

Constitutional Comments (LMcC 27/05/15)

19. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments

20. The financial implications as set out in paragraph 18 of the report.

Background Papers and Published Documents

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 Bilsthorpe Highway Depot, Eakring Road, Bilsthorpe, Nottinghamshire NG22 8ST.

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

Worksop North

Councillor Sybil Fielding