



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 January 2016

Subject: Chesterfield Road – London Road Corridor: Report of
Objection to Traffic Regulation Order

Author of Report: Simon Nelson / David Whitley

Summary:

To report the receipt of an objection to the introduction of a Traffic Regulation Order on parts of the A61 Chesterfield Road and London Road.

Reasons for Recommendations:

Having considered the objection to the introduction of Traffic Regulation Order varying the hours of operation of the parts of the Chesterfield Road and London Road clearway restrictions the officer view is that the reasons set out in this report for making the Order outweigh the objections.

Recommendations:

- 7.1 Make permanent the experimental Traffic Regulation Orders shown in the appendices to this report in accordance with the Road Traffic Regulation Act 1984.
 - 7.2 Inform the objector accordingly.
-

Background Papers:

Appendix A: (Scarsdale Road to Smithy wood Crescent)
Appendix B: (Smithy Wood Crescent to Heeley Retail Park)
Appendix C: (Heeley Retail Park to Broadfield Road)

Category of Report: OPEN



Statutory and Council Policy Checklist

Financial Implications
NO
Legal Implications
YES Cleared by: Nadine Wynter
Equality of Opportunity Implications
NO 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
Gleadless Valley; Graves Park
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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

CHESTERFIELD ROAD – LONDON ROAD CORRIDOR: REPORT OF OBJECTION TO TRAFFIC REGULATION ORDER

1.0 SUMMARY

1.1 To report the receipt of an objection to the introduction of a Traffic Regulation Order on parts of the A61 Chesterfield Road and London Road.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The measures described in this report make it easier for residents of Chesterfield Road to park near their homes without causing delays for buses or other traffic.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The proposals will contribute to improving parking opportunities for local residents while not adversely affecting the public transport network or accident statistics in the area.

3.2 The report will contribute to the “An in touch organisation” objective by making sure our services can change to deliver the best outcomes for Sheffield people.

4.0 REPORT

Introduction

4.1 In June 2006 Councillors approved a recommendation to alter the hours of operation of loading and waiting restrictions on a number of major transport routes around the city. The purpose of the change was to reduce congestion by extending the restrictions by half an hour in both the morning and evening weekday peak periods. The times that parking and loading would be prohibited were changed from 8.00-9.30am to 7.30-9.30am, and from 4.30-6.30pm to 4.00-6.30pm. This followed the successful trial along the Abbeydale Road corridor where journey times were improved for all vehicle types.

4.2 In February 2012 Cabinet Highways Committee approved the use of camera enforcement of loading and waiting restrictions on the city’s major commuter corridors, although more recent Government legislation has limited the type of loading and waiting restrictions that can be enforced using cameras.

4.3 The revised hours of operation of waiting and loading restrictions are being introduced corridor by corridor in tandem with core maintenance works. Before introducing the new hours of operation the existing restrictions are audited to determine whether they were still appropriate or could be changed to provide additional parking opportunities.

A61 Meadowhead - Chesterfield Road – London Road corridor (Meadowhead roundabout to the junction with Broadfield Road)

- 4.4 Weekday peak-hour traffic flow is generally tidal. In the morning peak the overwhelming flow is city-bound and in the afternoon the prevailing flow is outbound.
- 4.5 In September 2008 City Centre, South and East Planning and Highways Board requested that 'tidal' parking restrictions be trialed on sections of the Chesterfield Road corridor; that is, allowing parking on the outbound side of the road during the morning peak period and on the inbound side during the evening peak period, areas that it had previously been prohibited.
- 4.6 The introduction of the extended hours of operation of waiting and loading restrictions along the whole corridor in 2015 provided an opportunity to trial tidal parking. It was hoped that the additional parking opportunities that this would afford would go some way to offsetting any inconvenience caused to fronting property owners by the otherwise-extended times when parking restrictions would be in force. Officers were mindful that tidal parking arrangements would only be appropriate in certain locations, namely:
- it would not be detrimental to traffic flow;
 - there was a demonstrable suppressed demand for additional on-street parking; and
 - most importantly officers would only consider sections of road that were unlikely to generate large numbers of additional turning manoeuvres as drivers sought to access parking spaces that were only available on one side of the road.
- 4.7 It was for these reasons that the length of Chesterfield Road between Scarsdale Road and the Smithy Wood Crescent was selected for a trial of tidal parking under an experimental Traffic Regulation Order (see Appendix A). On this section of road:
- it is *extremely* rare for there to be any congestion outbound during the morning peak period or inbound during the evening peak;
 - the demand for parking was demonstrated by the numbers parked at weekends, i.e. when the cars would not have to be moved until the Monday morning (during the week many chose to garage their cars overnight on side streets or in the former Carpet Right car park next to Homebase; and
 - the area is residential, that is there is not the high turnover of parking associated with a more commercial area.
- 4.8 The changes to parking arrangements in this area were advertised on street and a letter and drawing was delivered to each property in May 2014. Residents and others were invited to submit an objection during the period of the experiment if they did not want the trial arrangement to be made permanent. Due to construction programming issues the tidal parking trial did not begin until April 2015.

- 4.9 A number of other more minor alterations to existing waiting restrictions were also advertised in this way. These are shown in Appendix A (Scarsdale Road to Smithy wood Crescent), Appendix B (Smithy Wood Crescent to Heeley Retail Park) and Appendix C (Heeley Retail Park to Broadfield Road).

Objections

- 4.10 One objection has been received, from the Cycling Touring Club. This states:

“By experimentally allowing parking in the against-the-flow bus lanes on some section cyclists will lose the protection that the bus lane provides with no alternative provision. There has been a longstanding agreement at the City Cycle Forum that bus lanes will not be removed in Sheffield without alternative provision being made for cyclists. This proposal violates that agreement. The Experimental Traffic Regulation Order should therefore be removed from the scheme.”

Officer response: Officers are not aware of an agreement to make alternative provision for cyclists when bus lanes are removed but agree that bus lanes offer cyclists a useful alternative to staying in the main flow of traffic. That said, the Council is expected to make best use of available road and kerb space and the primary purpose of bus lanes is to improve the journey time reliability of public transport. In the area under consideration (Scarsdale Road to Smithy Wood Crescent) the morning operation of the outbound bus lane and accompanying parking restrictions offered limited benefit to public transport services, and similarly the inbound restrictions were of limited benefit in the evening.

The bus lanes and associated restrictions continue to operate in the direction of peak flow (inbound in the morning peak and outbound in the evening) therefore cyclists travelling with the heaviest flow of traffic are unaffected by the changes, indeed will benefit from the additional half hour that parking restriction are now in operation.

Surveys conducted during the trial have shown that typically between 35-40% of the potential parking space within the outbound bus lane is occupied during the morning peak period. A similar percentage is occupied on the shorter inbound length during the evening peak. As the outbound bus lane is a reasonable width, there is still scope for a cyclist to pass a well parked car and remain within the bus lane.

- 4.11 No objections have been received from residents fronting the length of road on which tidal parking is in operation. No objections have been received to any of the other alterations indicated on the appended drawings.

Other Consultees

- 4.12 South Yorkshire Passenger Transport Executive was briefed prior to the introduction of the tidal parking arrangement and asked to note any impact on services. More recently they have been asked whether the bus operators have reported any adverse effects on bus journey times or service reliability

resulting from the experimental changes. The PTE themselves are not aware of any issues and have contacted the bus operators for their views. At the time of writing no adverse comments have been received.

- 4.13 Before the experiment began South Yorkshire Police offered the following comments:

“I have looked at these proposals, and feel that parts of this scheme (relaxed parking within the bus lane etc.) could increase the risk of collisions and possible injuries to all road users. I feel that this scheme could encourage drivers to park against the flow of traffic. This could increase the risk of accidents occurring on this very busy road. I feel that not only is there an increased risk from drivers crossing the flow of traffic to get to park, but also for pedestrians crossing to get to their vehicles, and getting in and out of their vehicles into the flow of heavy traffic. We feel that the dangers to all road users far outweigh any parking benefit.

Due to these concerns we feel that we cannot support this scheme at this time in its current form.”

Officer comment: Although the Police were correct to raise these concerns, the only way to know for sure how the proposals would operate was by conducting a trial.

Following the implementation of the measures a stage three road safety audit was been carried out and no concerns were raised or observed. No injury accidents have been reported since the commencement of the trial to 7 November 2015 (the latest date for which data is available). Surveys conducted during the trial have found that around 80% of drivers choose to park on the 'with flow' side of the road, a similar proportion to that chose to do so before the trial. As such it is considered that the Police concerns have not materialised in practice.

- 4.14 The South Yorkshire Fire and Rescue Service and the Yorkshire Ambulance Service were consulted prior to the changes being made. Neither responded.

Discussion

- 4.15 In order to be successful, tidal parking should offer a genuine amenity whilst not adversely effect the safe movement of traffic or reduce journey times for either car drivers or public transport. This appears to be the case at this location (Scarsdale Road to Smithy Wood Crescent). However, the lessons learned are not automatically transferrable to other locations where traffic flow and parking demand may be different.

Relevant Implications

- 4.16 The Council as local highway authority have the power to vary waiting restrictions on roads other than trunk or restricted roads by making Traffic Regulation Orders under section 84 of the Road Traffic Regulation Act 1984. The procedure in relation to consultation and notification, which is set out in

Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

A notice was placed in The Sheffield Star stating that an Experimental Traffic Regulation Order was made on the 24th July 2014 and became operative on the 1st August 2014 in compliance with Regulation 22(2), Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

4.17 No negative equality impacts have been identified for this proposal. The improved parking opportunities likely to result from this proposal are fundamentally equality neutral with no differential impacts related to ethnicity, faith, gender, disability, sexuality, age, etc.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The peak hour restrictions could revert to being in operation in the morning and evening periods on both sides of Chesterfield Road. However this would remove an amenity from owners of fronting properties who have enjoyed additional parking opportunities for the nine months of the trial.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The recommendations of this report will maintain the improved parking opportunities enjoyed by the residents of Chesterfield Road without delaying buses or other traffic.

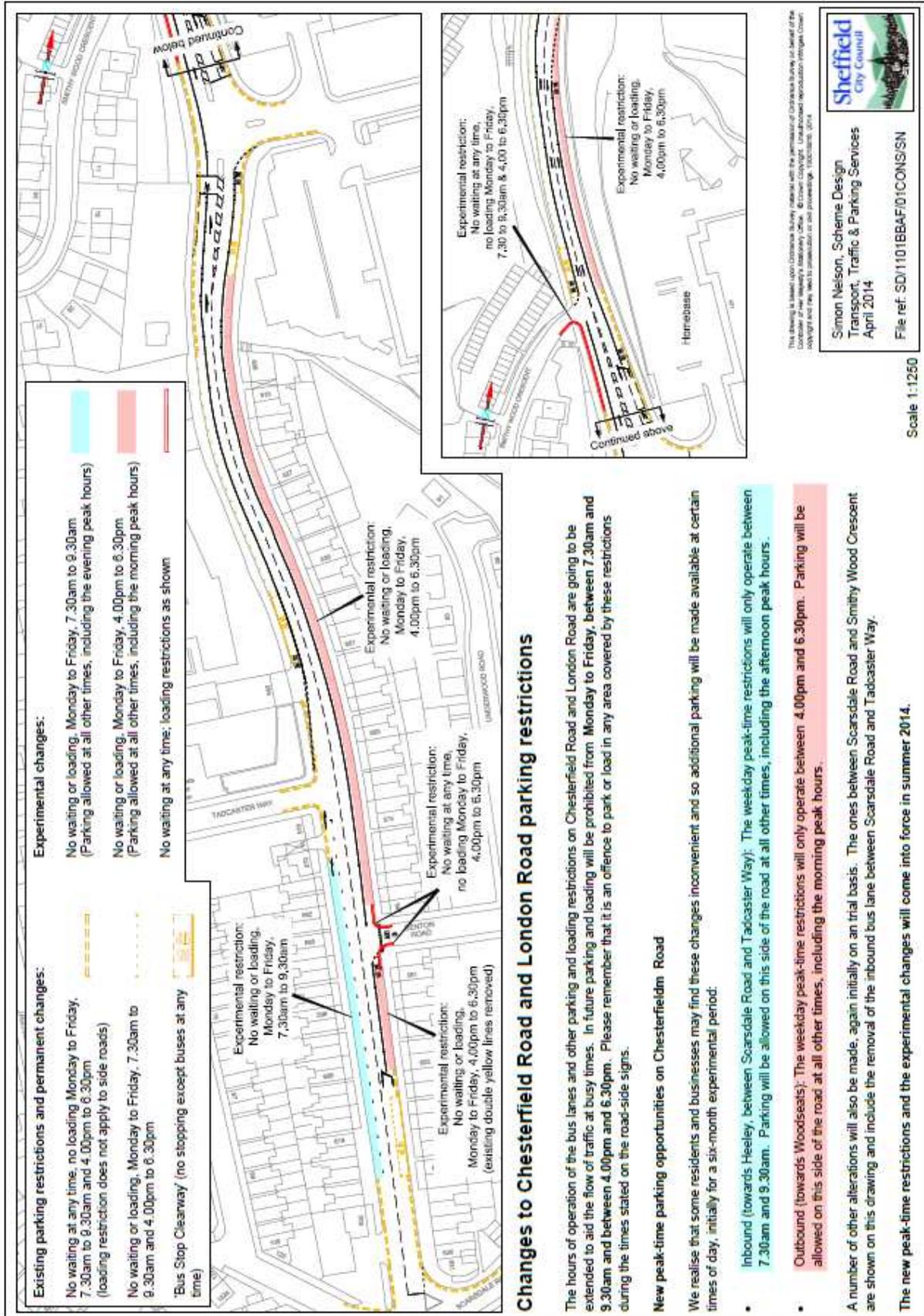
7.0 RECOMMENDATIONS

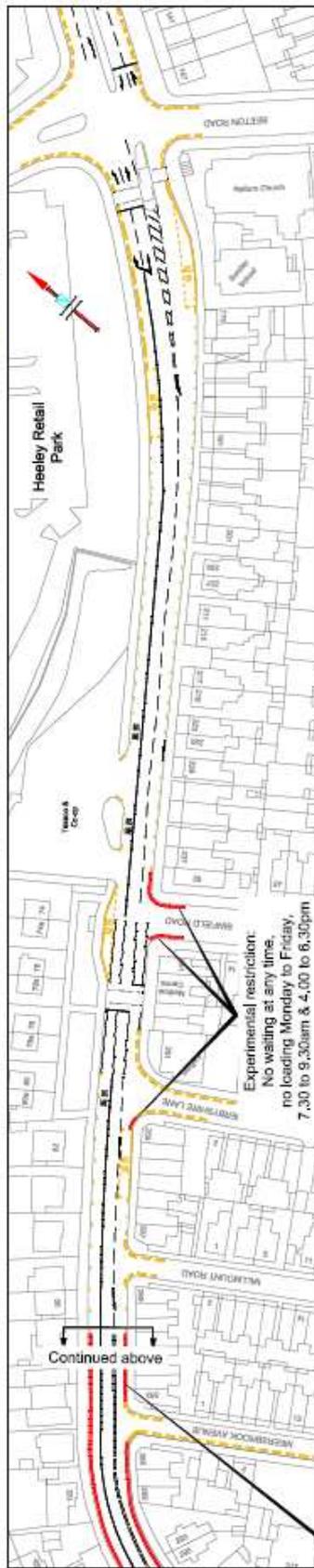
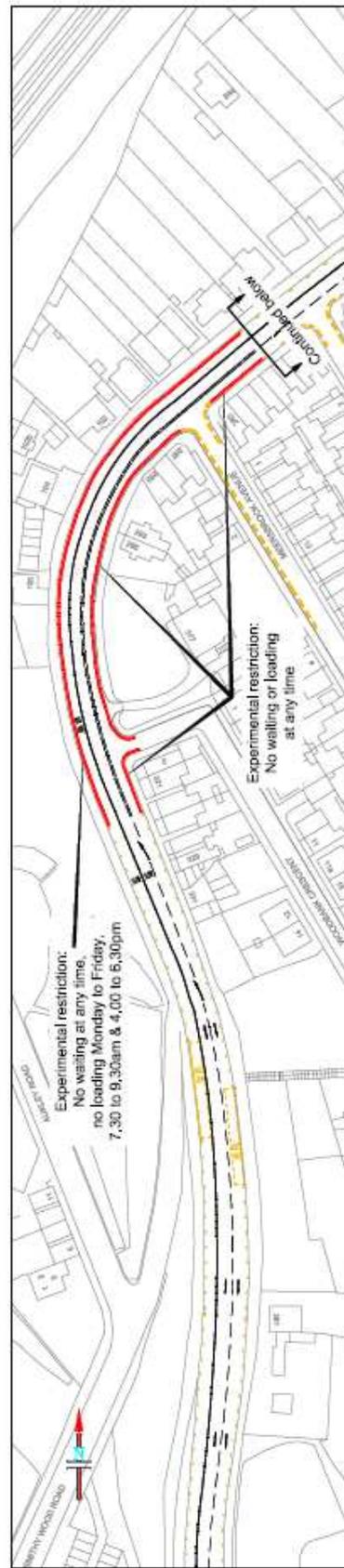
7.1 Make permanent the experimental Traffic Regulation Orders shown in the appendices to this report in accordance with the Road Traffic Regulation Act 1984.

7.2 Inform the objector accordingly.

Simon Green
Executive Director, Place

17 December 2015





Changes to Chesterfield Road and London Road parking restrictions

The hours of operation of the bus lanes and other parking and loading restrictions on Chesterfield Road and London Road are going to be extended to aid the flow of traffic at busy times. In future parking and loading will be prohibited from **Monday to Friday, between 7.30am and 9.30am and between 4.00pm and 6.30pm**. Please remember that it is an offence to park or load in any area covered by these restrictions during the times stated on the road-side signs.

Parking is already prohibited within the double white line system. A 'No waiting at any time' restriction will be introduced to reinforce this message.

A number of other more minor alterations will also be made, initially on an experimental basis. The ones between Woodbank Crescent and Beeton Road are shown on this drawing.

The new peak-time restrictions and the experimental changes will come into force in summer 2014.

Existing parking restrictions and permanent changes:

No waiting at any time, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
(loading restriction does not apply to side roads)

No waiting or loading, Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm

'Bus Stop Clearway' (no stopping except buses at any time)

Experimental changes:

No waiting at any time; loading restrictions as shown

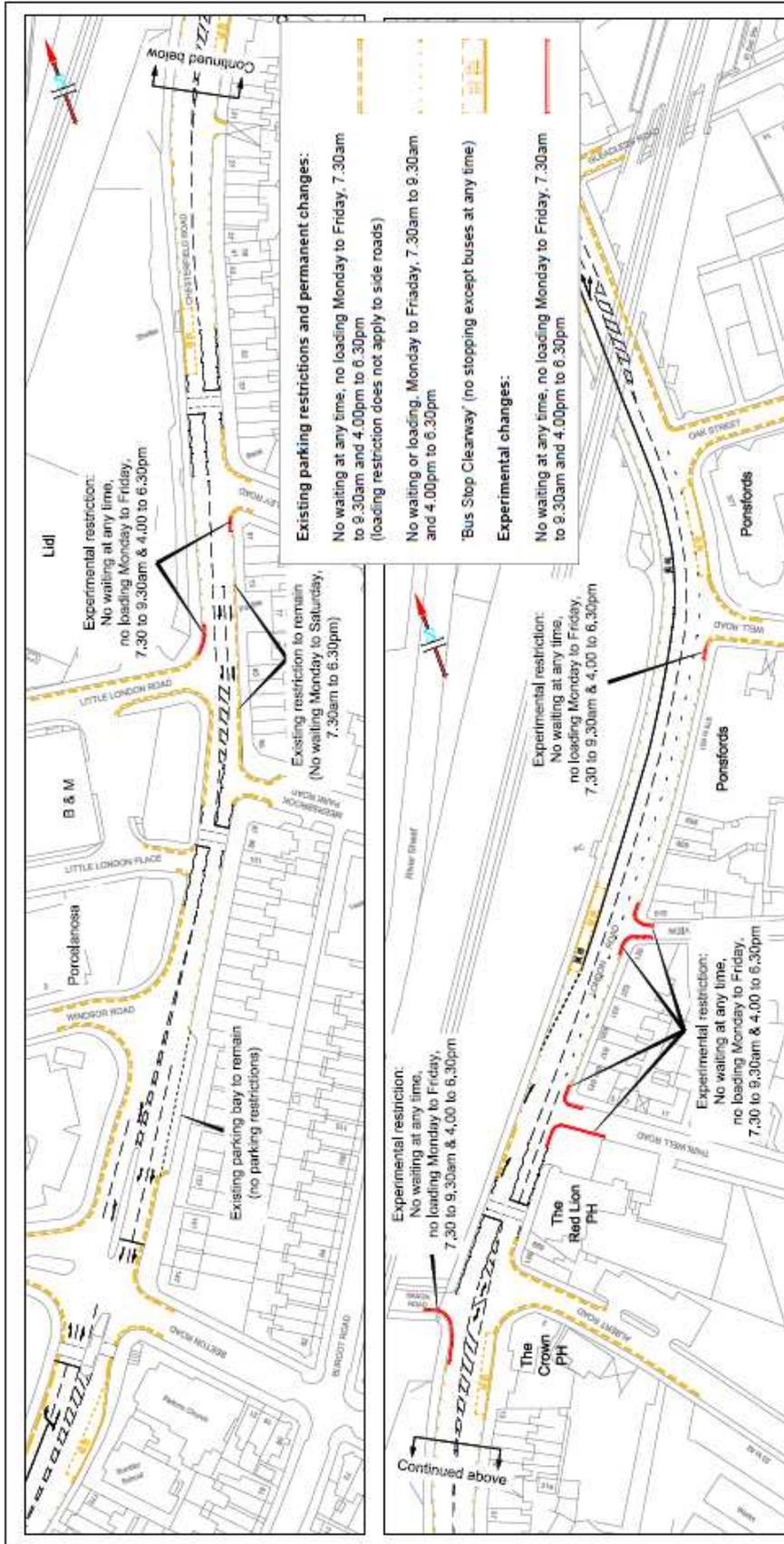


Simon Neilson, Scheme Design
Transport, Traffic & Parking Services
April 2014

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Simon Neilson, Scheme Design
Transport, Traffic & Parking Services
April 2014
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