

PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

DATE	8th March 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport
RESPONSIBLE OFFICER	Sharon Wroot, Executive Director for Environment, Economy and Resources
SUBJECT	Traffic Regulation Order 20-16 – Bradley Road – Verge Parking & Clearway
STATUS	Open
FORWARD PLAN REF NO.	PHET 03/21/02

CONTRIBUTION TO OUR AIMS

The recommendations of this report will contribute to the Council's aim of ensuring North East Lincolnshire is a place where its residents, visitors have access to a high quality, well maintained natural and built environment. This will be achieved by ensuring the free flow of traffic and limiting the potential for damage to pavements and verges adjacent to the highway through the removal of parking.

EXECUTIVE SUMMARY

In order to address concerns associated with vehicles parking along Bradley Road and surrounding residential streets, it is proposed to:

- Prohibit the stopping of vehicles on the main carriageway through the use of a 24-hour Rural Clearway at the following location:
 - Bradley Road – between the villages of Bradley and Waltham.
- Prohibit the stopping and waiting of vehicles on the verge and footway at the following locations:
 - Bradley Road - between the villages of Bradley and Waltham.
 - Church Lane – between its junction with Bradley Road and St George's Church.
 - Manor Farm Mews – full extent.
- Prohibit the waiting of vehicles at all times (Double Yellow Lines) at the following location:
 - Church Lane – at its junction with Bradley Road.

RECOMMENDATIONS

It is recommended that:

- a) Subject to formal consultation and no material objections being received, approval be granted for the making of a '24hr Rural Clearway' Traffic Regulation Order (TRO) as listed in Schedule 1 of Appendix 1 and shown on drawings TR-20-16-01 and TR-20-16-02A of Appendix 2.

- b) Subject to formal consultation and no material objections being received, approval be granted for the making of a 'Prohibition of Stopping on Verge and Footway' TRO as listed in Schedule 2 of Appendix 1 and shown on drawings TR-20-16-01 and TR-20-16-02A of Appendix 2.
- c) Subject to formal consultation and no material objections being received, approval be granted to the making of a '24hr Prohibition of Waiting – No Waiting at Any Time' (Double Yellow Line) TRO as listed in Schedule 3 of Appendix 1 and shown on drawing TR-20-16-02A of Appendix 2.
- d) In the event there are unresolved material objections to the Orders, these are referred to the Portfolio Holder for determination and a decision as to whether or not the Order be confirmed and executed.

REASONS FOR DECISION

The removal of parking in the affected areas detailed above will, prevent ongoing damage to the footways and verges, preserve the amenities of the area through which the roads run and ensure the free flow of traffic.

1. BACKGROUND AND ISSUES

- 1.1 Requests have been received by Ward Councillors to address the ongoing issue of footway / verge parking at two main locations along Bradley Road. It has been observed that visitors to Bradley Football Development Centre and Bradley Woods park on the grass verges as opposed to utilising the available off-street parking provisions provided at each location.
- 1.2 Parking on grass verges and footways is a persistent problem and can reduce the underlying surface to an unsightly state as well as damaging cables and pipes beneath its surface. This manner of parking also has the potential to pose difficulties, inconvenience or even obstruction to pedestrians along the route.
- 1.3 Verge and footway parking can also cause a hazard to other motorists, particularly if on a bend, narrow road or junction through the reduction to driver sightlines.
- 1.4 The issue of verge parking is not unique to North East Lincolnshire, it is national challenge faced by most local authorities. It may not always be possible to eradicate verge parking in more urban locations due to population density, rise in car ownership and reliance on on-street parking. However, in rural locations it may be feasible, to provide an intervention which has a positive impact on the issue.
- 1.5 A Traffic Regulation Order is required to formally introduce restrictions to prevent verge parking. Proposals have been developed to address the issue of vehicles parked off-carriageway on Bradley Road, Church Lane and Manor Farm Mews, through the implementation of restrictions which prohibit the stopping and waiting of vehicles on adopted verge and footways.

- 1.6 Contravention of Verge and Footway parking restrictions can be enforced by the Councils Civil Parking Enforcement Team.
- 1.7 Bradley Road is not currently subject to any existing parking restrictions and there is a risk that the introduction of the verge parking restriction may encourage vehicles to park wholly within the carriageway. This has the potential to obstruct traffic flows along Bradley Road, which is a heavily trafficked route used by commuters and residents who live in the surrounding villages.
- 1.8 Supplementary measures are therefore being proposed to also prohibit the stopping of vehicles in the carriageway to maintain the unobstructed free flow of traffic. The introduction of a 24-hour Rural Clearway prohibits stopping on the main carriageway for any purpose, at all times, through the use of signs without the need for accompanying road markings.

The restriction applies to the main running lane(s) of the carriageway, slip roads and any acceleration or deceleration splays. It does not apply to verges, footways, lay-bys and other highway areas.

- 1.9 To address vehicles which park at the junction of Church Lane with Bradley Road, 24-hour Prohibition of Waiting (Double Yellow Line) restrictions are deemed to be the most suitable solution at this location. Such measures apply to the full extent of the adopted highway (carriageway and verge/footway).

This type of restriction is well understood by drivers and indicated by road markings alone, therefore, it is expected they will receive a high level of compliance.

- 1.10 Preliminary informal consultation on the proposed scheme layout was carried out on 14 December 2020 with 90no. properties that may be impacted by the changes. Residents were encouraged to submit any feedback / comments they had in respect of that scheme layout by 11 January 2021.
- 1.11 A total of 12no. responses were received to the resident consultation, a return rate of 13%. Three items of correspondence were returned by Royal Mail as 'undelivered'. Of the 12 replies received, six were supportive of the proposals and six did not support the scheme however, one of which withdrew their objection following discussion with officers.
- 1.12 Ward Councillors and Bradley Parish Council are very much in support of the introduction of the proposed restrictions to tackle the persistent issues that have been reported for some time by the residents of Bradley. Both parties would like to see regular attendance by the Councils Civil Parking Enforcement Team to ensure compliance with the measures, with the relevant enforcement action taken against any offending vehicles.

2. RISKS AND OPPORTUNITIES

2.1 Should these proposals be adopted, the opportunities are:

- To deter parking from the surrounding verges will preserve green space through the rural village.
- To reduce the risk of damage to the surface of the footway and verges in the area, helping to keep maintenance and repair costs down.
- To reduce the potential for damage to be caused to any underground utilities situated in the area.
- Better utilisation of off-street parking provision.
- To improve the free flow of traffic along Bradley Road through prohibiting the stopping of vehicles within the carriageway, at all times.
- To improve visibility for all road users at the junction of Church Lane with Bradley Road through the introduction of robust 'No Waiting at Any Time' restrictions. The proposed measures are aligned to rule 243 of the Highway Code which states, 'Do not stop or park within 10 metres of a junction'.
- To provide easier and safer access to residences along Bradley Road.

2.2 Should these proposals be adopted, the risks are:

- The location of public facilities in this area is such that most attendees will arrive in a car. Despite extensive car parking at Bradley Football Development Centre, during busy events at the facility there is suggestion that there may not be enough parking capacity to cater for all vehicles off-highway. Should this be the case, alternative sustainable modes of travel or car sharing (post Covid-19 Pandemic) should be encouraged by the centre.
- In order to be effective, the proposed measures need to be routinely enforced. Due to the remote location of the Sports Centre and Bradley Woods it would take time for Civil Enforcement Officers to attend the location and detract from other enforcement demands elsewhere in the borough. Consideration should be given to ensure there is sufficient resource available to regularly attend the location and deal with any vehicles that are found to be parked in contravention.
- The combination of measures would result in the reduction in available on-street parking capacity. This is not perceived to be a significant issue for local residents as most properties have access to off-street parking. This should nonetheless be highlighted as a potential risk, as there are some residents who may be reliant on on-street parking being available and others who may require visitors, which would likely generate additional parking demands.
- Some level of visitor parking may be displaced into surrounding residential streets, namely Church Lane. To mitigate some of this potential risk, junction protection has been proposed for its junction with Bradley Road and verge parking will be continued into Church Lane to prevent damage to the grass. It is recognised however, that the road is not particularly wide and may still be used by agricultural vehicles.
- National exemptions exist which allow parking on 'No Waiting' restrictions for very specific purposes. The most notable of which is the exemption afforded to Blue Badge Holders (disabled persons), which allows parking for up to three hours. However, the potential for such users to park at the

junction of Church Lane with Bradley Road is nominal and it should be noted that a blue badge should not be viewed as a license to park anywhere. If a driver parks somewhere that would cause an obstruction or danger to other road users, such as within 10 metres of a junction, a Fixed Penalty Notice or Penalty Charge Notice could be issued.

2.3 Should these proposals not be implemented, the risks are:

- That verge and footway parking on Bradley Road will continue to damage the surface, particularly during poor weather.
- The presence of vehicles parked off the carriageway will spoil the aesthetics of the area.
- Unless all measures are approved in their entirety (and not considered in isolation) there is the potential for other issues to arise. This could include, but is not limited to, increased journey times for road users and disruption to traffic flows.

3. OTHER OPTIONS CONSIDERED

3.1 Do nothing – Vehicles will continue to park on verges and footways within Bradley resulting in potential road safety issues, obstruction of the verge and/or footway, damage to the verges and footways and visual obstruction and intrusion of the overall character of this Parish.

3.2 Introduce ‘No Waiting’ restrictions throughout the whole affected area – Although this type of restriction would prohibit the waiting of vehicles on both the carriageway, footway and verges it would involve the installation of Double Yellow Lines. Such road markings would be unsightly and spoil the aesthetics of the area.

3.3 Install bollards or posts – By installing measures such as bollards or posts it would physically prevent access to the affected areas. In order for these devices to work they need to be respected. There is the risk that such assets may become damaged over time, the repair or replacement of which would place a financial burden on the Councils maintenance reserves.

Similarly, in the event that one bollard is damaged or stolen this has the potential to provide sufficient space for vehicles to access the verge again until the problem is remedied.

The main issue with the use of bollards or posts is that in order to be effective many are required to fully enclose the areas of concern. Due to the extensive length of Bradley Road and number of neighbouring verges, there is a strong likelihood of displacement. Officers are therefore not confident that they are a practical option to ensure the cessation of verge parking entirely.

3.4 Convert grassed areas to hard standing – In some locations it may be practical to consider the conversion of existing grass verges to a hard standing such as tarmac, concrete or permeable reinforcement mesh to formally accommodate parking.

This option can be extremely costly, and consideration would also need to be

given as to providing a legal means of access to the parking area i.e. vehicle dropped kerb.

This type of measure merely serves to benefit specific users of neighbouring facilities, at the expense of other potential schemes which may be of more benefit to the wider local community or Borough as a whole. For example, sites where there are personal injury collisions or locations where road safety improvements are needed.

There are also other factors which make this approach less appealing such as the increased risk of flooding if surface water cannot drain away naturally, the visual impact and most importantly any potential road safety concerns.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 It is expected there will be little potential for negative reputational implications resulting from the decision. The proposals are as a direct result of a request by Ward Councillors to address inappropriate parking issues on Bradley Road and surrounding streets. Residents have already been made aware of the intended course of action via a consultation exercise.
- 4.2 If the recommendations of this report are approved, the Order will be formally advertised in accordance with the statutory Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Public notices will be published in the local press to advise of the Councils intention to make the Order. This provides a formal opportunity for anyone to object to the making of the order.
- 4.3 The measures are not perceived to have a significant impact on local residents that affront the affected section of Bradley Road, as most have access to an off-street parking area.
- 4.4 Any displaced parking should be accommodated within the grounds of Bradley Football Development Centre or car park for Bradley Woods as a safe, suitable alternative option for visitors to neighbouring facilities.
- 4.5 All proposed restrictions will be clearly displayed with traffic signs and / or road markings. The types of markings to be introduced are prescribed under legislation and used both in other areas of the borough and nationally, so should be easily identifiable and understood by drivers.
- 4.6 Additional 'repeater' signs for the verge / footway parking restrictions are proposed around the main areas of concern to reinforce the measures in place. Wherever possible existing lighting columns, traffic posts and other items of street furniture will be utilised so as to minimise the installation of additional posts and the visual intrusion this would create.

5. FINANCIAL CONSIDERATIONS

- 5.1 The recommendation does not require any capital expenditure. Any standard lining, signing and public notices required are covered through the Council's

Regeneration Partnership arrangement with ENGIE.

6. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals are expected to preserve grass verges and reduce the potential for damage in future years.

There is not perceived to be any significant climate change implications as a result of the scheme however, the introduction of the clearway should ensure the free flow of traffic along Bradley Road by removing the potential for parking in the carriageway.

7. CONSULTATION WITH SCRUTINY

- 7.1 There has been no consultation with Scrutiny in relation to this matter.

8. FINANCIAL IMPLICATIONS

- 8.1 As indicated in section 5, there are no direct financial implications to the Council as a result of this report.

9. LEGAL IMPLICATIONS

Under Section 1 Road Traffic Regulation Act 1984 traffic authorities are empowered to make Traffic Regulation Orders (TROs) for (inter alia) the reasons set out at the beginning of this report. Section 2 specifies what TROs may require and the recommended order is within those powers.

The procedure for making TROs is set out in Schedule 9 Part III of the 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and provides for advertisement and consideration of any objections before making a final decision on the proposed TRO.

Regulation 8 makes provision for objections and regulation 14 allows the Council to modify a TRO before it is made.

If it is decided to make the TRO notwithstanding any objections made it can only be challenged by Judicial Review in the Administrative Court.

10. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications

11. WARD IMPLICATIONS

The proposals relate to issues within the Wards of South, Waltham and Wolds.

12. BACKGROUND PAPERS

Local Authorities' Traffic Orders (Procedure) (England and Wales)
Regulations 1996

<http://www.legislation.gov.uk/uksi/1996/2489/made>

Road Traffic Regulation Act 1984
<http://www.legislation.gov.uk/ukpga/1984/27>

The Highway Code
<https://www.gov.uk/guidance/the-highway-code>

13. CONTACT OFFICER(S)

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Telephone: (01472) 323105

Debbie Swatman – Traffic Team Manager – ENGIE

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COUNCILLOR STEWART SWINBURN
PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT

APPENDIX 1

Schedule 1 **24-Hour Rural Clearway**

“No Stopping at Any Time”

<u>Street</u>	<u>Extent</u>
Bradley Road	From a point 95 metres north of the extended northern kerbline of Marian Way to a point 6 metres south of the southern property boundary of No. 41 Bradley Road.

Schedule 2 **Verge and Footway Parking Prohibition**

“No Stopping on Verge or Footway”

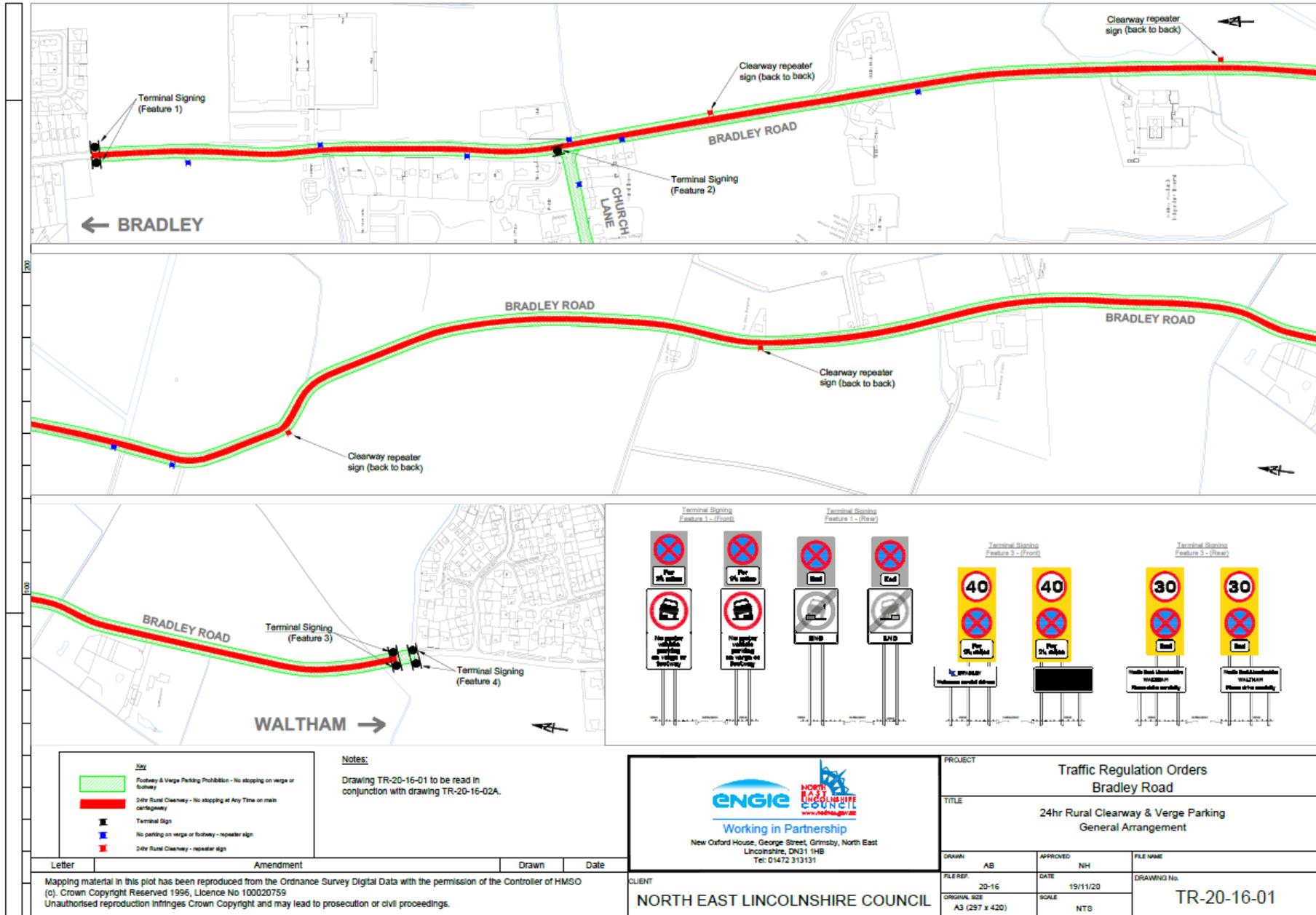
<u>Street</u>	<u>Extent</u>
Bradley Road	From a point 74 metres north of the extended northern kerbline of Marian Way to a point 6 metres south of the southern property boundary of No. 41 Bradley Road.
Church Lane	From the westerly kerbline of Bradley Road to a point adjacent to the pedestrian footpath access to Saint George’s Church.
Manor Farm Mews	The full extent

Schedule 3 **24-hour Prohibition of Waiting**

“No Waiting at Any Time (Double Yellow Lines)”

<u>Street</u>	<u>Extent</u>
Church Lane (northern kerbline)	From the westerly kerbline of Bradley Road in a westerly direction for a distance of 26.5 metres.
Church Lane (southern kerbline)	From the westerly kerbline of Bradley Road in a westerly direction for a distance of 26 metres.

APPENDIX 2



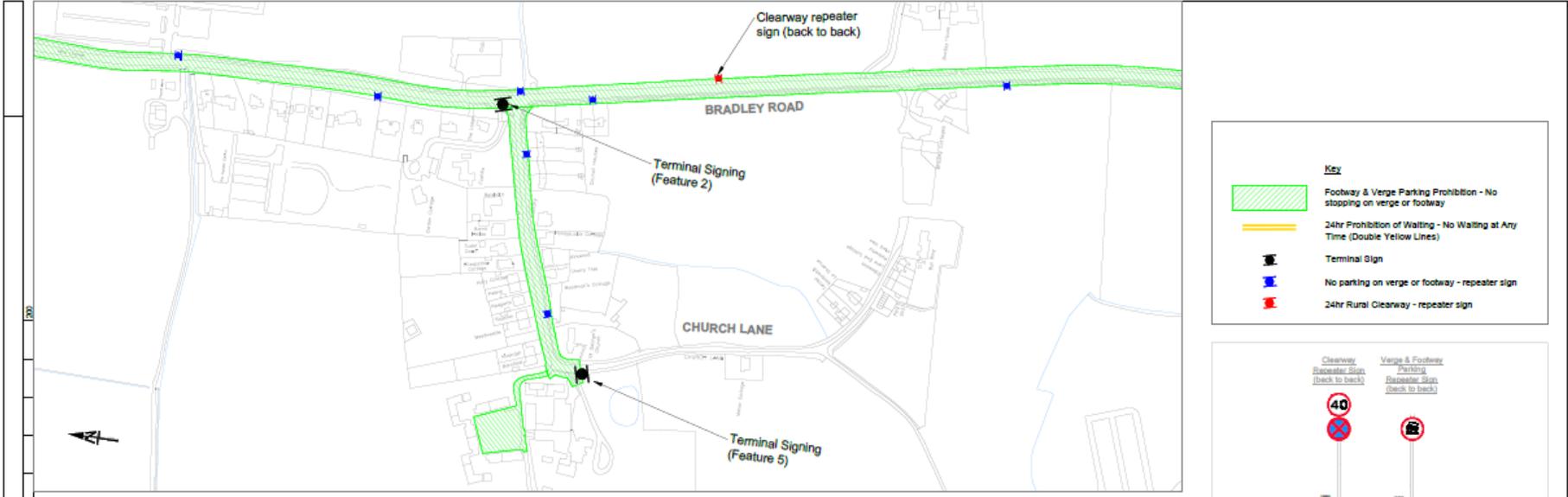
	Site
	Footway & Verge Parking Prohibition - No stopping on verge or footway
	24hr Rural Clearway - No stopping at Any Time on main carriageway
	Terminal sign
	No parking on verge or footway - repeater sign
	24hr Rural Clearway - repeater sign

Notes:
 Drawing TR-20-16-01 to be read in conjunction with drawing TR-20-16-02A.

ENGIE
 NORTH EAST LINCOLNSHIRE COUNCIL
 Working in Partnership
 New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB
 Tel: 01472 313131

PROJECT		Traffic Regulation Orders Bradley Road	
TITLE		24hr Rural Clearway & Verge Parking General Arrangement	
DRAWN	AB	APPROVED	NH
FILE REF.	20-16	DATE	19/11/20
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS
CLIENT		FILE NAME	
NORTH EAST LINCOLNSHIRE COUNCIL		DRAWING No.	
		TR-20-16-01	

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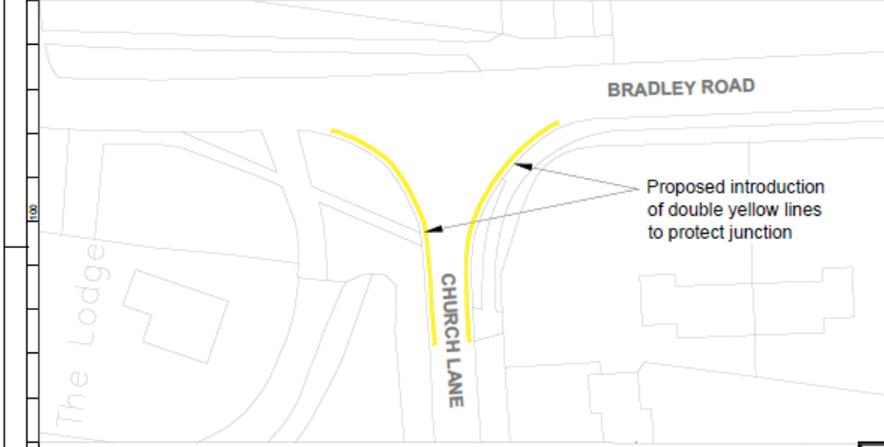


Key

- Footway & Verge Parking Prohibition - No stopping on verge or footway
- 24hr Prohibition of Waiting - No Waiting at Any Time (Double Yellow Lines)
- Terminal Sign
- No parking on verge or footway - repeater sign
- 24hr Rural Clearway - repeater sign

Clearway Repeater Sign (back to back)

Verge & Footway Parking Repeater Sign (back to back)



Terminal Signing (Feature 4 - Front)

Terminal Signing (Feature 4 - Rear)

Terminal Signing (Feature 5)

Terminal Signing (Feature 2)

Notes:
Drawing TR-20-16-02A to be read in conjunction with drawing TR-20-16-01.

Working in Partnership
New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB
Tel: 01472 313131

PROJECT				Traffic Regulation Orders Church Lane, Bradley	
TITLE				Prohibition of Waiting & Verge Parking General Arrangement	
DRAWN	AB	APPROVED	NH	FILE NAME	
FILE REF.	20-16	DATE	19/11/20	DRAWING No.	
ORIGINAL SIZE	A3 (297 x 420)	SCALE	NTS	TR-20-16-02A	

A	Reduction in verge parking extents for Church Lane	AB	09/12/20
Letter	Amendment	Drawn	Date

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CLIENT
NORTH EAST LINCOLNSHIRE COUNCIL

Scale Check (Millimetres, Do Not Scale from this drawing)