



Executive Director/Director Non-Key Executive Decision Report

Author/Lead Officer of Report: John Priestley,
Senior Transport Planner

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Report to: Cabinet Member for Environment and Transport

Date of Decision: 14./1/21

Subject: Riverdale Road: Report on the proposed waiting restrictions to reduce inappropriate parking and objections to the advertised TRO.

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

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?

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:-

Purpose of Report:

This report describes the measures to restrict inappropriate parking on Riverdale Road through the introduction of double yellow line (no waiting at any time) parking restrictions.

It sets out officers' responses to objections received and seeks a decision from the Cabinet Member for Transport and Development.

Recommendations:

Having considered the representations received and having determined that the reasons to support the proposals outweigh any unresolved objections, it is recommended that;

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

The associated double yellow lines as shown in plans Riverdale Road 3 and Riverdale Road 4 are introduced;

The objectors be informed accordingly.

Background Papers:

Riverdale Rd_1: Plan of original proposals - south

Riverdale Rd_2: Plan of original proposals - north

Riverdale Road 3: Plan of revised proposals - south

Riverdale Road 4: Plan of revised proposals - north

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 Date: 16 December 2020
		Legal: Bob Power Date: 23 December 2020
		Equalities: Annemarie Johnston Date: 18 December 2020
	<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: John Priestley	Job Title: Senior Transport Planner
	Date: 15 December 2020	

1. PROPOSAL

- 1.1 The Council received a number of complaints, from residents of Riverdale Road, regarding vehicles frequently parking on both sides of the road. In particular, this parking occurred from its junction with Endcliffe Vale Road, around its junction with Park Avenue and where the road fronts on to Endcliffe Park. Although some of this parking is residents themselves, the residents contend that it is a mixture of commuter and student parking and visitors to Endcliffe Park.
- 1.2 In order to address the problem, double yellow line (no waiting at any time) restrictions were proposed as follows:
For 60m on both sides of Riverdale Road from its junction with Endcliffe Vale Road.
On the east side of Riverdale Road on either side of the entrance to a flats complex.
On both sides of Riverdale Road from and around the junction with Park Avenue, extending around the bend in the road on the park frontage.
- 1.3 The original scheme proposals are shown on the attached plans Riverdale Rd_1 and Riverdale Rd_2.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The primary function of the scheme is to improve the traffic flow and to improve visibility for vehicles traversing the bend in the road, vehicles negotiating the junction with Park Avenue and residents exiting properties on the road. Improving the traffic flow will particularly benefit HGV, delivery vehicle and emergency service vehicle access.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Legislation requires a three-week consultation to be conducted, during which affected parties can submit comments on the proposals. The consultation took place between 15 October 2020 and 5 November 2020. In line with statutory consultation requirements 13 notices were displayed on street and an advertisement was placed in the local press.
- 3.2 The following comments were received from the consultation, followed by the officer response:
- 3.3 *Five comments: the parking restrictions on Riverdale Road, at its junction with Endcliffe Vale Road, should be shorter.*
Response: this has been agreed and the double yellow lines, on both sides of Riverdale Road, are to be shortened.

- 3.4 *Four comments: double yellow lines to be restricted to the north (residential) side of the bend.*
Response: waiting restrictions were proposed on both sides of the bend on Riverdale Road. The road is, however, wide enough for parking to occur on one side without causing a problem for passing vehicles. This request is reasonable as it helps with visibility on the inside of the bend and protects accesses while allowing parking near the entrances to Endcliffe Park.
- 3.5 *Four comments: parking restrictions will lead to higher speeds.*
Response: this has some validity, but to not restrict parking at all is not an option. Reducing the proposed parking restrictions will limit the effect.
- 3.6 *Four comments: the restrictions will displace parking to other locations.* Response: once again, not restricting parking is not considered to be a sensible option from a road traffic point of view. Reducing the proposed parking restrictions will limit the displacement that occurs.
- 3.7 *Two comments: the bend is dangerous when parking occurs on both sides.*
One comment: drives on the inside of the bend need better visibility when exiting.
Response: both of the above will be resolved by introducing double yellow lines on the inside of the bend.
- 3.8 *One comment: where will delivery vehicles park?*
Response: active loading and unloading and the dropping off or picking up of passengers is permitted on double yellow line restrictions.
- 3.9 *One objection: to double yellow lines outside the flats on the east side of Riverdale Road as these will displace parking.*
Response: the proposed waiting restrictions are required to protect the accesses to the flats and are required for access, egress and visibility.
- 3.10 *One objection: the proposals are not required.*
Response: the majority of residents of Riverdale Road have been requesting parking restrictions for several years. The scheme has been welcomed by those affected by the problems. The minor changes now proposed will ensure that parking is still available and limit any displacement parking. The improved access and visibility, especially at peak times, will benefit all residents and park users.
- 3.11 *One comment: a request for parking restrictions to be introduced outside numbers 44 - 52 Riverdale Road.*

Response: further waiting restrictions cannot be added to the current proposal without the full legal consultation of another Traffic Regulation Order, for which the funding is not available. This scheme was aimed at improving visibility and access at the bend on Riverdale Road and access at the junction with Endcliffe Vale Road. The extent of the restrictions is adequate to provide these.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 There are no significant differential, positive or negative, equality impacts from this proposal. The measures should improve safety at junctions through the removal of obstructive parking and improve access and visibility for all road users.

4.2 Financial and Commercial Implications

- 4.2.1 The total cost of implementing the scheme, including commuted sum payment for ongoing maintenance costs, is to be funded from the allocated capital budget for 'Double Yellow Lines 20/21' within the Local Transport Plan. The total cost of implementing these works is anticipated to be around £3000.

4.3 Legal Implications

- 4.3.1 The Council has powers under the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report. The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') 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). In exercising the powers under the 1984 Act, the Council must have regard to its duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway.
- 4.3.2 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations'). The Council has complied with these requirements and any duly made public objections received are presented for consideration in this report.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The only alternative is to not introduce any parking restrictions at this location. This is not considered to be an acceptable option. No other alternatives to parking restrictions have been considered.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The introduction of these measures will prevent parking that impacts on the safe and convenient flow of traffic and the accessibility of properties on Riverdale Road. Access and visibility will be improved for all road users.

7. RECOMMENDATIONS

- 7.1 The reasons to support the proposals outweigh any unresolved objections and it is recommended that the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984;
- 7.2 That the associated double yellow lines as shown on plans Riverdale Road 3 and Riverdale Road 4 are introduced.
- 7.3 That the objectors be informed accordingly.