

North Yorkshire County Council

Business and Environmental Services

Executive Members

23 October 2020

**Proposed 'No Waiting at Any Time' restrictions,
Eastfields, Stokesley**

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental services (BES) and the BES Executive Members of the outcome of a consultation exercise to introduce a Prohibition of Waiting Traffic Regulation Order (double yellow lines) on Eastfields, Stokesley and to seek approval for a recommended way forward.

2.0 Background

- 2.1 Eastfields, Stokesley is a cul de sac serving between approximately 44 residential dwellings and a public house. A Monday to Friday 8:00am to 5:00pm parking restriction for the south side of Eastfields was implemented in 2012 as a result representations made by the landlord of the public house and Stokesley Town Council due to ad-hoc parking in the area which resulted in difficulty for deliveries to the pub. The extent of the proposed lines can be seen as the existing lining arrangement as shown on the Plan marked as Appendix 1a.
- 2.2 Since then it has been apparent there are still parking problems on Eastfields and more recently an accident occurred when a pedestrian fell whilst trying to negotiate cars parked in the area. Subsequently the Local Elected Member and Stokesley Town Council have requested that further restrictions are implemented.
- 2.3 Following discussions with the Local Elected Member in relation to the extent and timing of the proposed restrictions a consultation and a formal advertisement of the Order was carried out to replace the existing Monday to Friday 8:00am to 5:00pm parking restrictions with an extended length of 'No Waiting at Any Time' Restriction. The proposals can be seen on the Plan marked as Appendix 1b.

3.0 Consultation

- 3.1 The County Council has ensured that the proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 3.2 In May 2020 all of the properties on Eastfields together with the local public house received a copy of the consultation which included a plan showing the proposals. Tindalls DIY store, which is a business on Springfield, local to the junction of Eastfields and Springfield also received the consultation documents. Information was also sent to a local estate agent acting for the sale of a property on Eastfields that would be directly affected by the proposals.

3.3 The consultation documentation was also sent to the key stakeholders including the Local Elected Member and Stokesley Town Council. The formal advertisement of the proposed Order also took place, site notices were erected local to the proposals and the notice was advertised in the local paper.

4.0 Consultation Results/Officer comments

4.1 The results of the consultation are attached as Appendix 2. Six emails were received in response to the consultation and advertising stage of which two were objections and four broadly supported the proposals but included further suggestions of what they would like to see in the area.

4.2 One objector raised concerns with regard to vehicles parking further along Eastfields near to a bend that can be seen on the overview map in Appendix 3 as there is a 90 degree bend in that area.

4.3 The other objector raised issues with the double yellow lines extending to the road outside their property as it would take away the opportunity for visitors to the properties affected (numbers 2, 4, 6 and 8) to park on the road outside. It should be noted that a resident directly affected by the proposals has offered support for the restrictions.

4.4 Whilst the comments received are noted, the proposed restrictions are intended to control the ad-hoc parking that occurs along this stretch of Eastfields and improve the safety for road users in that area.

4.5 In terms of moving the problem along near to the bend it is not possible to anticipate how successful these measures will be and they may indeed move the problem elsewhere. As with other areas where new restrictions are placed the situation will be monitored to see how effective the new restrictions are and if any further restrictions are required they will be considered again at that time. As vehicle speeds will be low because of the bend it is considered that any vehicles parking here would not create too much of a problem here.

4.6 In relation to the comments about visitor parking it is noted that the properties in the vicinity have lengthy drives and as the objector points out there is the opportunity to park on the opposite side of the road where no restrictions will exist.

4.7 A lot of comments point towards the charging regime on the nearby public car parks and indeed it has been stated that the problems arose as a result of these charges being introduced about 7 or 8 years ago. As these car parks are the responsibility of Hambleton District Council the County Council has no control over the charging regime and it is unlikely that any of the changes mentioned would be implemented.

4.8 Some of the comments point towards residents only parking as a solution however at the time of writing this report new residents parking schemes are not being considered by the County Council.

4.9 Further restrictions on the opposite side of the road have also been mentioned but although we are introducing restrictions to remove on street parking on one side of the road we do not want to remove all areas completely. It is a balanced view which will be monitored to assess the effectiveness of the proposals.

4.10 The Local Elected Member has been made aware of the objections and support comments and still supports the scheme as proposed.

5.0 Financial implications

- 5.1 The budget is available to introduce the waiting restrictions from the existing Signs Lines and TRO budget held by the Area Office.

6.0 Legal Implications

- 6.1 Consideration has been given to the potential for any legal implications arising from the recommendation.
- 6.2 A new process for the consideration of objections to TRO's was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to TRO's is now a matter for the Executive and the role of the Area Committee is changed to a consultative role on wide area impact TRO's. The consideration of objections has been delegated by the Executive to the Corporate Director – BES in consultation with BES Executive Members. The new decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all of the three criteria set out below:
- 6.3 The proposal affects more than one street or road and
- 6.4 The proposal affects more than one community and
- 6.5 The proposal is located within the ward of more than one County Councillor.
- 6.6 The proposed TRO has not been classed as a wide area impact TRO and therefore the Area Committee's views have not been sought.
- 6.7 In the event that the BES Executive Members and BES Corporate Director resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the County Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The County Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 6.8 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 6.9 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the County Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision
- 6.10 All other main legal aspects are covered in Section 3 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the County Council.

7.0 Equalities Implications

7.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment decision form is attached as Appendix 4

8.0 Climate Change Implications

8.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and as such a Climate Change Impact Assessment has not been carried out.

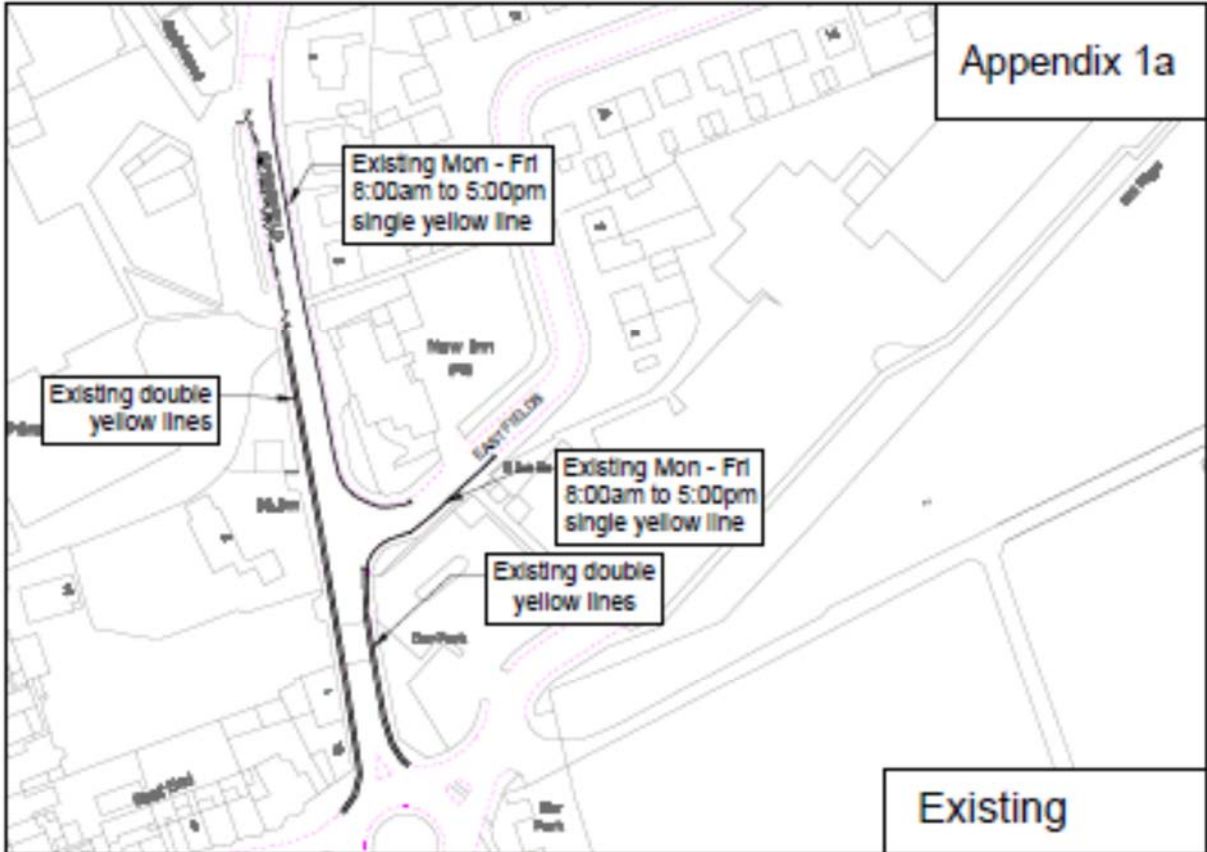
9.0 Recommendations

- 9.1 It is recommended that:-
- a) the results of the consultation exercise are noted
 - b) The Corporate Director, BES, in consultation with the BES Executive Members approve the introduction of the No Waiting at any time restrictions shown in Appendix 1b.

BARRIE MASON
Assistant Director Highways and Transportation

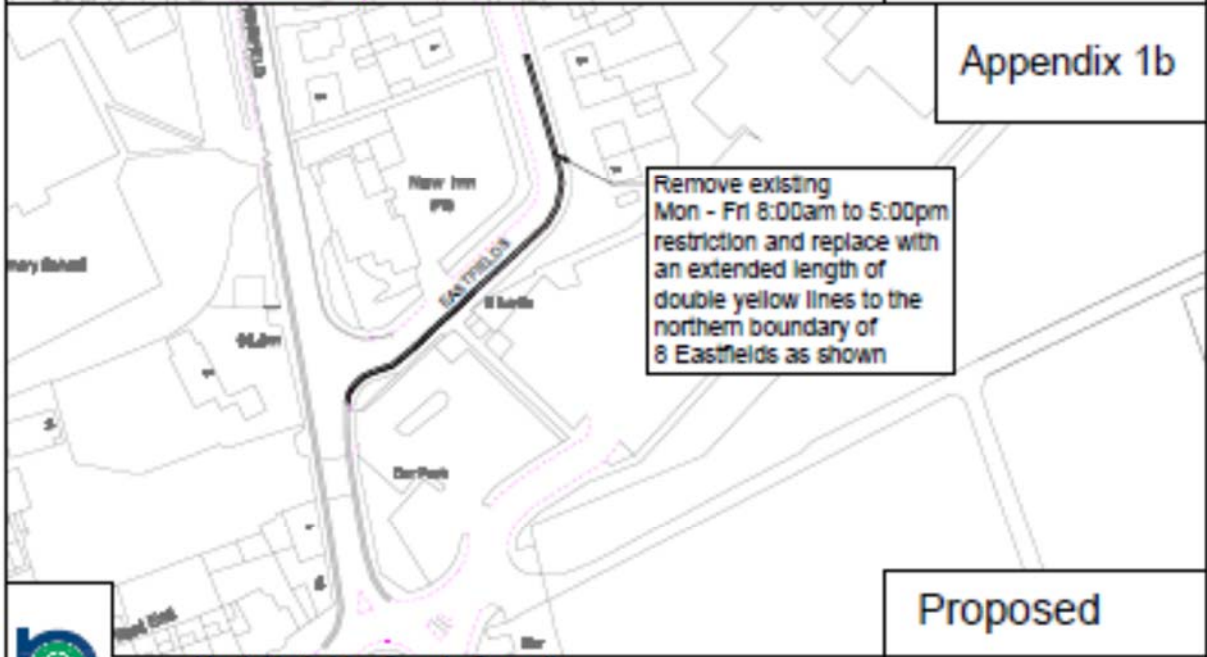
Author of Report: Tony Lewis

Background Documents: None




Appendix 1a

Existing



Appendix 1b

Proposed

 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Sowe</p>	<p>PROJECT:</p> <p>Existing and proposed restrictions</p>	<p>HNY AREA: 2</p>
	<p>DRAWING TITLE:</p> <p>Eastfields, Stokesley</p>	<p>DATE: June 2020</p> <p>SCALE: N.T.S.</p> <p>DRAWING NO.: Appendix 1</p>
<p>© Crown Copyright, North Yorkshire County Council, 100017946 (2018).</p>		<p>ORIGINAL DRAWING SIZE A4</p>

North Yorkshire County Council
 Business and Environmental Services
 Proposed Waiting Restrictions Eastfields, Stokesley

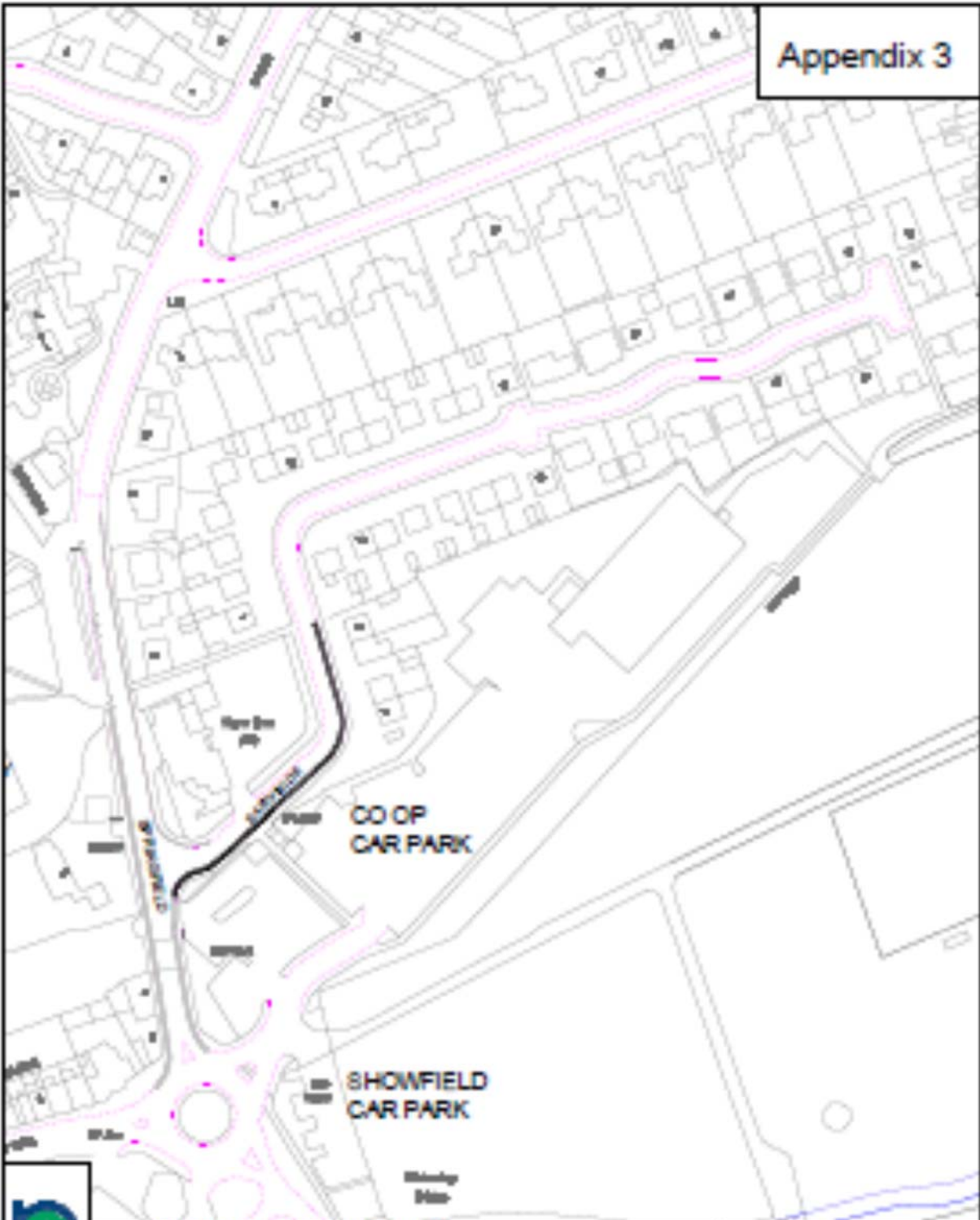
SCHEDULE OF COMMENTS From 2020 Consultation and Advertisement

Correspondent	Comments	Officer Comments
Resident	<p>With reference to the above I object to the proposal, residents in 2,4,6,8 will be particularly penalised by not having anywhere for visitors and trades people to park during the day, This could mean more parked cars further up Eastfields on either side of the road, dangerously close to the bend near no.10.</p> <p>I think the existing double yellow lines from Springfield to no 2 should not be revoked but reinstated and parking monitored better than has been in the past, I've never seen a warden issuing fines along that stretch of road for years.</p> <p>What about a 15 minute free stay in the adjoining car park that might encourage those leaving or collecting children from school to park there instead of blocking up Eastfields twice a day.</p>	<p>Comments noted. The proposed restrictions are intended to control the ad-hoc parking that occurs along this stretch of Eastfields and improve the safety for road users in that area. Issues are referred to in the report.</p> <p>The car parks are the responsibility of Hambleton District Council the County Council has no control over the charging regime</p>
Resident	<p>Thank you for the notification I fully support the introduction of double yellow lines outside my property, hopefully this will avoid the foot paths on both sides of Eastfields being blocked by parked cars at all times of the day and evening, hindering the access to Eastfields in general where narrow gaps are left on the highway. I have no issues with parking on one side of the road as laid out on the proposed lining arrangement map.</p>	Comments noted
Resident	<p>This road has got busier over time so I support the proposals, but I think it would be helpful if the single yellow line on the opposite side was extended to the entrance to The Mill. This would give good vision when turning left into the road and be better for the delivery lorries going into the pub car park.</p>	Comments noted. The situation will be monitored after the measures are implemented.

<p>Resident</p>	<p>On safety grounds, we welcome the proposed introduction of double yellow lines at the entrance to Eastfields, Stokesley. We also wish to make the following comments:-</p> <p>1) It should be re-emphasised to parents of children at the primary school on Springfield that parking is available in the nearby Hambleton Council carpark for a limited period.</p> <p>2) The new arrangement needs to be enforced at regular intervals otherwise it will be disregarded. The parking of vehicles on pavements should also be discouraged.</p> <p>3) There is a risk that increased parking will occur further along Eastfields, creating similar problems there.</p>	<p>Comments noted.</p> <p>Enforcement will take place as resources allow,</p> <p>The situation will be monitored after the measures are implemented.</p>
<p>Resident</p>	<p>I would like to object to the proposed double yellow lines that are begin proposed for numbers 2 to 8 Eastfields, on the grounds that any visitors etc will be unable to park outside of our house. We were under the impression that the yellow lines would only go as far as the driveway of no2. This proposal. means that four houses cannot have any parking outside on the road. You will no doubt say that we can use the opposite side of the road, however on many evenings and throughout the day there is parking from people working in and around Stokesley. and from customers from the The Mill Pub. The most obvious solution would be to have residential parking or to finish with the charges on the Showfield parking. These problems only started when you introduced the charges. We can have our road Eastfields full of cars and the car park near empty, because they know you can park free for all day. We are not opposed to the yellow lines as far as no2 and perhaps have a restricted single yellow line further round to No8. That way our parking is less restricted. Or to have Residential Parking. However no matter which way you choose it will not stop the school run indiscriminate parking.</p>	<p>Comments noted. The proposed restrictions are intended to control the ad-hoc parking that occurs along this stretch of Eastfields and improve the safety for road users in that area. Issues are referred to in the report.</p>

	<p>Nos. 5, 7, 9, 10 and 11. This is, therefore, already a problem in its own right, and one which can only get worse if areas for parking are reduced while unrestricted parking continues to be allowed further along Eastfields.</p> <p>My proposal to council would be to consider additional measures. These might be to either a) consider making Eastfields a residents only parking zone; b) supplement the current TRO with clear signage at the entrance and along Eastfields to promote Resident Only parking; c) allow time-restricted parking (20 mins) in the small council car park near the Co-Op free of charge at set times of the day (perhaps making use of a card issued by the school to parents wishing to use). I fear this matter will not be resolved to the satisfaction of residents of Eastfields unless more stringent/innovative measures are put in place to discourage non-resident parking.</p> <p>In summary, whilst I have no objections in principle to the latest proposed TRO, I do have serious concerns as to the impact this proposal will have on parking generally in the road and the increased inconvenience which will result to more residents living further along Eastfields. This is after all a quiet, well maintained residential road and not an industrial estate.</p>	<p>New residents parking schemes are currently not being implemented by the Council. The car parks are the responsibility of Hambleton District Council the County Council has no control over the charging regime. It is understood that there is some tolerance for some short stay parking for parents parking here.</p> <p>Again the situation will be monitored after the measures are implemented.</p>
--	--	--

Appendix 3



North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: Sarah Ross

HWY AREA: 2

DATE: June 2020

PROJECT: Plan showing proposed restrictions and proximity of the bend on Eastfields

SCALE: N.T.S.

ISSUED FOR:

Eastfields, Stokesley

DRAWING NO: Appendix 3

© Crown Copyright, North Yorkshire County Council, 1980/2005/2015.

ORIGINAL DRAWING NOT IN

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	Highways and Transportation		
Proposal being screened	Introduction of double yellow lines		
Officer(s) carrying out screening	Tony Lewis/ Stephen Lilgert		
What are you proposing to do?			
Why are you proposing this? What are the desired outcomes?	Revoke a stretch of single yellow line and introduce an extended length of double yellow line in the area of Eastfields, Stokesley.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	NO		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership			
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		

<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>No. The introduction of a waiting restriction should not have an adverse effect on anyone with a protected characteristic.</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<input checked="" type="checkbox"/>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>The decision to set up enhanced parking restrictions around the area of Eastfields as described should have no negative impact on persons with protected characteristics.</p> <p>There is the potential for the new parking restrictions to improve access for persons with disabilities.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>13/10/20</p>			

DRAFT