



SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee

13

Report of: Executive Director, Place

Date: June 9 2011

Subject: Objections to a proposed Traffic Regulation Order detailing a one way traffic arrangement on Hayfield Crescent.

Author of Report: Andrew Kay

Summary:

- To report on objections received to the Traffic Regulation Order associated with the proposal for a one way arrangement for Hayfield Crescent.
-

Reasons for Recommendations:

- The idea for a one way arrangement was originally included in a petition, tendered by local residents, to the South East Community Assembly. The proposal has no significant Road Safety or Traffic Management implications. Further consultation on this proposal indicates that, out of the numbers of residents expressing an opinion, most do not approve of such an arrangement. Very few residents have expressed approval of the proposal. Taking everything into account (including the opinion of local Ward Councillors and the Community Assembly) it is recommended that the proposal is abandoned.

Recommendations:

- In light of the results of the consultation that the proposal is not progressed.
 - Those in support of the proposal are informed accordingly.
-

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES
Legal implications
NO
Equality of Opportunity implications
NO (Cleared by Ian Oldershaw)
Tackling Health Inequalities implications
NO
Human rights implications
NO
Environmental and Sustainability implications
Yes
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO

OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY LARGE HIGHWAYS SCHEMES

1.0 SUMMARY

1.1 To report on objections received to Traffic Regulation Order (TRO) associated with the Hayfield Crescent one way proposal initiated and funded by the South East Community Assembly

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The proposal outlined was originally suggested by local residents and subsequently taken up by the South East Community Assembly. This report summarises the results of the formal consultation. A plan of the proposal is included as Appendix A.

2.2 The process involved in consulting on this scheme supports the 'City of Opportunity' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The public consultation has contributed to the 'Putting the Customer First' objective of the 'City of Opportunity' plan, with proposals that respond to customer requests to provide highway schemes to benefit users.

3.2 Prohibiting two way traffic could minimise the incidence of vehicle damage of the grassed area on Hayfield Crescent (see photograph). This was of concern of residents. The one way option was proposed by a resident through a petition submitted to the local Community Assembly.



Evidence of verge running on Hayfield Crescent

4.0 REPORT

- 4.1 In March 2010 the Council received a petition, related to parking issues outside Birley Primary School, signed by 31 residents of Hayfield Crescent, Hayfield Place and Hayfield Drive. The petition organiser expressed the petitioners requests as follows:

Residents of Hayfield Crescent

- Is it possible to consider this (the triangle) being made into a one way system?
- Is it possible to consider implementation of a residents' parking scheme?

Residents of Hayfield Drive and Place

- Could the triangular grassed area be hardened in order to provide parking spaces?
- Is it possible to consider implementation of a residents' parking scheme?

- 4.2 Subsequently officers prepared a report, on the issues raised, for the South East Community Assembly meeting on 23 September 2010. Members decided to commission officers to investigate the possibility of implementing a one way arrangement around Hayfield Crescent, as suggested by some residents. Officers were of the opinion that prohibition of two way traffic may diminish instances of vehicles overrunning the perimeter of the triangular green space. A proposal was then presented to the public and consultation undertaken.

- 4.3 Officers consulted with a ward member, who is also a governor at the school, and the Birley Primary School's business manager. A principle concern was the access and egress of large delivery vehicles using Hayfield Crescent. Subsequently, and for a variety of reasons, the western leg was chosen as the entry point for the one way arrangement. The tighter radius on the western leg would have an effect on limiting speed and private driveways on the Eastern leg would be accommodated more easily. Prospectively alterations to the road layout would be minimised if this option was pursued.

- 4.4 The results of the public consultation have been discussed with the Councillors representing the South East Community Assembly. In light of the results of the consultation the Councillors have withdrawn their support for the proposed scheme.

- 4.5 A summary of the consultation results and the objections to the scheme, along with officer comments, is shown in Appendix B.

Relevant Implications

- 4.7 Any scheme would be funded through the South East Community Assembly 2011/12 budget. There are no other known financial implications at this stage.

- 4.8 An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals are of negligible direct impact to local people regardless of age, sex, race, faith, disability, sexuality, etc. In most circumstances Road Safety officers would not recommend one way arrangements directly

outside schools because of the risk of creating conditions for increased speed. However, in this instance, the relatively short length of carriageway on approach to Birley School would have an inhibiting effect on speeds.

If the one way proposal did reduce the number of vehicle over runs on the triangular grassed area local residents may, by a small degree, visually perceive an improvement to the environment.

5.0 ALTERNATIVES CONSIDERED

5.1 The eastern leg, of Hayfield Crescent, was considered as an entry point. This option was not pursued for the reasons given in the summary of the public consultation (see Appendix B).

5.2 The residents' other requests, in relation to school parking issues (including a request for a residents' parking scheme), were covered in the report considered by the South East Community Assembly on 23 September 2010 and were not considered appropriate to progress (see paragraph 4.1).

6.0 REASONS FOR RECOMMENDATION

6.1 The idea for a one way arrangement was originally included in a petition, tendered by local residents, to the South East Community Assembly. The proposal has no significant Road Safety or Traffic Management implications. Further consultation on this proposal indicates that, out of the numbers of residents expressing an opinion, most do not approve of such an arrangement. Very few residents have expressed approval of the proposal. Taking everything into account (including the opinion of local Ward Councillors and the Community Assembly) it is recommended that the proposal is abandoned.

7.0 RECOMMENDATIONS

7.1 In light of the results of the consultation, the proposal is not progressed.

7.2 Those in support of the proposal are informed accordingly.

John Bann
Head of Transport & Highways
19 April 2011

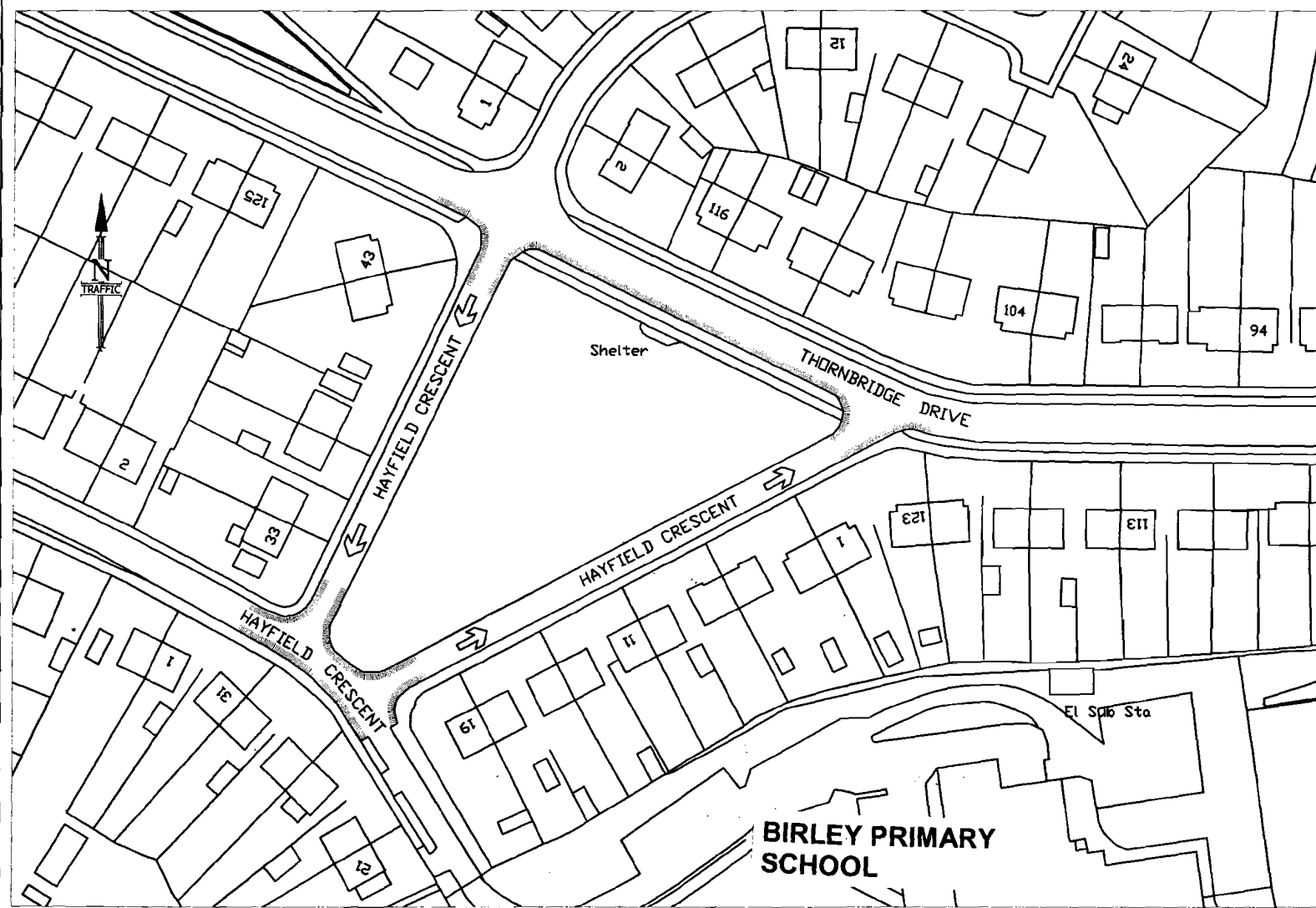
APPENDIX A

Key



Proposed Direction of Traffic Flow

Existing waiting restrictions



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 Director: L Sturch M.R.T.P.I.
 Development Services

A Service Area of Place
 Sheffield City Council

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DRAWN _____ CHECKED _____

Client
SHEFFIELD CITY COUNCIL

Scheme
South East Community Assembly

Drawing Title
**Hayfield Crescent, Birley
 Proposed One Way System**

Drawing No.
TR/CA/SE

Scale
1:1000

Date
 Dec 2010



APPENDIX B – Summary of Consultation Results and TRO objections

Local residents

The on street notices and letters were sent out on 21st December 2010. Subsequently the Council received a thirty signature petition (accompanied by a number of additional letters) and six independent replies objecting to the proposal.

Four residents have been in contact expressing approval for the proposal.

Wider Consultation

The consultation included Birley School, all Statutory Consultees, the Relevant Local Councillors and Community Assembly Members

Representatives of the School have expressed their approval.

Resident's comments :

The objections and comments of support are detailed below together with officer's comments. (N.B. a number of residents have made reference to school gate parking issues. This subject was the spur for a residents' petition last year and the South East Community Assembly considered a report, covering this issue, on 23 September 2010).

OBJECTIONS

Main concern is about parking and verge overrun on the grassed area
(petition + 8 letters)

Officer Comment : By prohibiting two way traffic the possibility of verge overruns will, by degree diminish. At the moment carriageway space is limited and drivers travelling in opposing directions may use the verge to get by.

Residents inconvenienced for sake of school times (petition + 2 letters)

Officer comment : Traffic is busiest at school times (although these volumes are not great in comparison with other schools). The prospect of opposing traffic is much greater at these times. The one way proposal was articulated by the original petition organiser and the local Community Assembly decided to explore this option.

Drivers will pull up in the carriageway to let passengers out. This will cause frequent obstructions (petition)

The potential for this already exists because, at school times, kerbside parking places are largely unavailable. Traffic volumes are minimal at most other times so frequent delays are unlikely.

One way gives no option and will cause passengers to get out on the carriageway side of the vehicles (2 letters)

To some extent this already describes the situation now as there are already a number of drivers and passengers exiting the vehicle on the carriageway side. Instances of this practice are widespread. On Hayfield Crescent any risks to road users are minimised because traffic volumes and speeds are not great.

One way will cause manoeuvring difficulties as there is no option on which way to arrive and depart. (Petition)

At present the residents have a choice of which way to approach to make access to their drives easier. If forced to use only one direction for access and egress, by introducing the one way order, then it may make things more difficult when parked cars are left close to private drives. Even taking into account school related parking most of the parking on Hayfield Crescent, throughout the day, is generated by residents. Parking practice could alter to accommodate the proposed changes and residents could consider H markings. In exceptional circumstances, where access was badly affected, accommodation work could be considered.

One way arrangement would be “wrong way round” during icy conditions. (Petition + 4 letters)

During the consultation officers received conflicting views on this issue. Some residents believe the south eastern leg, of Hayfield Crescent, to be the more difficult to access in icy conditions. Others prefer the proposed arrangement as they maintain that snow/ice on the south eastern leg melts more quickly because it is in the sun.

It is likely that both legs of the Crescent are difficult for drivers to access in periods of snow/ice. However taking into account the last two winters, conditions will be little different when making the comparison with other similar residential roads. Of course such bad weather is transient.

Will increase journey times and traffic movement around the area (2 letters)

The Increase in journey times and traffic movement will be minimal. Overall traffic volumes, even taking school traffic into account, are low. A journey around the full distance of the Crescent, in most instances, will take a matter of seconds.

EXPRESSIONS of APPROVAL/NO OBJECTION

Approval expressed but the one way arrangement is the wrong way around. (1 Resident)

If the eastern leg is used as an entry point then kerbing work would have to be undertaken to accommodate large vehicles. The western leg is much more amenable in this regard. The tight kerb radii on the western leg will have an effect on entry speeds.

Private driveways located immediately on the eastern entry radius of Hayfield Crescent can be accommodated more easily if the western leg is the entry point.

Most of the school gate parking occurs on the eastern leg near the school. Therefore an entry on the western side would, by degree, have an effect on congestion. Drivers entering the Crescent would not encounter as many vehicles manoeuvring, reversing etc

Approval expressed but concerns raised in relation to school gate parking. (1 resident)

School parking issues have been considered by the local Community Assembly

Approval expressed – the arrangement will bring more order to the situation (1 resident)

No Objection- but are there any proposals for further parking restrictions on Hayfield Crescent and Thornbridge Drive? (1 resident)

No parking restrictions are included as part of the current proposal. At present the South East Community Assembly has not indicated any wish to pursue implementation of more parking restrictions