



Executive Director/Director Non-Key Executive Decision Report

Author/Lead Officer of Report: Nel Corker,
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Report to: Cabinet Member for Transport and Sustainability
Date of Decision: 8 May 2018
Subject: Objections to proposed waiting restrictions in the
Minster Road Area, East Ecclesfield.

Which Cabinet Member Portfolio does this relate to? Transport and Sustainability

Which Scrutiny and Policy Development Committee does this relate to? Economic and
Environmental Wellbeing

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given? 256

Does the report contain confidential or exempt information? Yes No

If YES, give details as to whether the exemption applies to the full report / part of the
report and/or appendices and complete below:-

*“The (**report/appendix**) is not for publication because it contains exempt information
under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local
Government Act 1972 (as amended).”*

Purpose of Report:

This report describes the measures advertised in a Traffic Regulation Order to
restrict parking at four junctions on Minster Road.

It sets out the Officers response to the two objections received and seeks a
decision from the Cabinet Member for Transport and Sustainability.

Recommendations:

The Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;

Introduce the associated lining as shown in Appendix A (TR/20/10/MR);

Inform the objectors of the decision.

Subject to submission of the relevant capital approvals to reflect the costs of this scheme.

Background Papers:

Appendix A: Minster Road Proposed Waiting Restrictions Plan.

Appendix B: A Summary of the TRO Consultation Responses.

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damian Watkinson
	Legal: Richard Cannon
	Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	Lead Officer Name: Nel Corker
	Job Title: Senior Engineer
Date: 12th April 2018	

1. PROPOSAL

- 1.1 Early in 2017 the Local Councillors for the East Ecclesfield Ward requested, having received local representation about inappropriate parking, the introduction of parking restrictions at the junctions of Minster Road with Nursery Grove, Nursery Drive, Minster Close and Floodgate Drive, to prevent parking within 10 metres of the junctions. Preventing parking at these locations improves visibility and safety for all road users. See plan in Appendix A.
- 1.2 Currently vehicles can be parked in and around the junctions on the roads which is in contravention of Rule 243 and 244 of the Highway Code:
Rule 243
DO NOT stop or park:
- *Opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space*
- Rule 244*
You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it.
Parking on the footway can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The proposed waiting restrictions should improve visibility and safety at the junctions of Minster Road with Nursery Grove, Nursery Drive, Minster Close and Floodgate Drive, through the removal of parking that blocks sight lines both for pedestrians and vehicles and also obstructs traffic trying to negotiate these junctions. The situation will, however, be improved for all the pedestrians and motorists seeking to pass through these junctions. This will create a safer environment for all road users, especially for the residents of the estate.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 For four weeks between 14th December 2017 and the 11th January 2018 officers consulted properties on part of Minster Road, Nursery Grove/Nursery Drive/Minster Close/Floodgate Drive, advertised the proposal in the press and put up 5 street notices.
- 3.2 Three responses to the consultation were received from local residents. Two were objections (from one address) and one support, asking for more restrictions. After the consultation period a telephone call was received from a resident who supported the proposals, even though they did not respond to the formal consultation. A full summary of the objections and comments received is given in the table in Appendix B.
- 3.3 The two objections to the Minster Road Area proposals state (in summary) that there is currently no problem, it is a waste of money,

money could be spent better elsewhere, the parking currently calms the speed of passing vehicles, the parking helps prevent anti-social behaviour, the proposed restrictions would have a negative impact on visitors or residents that park on the street and the proposals don't cover Minster Rd/The Common junction that needs them the most.

3.4 In response:

- The proposals on Minster Road Area only seek to prevent parking where the highway code rule 243 states 'not to park' (opposite or within 10 metres of a junction). Anyone who does park a vehicle where the proposed waiting restrictions are proposed is in contravention of this.
- Preventing parking at these locations will improve visibility and safety for all road users.
- Other parking spaces are available on Minster Road and on all the side roads so there would be no negative effect on residents or visitors.
- It is not envisaged that there will be any effect on vehicle speed or anti-social behaviour.
- There are existing waiting restrictions at the Minster Road/The Common junction and more proposed on another Traffic Regulation Order.
- It is important to proceed with the Minster Road Area proposals to prevent current and future parking at unsuitable locations on those roads.

3.5 The response received that supported the proposals also commented that they thought that the proposals didn't go far enough as parking was causing an obstruction opposite road junctions and driveways and Minster Road needed parking restrictions along the whole length for some period or for residents only.

3.6 In response:-

- The City Councils proposals in residential areas are undertaken with a balanced approach to suit the different needs on the highway. Protecting the junctions with double yellow line, no waiting at any time restrictions, helps visibility for all road users and protects dropped kerbs for those with pushchairs and mobility issues. However, providing parking where it is reasonable to do so is important for residents, carers, deliveries and visitors.
- Parking restrictions such as permit parking or pay and display have to meet a series of criteria and require a lot of financial resources to implement, that due to Central Government cuts are extremely limited in the current climate. Permits also require payment which receive a lot of objection even in more central busy commuter parking areas and tend to be part of 'whole area' plan rather than street by street due to 'knock-on' effects of moving any problems elsewhere.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 An Equality Impact Assessment has been carried out for the scheme. Overall there are no significant differential, positive or negative, equality impacts. The proposed measures benefit everyone, but in particular pedestrians with restricted mobility, their carers' and pushchairs users. The measures will improve safety at junctions through removal of obstructive and inconsiderate parking and deterring parking on pavements.

4.2 Financial and Commercial Implications

4.2.1 The cost of the works described in this report is approximately £1800.

4.2.2 The total cost of implementing this scheme is to be funded from the East Ecclesfield Ward Pot . This value includes all fees, charges and commuted sum.

4.3 Legal Implications

4.3.1 The Council has the powers to make Traffic Regulation Orders (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). 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. The Council **has complied with these requirements** and should consider and respond to any **duly made** public objections received as a result.

4.4 Other Implications

4.4.1 No other implications.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 No other alternatives to parking restrictions have been considered.

6. REASONS FOR RECOMMENDATIONS

6.1 These waiting restrictions will prevent parking around four junctions in the Minster Road area and improve visibility and safety for all road users.