Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 December 2013

Subject: Objections to a proposed Traffic Regulation Order to introduce Parking Restrictions at various junctions with Cross Lane (Crookes) and on Woodholm Road (Ecclesall)

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the objections and other responses received to the advertised Traffic Regulation Order(TRO) to introduce parking restrictions at locations for small highway schemes being promoted by the former South West Community Assembly.

Reasons for Recommendations:

- The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.

Recommendations:

- Uphold in part the objections to the proposed traffic regulations on the junctions of Cross Lane with Forres Avenue, St Thomas Road and Truswell Road, Crookes and on Woodholm Road, Ecclesall and introduce the revised proposals as shown in the plans included in Appendices C-1 and C-2 to this report.
- Overrule the objections to the proposed traffic regulations on the junctions of Cross Lane with Arran Road and Forres Road and introduce the restrictions as shown in the plan included in Appendix B-2 to this report.
- Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984: and
- Inform all the respondents accordingly.

Background Papers

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by:
Legal Implications
YES/NO Cleared by:
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Crookes and Ecclesall
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER PROPOSING PARKING RESTRICTIONS AT VARIOUS JUNCTIONS WITH CROSS LANE (CROOKES) AND ON WOODHOLM ROAD (ECCLESALL)

1.0 SUMMARY

1.1 The report sets out the objections received to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions at two locations for small highway schemes being promoted by the former South West Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The schemes outlined in this report respond to requests for action from local residents.

2.2 The proposed waiting restrictions should have a positive impact on road safety by improving visibility, manoeuvrability and access for motorists, residents and pedestrians.

2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals in response to the comments/views which have been expressed.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The schemes included in this report should meet the objectives of addressing the issues which have been raised by residents.

3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

4.0 REPORT

4.1 A TRO to prohibit parking at several junctions with Cross Lane, Crookes and on Woodholm Road, Ecclesall in order to facilitate traffic movements and access on residential roads and to improve safety and visibility at junctions was formally advertised/consulted upon between the 3rd and 24th May this year. The advertising consisted of a notice in the 'Sheffield Star' newspaper, notices posted on street and letters delivered/posted to properties immediately adjacent to the proposals. The TRO is being promoted by the former South West Community Assembly. Objections from members of the public have been received to the proposed schemes and are contained in this report.

4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals. No objections have been received.

4.3 The relevant Ward Members of the former South West Community Assembly were contacted regarding the responses, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members for Crookes have stated that they would like to overrule some of the objections to the Cross Lane proposals but uphold in part the other objections and introduce reduced revised restrictions at certain junctions. So far no feedback has been received from the Ward members for Ecclesall about the Woodholm Road proposals. If any is received, this will be reported verbally at the meeting.

4.4 The details of the responses received for each of the schemes is set out in Appendix A. The original proposed scheme plans are set out in Appendix B and revised proposal plans are included in Appendix C. In summary, objections were received for all of the proposals, concerning the extent of the proposed restrictions and their impact on parking.

Relevant Implications

4.5 The works budget estimate for the individual scheme locations, including the Traffic Regulation process is £4000, which excludes the whole life maintenance payment. The schemes are funded from the South Yorkshire Local Transport Plan, as allocated to the former South West Community Assembly for small highway schemes. The funding has been carried over from the budget allocation for the financial year 2012/13.

4.6 On completion of the works, the schemes will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.

4.7 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with mobility problems.

4.8 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can prohibit parking on the highway.

4.9 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with.

4.10 As objections have been received, the Council is under an obligation to consider them and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.

4.11 On the basis that the Council has properly considered the objections internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications ; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 for a motor vehicle to wait on the sections of highway which are the subject of this report.

5.0 ALTERNATIVES CONSIDERED

5.1 These schemes have been designed to meet local needs/priorities as identified by former Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the former Assembly.

5.2 Two of the schemes have been amended to try and address the concerns raised by residents.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.

6.2 Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents concerns and aspirations.

7.0 RECOMMENDATIONS

7,1 Uphold in part the objections to the proposed traffic regulations on the junctions of Cross Lane with Forres Avenue, St Thomas Road and Truswell Road, Crookes and on Woodholm Road, Ecclesall and introduce the revised proposals as shown in the plans included in Appendices C-1 and C-2 to this report.

7.2 Overrule the objections to the proposed traffic regulations on the junctions of Cross Lane with Arran Road and Forres Road and introduce the restrictions as shown in In the plan included in Appendix B-2 to this report.

7.3 Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act,1984.

7.4 Inform all the respondents accordingly.

Simon Green
Executive Director, Place 8 November 2013.

APPENDIX A - Summary of TRO Advertising/Consultation Results

Cross Lane at its Junctions with Forres Avenue, St Thomas Road and Truswell Road

1.0 Scheme Information

1.1 The purpose of the proposed parking restrictions is to prevent vehicles parking and improve visibility and access for other motorists and road users. A plan of the advertised proposals is included in Appendix B-1.

2.0 TRO Advertising/Consultation Results

2.1 Five responses were received of which three are objections and two are generally in support of the proposals.

3.0 Details of Objections

3.1 Two of the responses are from consulted residents and one is from a local resident and they all have similar views. They fully support the proposed 10 metres restrictions on Cross Lane, the main thoroughfare, because they consider it is needed to provide better visibility for motorists egressing from the side roads. However they feel there is no such need for this length of restriction on the side roads where there is no through traffic and the proposals will have a detrimental effect on parking for the residents, particularly those immediately adjacent to the restrictions. It is felt that it is essential to balance the need for safety with the need for parking in these residential areas where the majority of properties have no off-street parking facilities and therefore have no option but to park on street.

3.2 One resident who has submitted four letters expressing his views on this issue is an elderly gentleman who has lived in the same property on the corner of St Thomas Road and Cross Lane for 38 years and considers the proposals most objectionable. He states that he parks his car a short distance away from the junction to help other motorists entering St Thomas Road and considers that by doing so his parked vehicle does not cause any problems. He feels that the current proposals will not allow him to park at the front or side of his property and will also result in a devaluation of his property. He also considers that the restrictions on St Thomas Road and all the other side roads will have a negative knock-on effect for other residents on these roads where parking is at a premium, particularly during University term times, and this will cause ill-feelings among neighbours. He considers that the proposals are excessive and would rather see the funding used to introduce measures to combat speeding vehicles on Cross Lane which he feels is the main problem in this area or to repair the potholes. The problem of speeding traffic on Cross Lane has also been raised by the other consulted resident who has objected and he states that it is a serious long standing problem of many years and feels that some action is needed before there is an accident.

3.3 Each of the objectors has put forward a compromise proposal for consideration. Two of them are suggesting that 10 metres of restriction be retained on Cross Lane but the length of restriction on Forres Avenue and St Thomas Road be reduced from 10

metres to 5 metres. The other objector is suggesting that instead of 5 metres, the length of restriction on the side roads be reduced to 3.5 metres.

4.0 Details of Supportive Responses

4.1 Consulted residents of a property on St Thomas Road have stated that they do not object to the proposals in principle because they are aware of inconsiderate parking on the junctions in this area. Although their property is not located right on the junction, the proposed 10 metres of restrictions will finish halfway across the front of their property and this will mean they will not be able to park their vehicle directly in front of their property. They are concerned that if their next door neighbour chooses not to cooperate and park her vehicle further down to compensate for their loss of frontage, this will cause them problems. In the light of this, they have asked if it is possible for the lines to only extend 8 metres from the junction and this will avoid any adverse knock-on effects for other residents who park their vehicles on the road. While they appreciate that this is a somewhat selfish request they hope that it will be looked at sympathetically and that some flexibility will be possible.

4.2 Consulted residents of a property on Forres Avenue say that they welcome any proposal for making Cross Lane safer and more amenable but they feel that the current proposals may have the effect of encouraging traffic to travel even faster. They consider that as Cross Lane is used by many unaccompanied school children as their route to school, a more effective solution would be the introduction of speed reducing measures. While they realise that this would be a lot more expensive, they feel it would be more popular than what is currently being proposed.

5.0 Officer Assessment and Recommendation

5.1 As the Highway Authority, it is considered that the City Council should be seen to promote the introduction of the minimum of 10 metres of double yellow lines at any junction to endorse guidance given to motorists in the Highway Code about parking at junctions. Our recommendation is therefore to overrule the objections and implement the scheme as advertised.

5.2 In the light of the objections, the potential alternatives available are to either reduce the length of the proposed restrictions and/or reduce the severity of the restriction from ‘At any Time’ to a lesser time. Because the restrictions are on junctions we consider that it is essential that parking should not be allowed at any time and therefore we do not consider it would be appropriate to introduce a less severe restriction. However, a reduction in the length of the restrictions is something which could be considered but it is not something which would be supported by Officers for the reasons stated in the previous paragraph.

6.0 Former South West Community Assembly Recommendation

6.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses and they have stated that, in light of the views expressed by the residents, they wish to uphold in part the objections to the proposed restrictions on St Thomas Road and are recommending the implementation of the revised reduced proposals as detailed in the plan included in Appendix C-1 to

this report. Their view is that a reduction in the length of the restrictions to 5 metres can be justified on St Thomas Road where the properties are small terraced houses with no off-street parking facilities but not on Forres Avenue where the properties are much larger and have off-street parking.

Cross Lane at its junctions with Forres Road (2 junctions) and Arran Road

1.0 Scheme Information

1.1 The purpose of the proposed parking restrictions are to prevent vehicles parking and improve visibility and access for other motorists and road users. A plan of the advertised proposals are included in Appendix B-2.

2.0 TRO Advertising/Consultation Results

2.1 1 objection has been received from a consulted resident of Forres Road

3.0 Details of Objection

3.1 The resident considers that the proposed restrictions adjacent to his property will exacerbate the current problems he has with vehicles parking and obstructing his driveway. He states that his neighbours already obstruct his vehicular access on a daily basis and with parking already at capacity, especially in the evenings, considers that residents will have less parking options available to them if the restrictions are introduced and this will increase the likelihood of obstructive parking across his dropped kerbs.

3.2 He is also concerned that the restrictions will force residents of Forres Road to park their vehicles on Cross Lane making this much busier thoroughfare more congested and with vehicles parked on both sides of the road will reduce the width to a single lane for moving traffic. He considers that this will result in vehicles being parked partly on the pavement creating access and movement problems for pedestrians.

3.3 Finally, he feels that the double yellow lines are unnecessary because any cases of obstruction can easily be dealt with by South Yorkshire Police who have powers to take appropriate action to deal with such matters as they arise.

4.0 Officer Assessment and Recommendation

4.1 The same comments and options as stated for the previous junction locations on Cross Lane also apply in this case. A site investigation has been carried out and this has revealed that once the 10 metres of parking restriction has been introduced on Forres Road adjacent to the objector's property, there is a gap of approximately 5 metres between the end of the restrictions and the start of the objector's driveway. This is sufficient space for a car to park without causing any obstruction to the driveway. However, as a gesture of goodwill, the Members may wish, as part of the scheme, to include the provision of a white H-marking across the objector's driveway to help alleviate the obstruction problems he is experiencing. In light of the above, we recommend that the objections are overruled and the scheme be introduced as advertised.

5.0 Former South West Community Assembly Recommendation

5.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses and have confirmed their support for the officers' recommendation and introduce the advertised proposals as detailed in the plan included in Appendix B-2 to this report. The members have also agreed to include the introduction of an H-marking adjacent to the driveway of No. 96 Cross Lane which is located on Forres Road.

Woodholm Road near the junction of Button Hill

1.0 Scheme Information

1.1 The proposals are to extend the existing double yellow lines on both sides of Woodholm Road to prevent vehicles parking and improve access for residents and other motorists and road users. A plan of the advertised proposals are included in Appendix B-3 to the report.

2.0 TRO Advertising/Consultation Results

2.1 Nine responses were received. Two are objections, five support the proposals and two have views/comments about the proposals.

3.0 Details of Objections

3.1 These responses are from a consulted resident on the even numbered side of Woodholm Road and one from a resident whose property is on the same side of the road but just beyond the extent of the proposed restrictions.

3.2 The consulted resident feels that these proposals will penalise the residents by preventing them from parking outside their own properties at any time to solve a part-time problem of unreasonable parking by parents of pupils attending Mylnhurst School for a short period of time in the mornings and afternoons. He also considers that the proposals will result in a transfer of parking further along Woodholm Road causing additional problems because of the limited parking space available . He states that the existing double yellow lines are constantly abused by the parents and he feels that extending the lines will not make any difference. He feels that the problems could easily be solved by carrying out a continuous enforcement of the existing lines for a period of two weeks. He requests that the residents are not made losers as a result of these proposals.

3.3 The second resident questions why the proposed restrictions extend so far along Woodholm Road from its junction with Button Hill as he feels that they only need to be half their current length to provide a safe parking distance for a road junction of this nature. He also considers that the proposed 'At any Time' restriction is unnecessary to deal with the current parking problems and a single yellow line with peak hour restrictions Monday to Friday would suffice. He also feels that the double yellow lines on both sides of the road will force motorists to park further along the road nearer to the pedestrian access for Mylnhurst School creating additional safety

hazards at school opening/closing times. As an alternative proposal he has suggested that the double yellow lines should be retained on the odd numbered side of the road with a single yellow line on the even numbered side with morning and afternoon peak hour restrictions. He feels that this will optimise the balance of improving road safety while minimising any inconvenience to the residents.

4.0 Details of Supportive Responses

4.1 3 of the responses are from consulted residents, 1 from the Facilities Manager of Mylnhurst Preparatory School & Nursery and 1 from the Sisters of Mercy, Mylnhurst Lodge.

4.2 The consulted residents are all elderly and live on the odd numbered side of Woodholm Road. They consider that the proposed restrictions will be much appreciated and will alleviate access difficulties to their properties caused by inconsiderate parking associated with Mylnhurst School/Sports Complex.

4.3 Mylnhurst School are supportive of the scheme and consider that the proposals will address their main issues of concern, namely the safety of their pupils and the safe movement of traffic, particularly emergency vehicles, buses and refuse collection vehicles. However, they are concerned that the extent of the proposals will have an adverse knock-on effect for residents further along Woodholm Road and neighbouring roads primarily Mylnhurst Road and Button Hill. They are therefore suggesting two alternative proposals for consideration which they feel will achieve the aims of the scheme but have less impact on the residents by retaining spaces outside their properties in the evenings and at weekends. They would like to see the restrictions either reduced to a single yellow line with timed restrictions at the busiest times of the day i.e. 8 am – 9am & 3pm – 4pm.or the double yellow lines along just one side of the road.

4.4 The Sisters of Mercy are supportive of any measures which will help ease the traffic congestion at this location, particularly at the peak times of the day. In fact they would like to have seen more restrictions introduced than those currently proposed but feel that unless they are enforced it will not make any difference to the current situation.

5.0 Details of Responses with Views/Comments

5.1 These responses are both from consulted residents on the even numbered side of Woodholm Road. The first resident states that the parking problems are confined to the working day during school terms with very little problems in the evenings or at weekends. They therefore consider that the current proposals to extend the double yellow lines on both sides of the road for an arbitary distance is not an appropriate solution. They feel that double yellow lines should be extended on one side of the road to ease congestion for motorists and buses. However, they consider that extending the double yellow lines on the even numbered side of the road would seriously inconvenience these residents and force them to park further up Woodholm Road aggravating the problems and causing unnecessary friction between neighbours. They also state that the properties Nos 1-7 all have wide, long driveways and would not be inconvenienced by the proposed restrictions.

5.2 The second respondent is a long standing resident of Woodholm Road who has seen traffic congestion increase over the years. He states that all residents were aware of the nearby nursery and school when they bought their properties and haven't had a significant problem with the daily picking up/dropping off associated with this at the start and end of the day. However, since the development of a full blown commercial business within the MyInhurst site in recent years which operates from 9am to 9pm weekdays and 9am to 5pm Saturday and Sunday this has led to the current congestion problems on the road. He considers that our proposals will go some way to resolve the problems but feels they are flawed in that residents will be penalized by the loss of parking spaces adjacent to their properties; customers of the Sports and Leisure Centre will abuse the restrictions; and it will result in displacement of parking further along Woodholm Road and on to adjacent roads in the area.

6.0 Officer Assessment and Recommendation

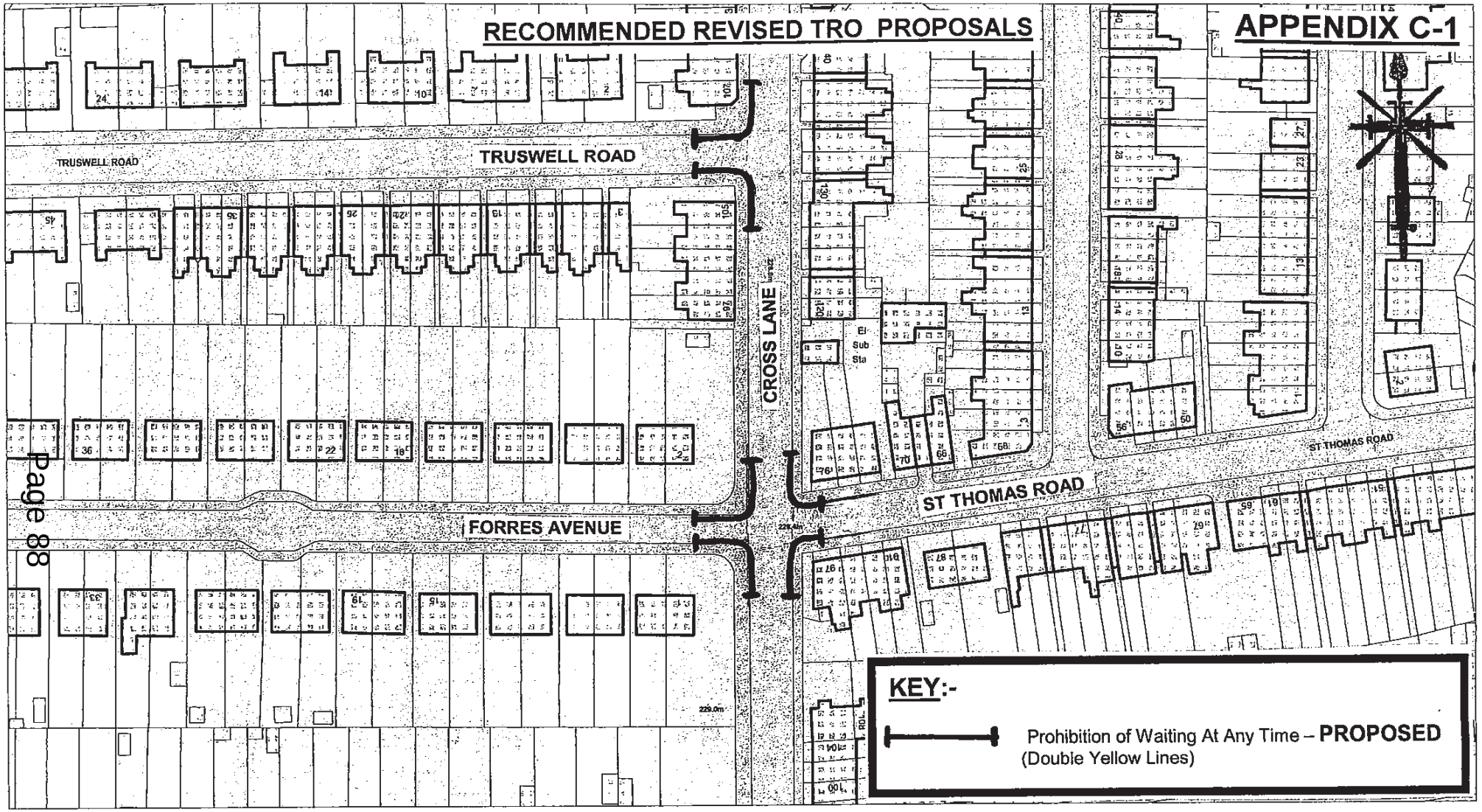
6.1 The responses indicate that while there is general support for the additional restrictions on the odd-numbered side of Woodholm Road, the additional double yellow lines on the even numbered side of the road may cause considerable parking problems for the residents on this side of the road. In view of this it would appear sensible to retain the restrictions on the odd numbered side of the road and either omit the proposed restrictions on the opposite side of the road or introduce a less severe restriction to prevent parking at peak times, as suggested by several of the respondents. On balance, taking account of the width of the road, we consider that omitting the restrictions on the even numbered side of the road is the best option and therefore we recommend that the revised proposals as shown in the plan included in Appendix C-2 to this report be introduced.

7.0 Former South West Community Assembly Recommendation

7.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses for their consideration but to date no feedback has been received. Their views will be reported verbally at the meeting.

RECOMMENDED REVISED TRO PROPOSALS

APPENDIX C-1



Sheffield City Council

CROSS LANE JUNCTIONS WITH FORRES AVENUE, ST THOMAS ROAD AND TRUSWELL ROAD - PROPOSED PARKING RESTRICTIONS

TRAFFIC REGULATION PLAN REVISED

SCALE	1 : 1000
DATE	24/01/2013
DRAWING No.	TR/17/SWCA-CL1 Rev
DRAWN BY	SC