



13th November 2014

Agenda Item: 5

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN ATTENBOROUGH) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2014 (5152)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the proposed Traffic Regulation Order for the Attenborough Area.

Information and Advice

2. Attenborough is a small village situated in a conservation area between Beeston and Long Eaton to the south-west of Nottingham. The village is mainly residential but it hosts a train station together with a number of small shops and businesses. There is a cement works at the north-east end of the village which generates a number of Heavy Good Vehicles (HGVs) travelling through the area. Attenborough Nature Reserve at the south-east end of the village which attracts many visitors and although vehicular access is via Barton Lane there is also pedestrian access via Attenborough Lane.
3. Parking in the area has become an increasing issue with rail commuters travelling to Beeston and Nottingham leaving their vehicles all day on local streets. Parking restrictions were implemented in March 2013 to address some of the issues (TRO 5130) but problems are still occurring on the approaches to the level crossing in the village. This is causing an ongoing safety concern.
4. Additional restrictions were consulted on between 28th April and 28th May 2014 and then publicly advertised between 24th July and 22nd August 2014. The extent of the scheme proposals are shown on the attached drawing H/04078/1982.

Objections received

5. During the consultation and public advertisement of the proposals 15 responses were received, with 12 considered as outstanding objections from households, individuals or organisations which are summarised below:

6. Objections – Four Attenborough Residents and Attenborough Community Action Team

Four local residents are objecting on the basis that the proposals will not alleviate the current parking problems and just further displace parking further down Barratt Lane, Long Lane and Attenborough Lane. A number of pinch points on the road network further away from the level crossing have also been identified by objectors with double parking restricting traffic to a single lane in places with limited passing places. Objectors suggest that parking close to vehicular crossings is creating difficulty with visibility when exiting driveways.

An objector suggests the problems are caused by charges at Beeston and Long Eaton train stations resulting in commuters choosing to catch trains at Attenborough to park on street and avoid charges.

An objection has been received via Borough Councillor Eric Kerry following meetings of the Attenborough Community Action Team (CAT). Similar issues have been raised by local residents regarding parking being displaced to other areas. In addition concerns have been raised regarding double parking on both sides of Elm Avenue, Ireton Grove, Barratt Close and sections of Barratt Lane particularly close to the Barratt Close junction. It has been suggested that the proposals is just another incremental step and not a holistic scheme that is required to protect the amenity of residents and ensure that passenger numbers at the station remain sustainable.

Alternative suggestions include parking limited to two hours to allow visitors and tradesmen to visit or a one hour restriction (10 – 11am, Monday to Friday) and the edition of H-bars to discourage parking too close to driveways.

A long term solution suggested would be to build a car park on the north side of the railway line on a site adjacent to the gravel works on Long Lane with a new footpath to the station adjacent to the railway line.

In general some of the objectors agree that double yellow lines on both sides of Attenborough Lane will be safer.

7. Response – Four Attenborough Residents and Attenborough Community Action Team

The additional proposals follow the implementation of 'No Waiting At Any Time' restrictions in March 2013 and are as a result of ongoing concerns raised by the local County Councillor, local residents and Network Rail that obstructive parking on the approach to the level crossing is causing a safety issue.

Wider issues and concerns are acknowledged by the County Council and other stakeholder. As a result, on 30th May 2014 a meeting was held with representatives of East Midlands Trains, Network Rail, Cemex, Anna Soubry MP, County Councillor Steve Calvert and Borough Councillor Eric Kerry. This meeting discussed parking problems in Attenborough and agreed a number of actions including:

- A survey of passengers using Attenborough Station (to understand where people have travelled from, their destination and why they have chosen Attenborough); A recent survey carried out by East Midlands Trains indicates that at present 80% of customers at Attenborough Station actually arrive from postcodes that may be expected to use Beeston or Long Eaton Stations.

- The introduction of parking restrictions to help alleviate incidents of dangerous parking close to the railway level crossing;
- A wider review of parking in the village;

The investigations highlighted above are ongoing and the proposed restrictions included in this consultation are aimed to alleviate the safety concerns around the level crossing. They are not intended to be an area-wide solution; this is considered outside the scope of this consultation. Any wider holistic approach such as limited waiting parking bays or single yellow lines need to balance the needs of residents, visitors, local businesses, commuters and any other road users. Discussions around the availability of land and options for a railway car park should be concluded prior to any further restrictions being proposed as this would influence the type and extent of the additional restrictions.

Since the decriminalisation of parking offences the police no longer have the power to enforce parking / waiting restrictions. These are the responsibility of the Highway Authorities Civil Enforcement Officers (CEO's). The additional proposed parking restrictions will enable enforcement action to be taken against drivers contravening these restrictions. The local police are still responsible for dealing with issues of obstruction and dangerous parking.

An appropriate measure to help alleviate 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.

8. Objection – Attenborough Lane resident close to level crossing

A local resident close to the train station is objecting due to problems they would personally encounter due to limited off-road parking and a multiple car household along with issues with visitor parking. Problems suggested are two-fold, the first being all day commuter parking and secondly increased traffic around peak times due to commuters being dropped off close to the station. It has been suggested that single yellow line parking would suffice or residents parking.

9. Response – Attenborough Lane resident close to level crossing

The 'No Waiting At Any Time' restrictions (double yellow lines) on approaches to the level crossing are proposed to keep traffic lanes clear of parked vehicles at all times in advance of the double white lines system used around level crossings. Whilst a less restrictive option could be used as an alternative it is considered appropriate for these to be 24 hours a day to reduce the risk to road users around the level crossing. Properties around the level crossing have off-road parking provision and further unrestricted parking is available on-street in the wider area.

10. Objections – Allendale Avenue

Two local residents of Allendale Avenue are objecting to the proposed restrictions around the Allendale Avenue / Attenborough Lane junction. This is due to concern about residential parking for visitors plus provision for any local trade persons carrying out works, parking being further displaced along the road and access off driveways being difficult due to parking opposite and close-by. The objector has also raised an issue about vehicles waiting short times to pick up people arriving by train.

One resident suggests extending restrictions further along Allendale Avenue to prevent parking opposite residents driveways, widening the road or the introduction of residents only parking.

11. Response – Allendale Avenue

The restrictions around Allendale Avenue consist of the minimum amount of junction protection into the side road (Allendale Avenue) and additional double yellow lines on approaches to the level crossing on Attenborough Lane. These are considered the minimum required on safety grounds. Both objections demonstrate differing views of residents on the same street and it is considered overly restrictive at this stage to extend further into Allendale Avenue and anything else would need to be part of a wider holistic solution. As stated advisory 'H bar markings' are available on request and payable by the local resident.

Proposed restrictions on Long Lane at the side of 205 Attenborough Lane have been reduced from 24-hour double yellow lines to single yellow lines (Monday to Saturday 8am – 6pm) as a result of feedback from the initial consultation. The restrictions are still considered necessary to keep the wider junction areas clear during the working day, particularly due to the proximity of the bus stop but the reduced time restrictions will provide further unrestricted parking after 6pm / before 8am and on Sundays.

12. Objections – Commuters

Three commuters are objecting to the proposals, a number of issues have been raised and these include suggestions double yellow lines are not required providing driveways are not blocked, questioning why restrictions extend down streets that are not near to the level crossing and that provision should be made of short-term limited waiting to enable an area where people can wait close to the station (suggesting 30 minutes) to allow people to be collected from the train. All these objectors have concern about removing parking provision without providing an alternative solution and are asking how the council is proposing to support commuters and residents who wish to use Attenborough railway station.

Some of the commuters have also experienced aggressive behaviour when parking in unrestricted areas on the road due to no official parking facilities for the train station.

13. Response – Commuters

The proposed restrictions are primarily located on approaches to the level crossings, they are extended into streets not on direct approach to the level crossing to help keep these areas clear and allow for unobstructed exiting of these junction areas with increased visibility.

As previously stated work is ongoing into options around off-street car parking for the railway station and wider parking restrictions. The consultation has demonstrated opposing views from local residents and commuters around these issues.

Areas of public highway that have no parking restrictions are available for use by any road user to park, but this needs to be done in both an unobstructed and considerate manner.

14. Objection – Ireton Grove

A household on Ireton Grove is objecting as proposals for restrictions on Long Lane are likely to further displace parking onto Ireton Grove. The residents suggest that the street already has parking problems due to properties having no off-road parking as a result of large extensions and that access to their driveway is sometimes blocked or difficult due to parked vehicles. Concern has also been expressed about speeding vehicles along Long Lane.

15. Response – Ireton Grove

No further parking restrictions are currently in progress in the wider area of Attenborough for reasons discussed elsewhere in the report. As stated residents can request and pay for advisory 'H bar markings' across driveways to help keep these clear. The issue of speeding is outside the scope of this report, but will be logged with the relevant highways officer.

Other Options Considered

16. Other options considered relate to the types of restrictions and this was reflected in the change of restriction on Long Lane following the initial consultation (as detailed in paragraph 11).

Reasons for Recommendations

17. The proposed restrictions are being introduced to improve safety on the approaches to the level crossing and to provide junction protection.

Statutory and Policy Implications

18. 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

19. The scheme is being funded through the 2014/15 Traffic Management revenue budget – Broxtowe at a cost in the region of £1,500.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Various Roads In Attenborough) (Prohibition Of Waiting) Traffic Regulation Order 2014 (5152) is made as advertised with amendments and objectors advised accordingly.

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Title of Report Author

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Constitutional Comments (####)

20. The Transport and Highways Committee has power to decide the recommendations

Financial Comments (#####)

21. The financial implications are set out in paragraph 19 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

Beeston South and Attenborough ED

Councillor Kate Foale