



SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee

10

Report of: Executive Director, Place

Date: 8th September 2011

Subject: Petition objecting to a proposed Traffic Regulation Order on Dawlands Close.

Author of Report: Ashley Carnall

Summary:

- To report to the Cabinet Highways Committee on a petition objecting to a Traffic Regulation Order on Dawlands Close.

Reasons for Recommendations:

- It is considered that Pennine Housing proposals in this area will address the congestion issues on Dawlands Close without the need for waiting restrictions. The residents' request is therefore considered reasonable by Officers.

Recommendations:

- The petitioners be thanked for bringing their concerns to the attention of the Council.
- The objections of the petitioners be upheld and the waiting restrictions on Dawlands Close not be implemented.
- A Traffic Regulation Order providing a single yellow line waiting restriction and a School Keep Clear zig-zag marking on Dawlands Drive (as shown in Appendix C) be passed to the East Community Assembly for their consideration as a 2011/12 small scheme and, subject to the approval of the Assembly, for the Order to be made in accordance with the Road Traffic Regulation Act 1984.
- The petition organiser be advised of the decision of the Cabinet Highways Committee.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

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

REPORT ON A PETITION OBJECTING TO A PROPOSED TRAFFIC REGULATION ORDER ON DAWLANDS CLOSE

1.0 PURPOSE OF REPORT

1.1 To provide a response to the petitioners.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The Traffic Regulation Order (TRO) amended as outlined in this report responds to customer requests for a relaxation of the proposed restrictions whilst also addressing requests to alleviate congestion on Dawlands Drive and Dawlands Close.

2.2 The process involved in consulting on this proposal 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.

2.3 The restrictions will reduce parking problems near Sheffield Park Academy helping to meet the "Reducing Congestion" objective of "A City of Opportunity".

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 measures to benefit users. The scheme recommended in this report would provide road safety benefits for customers

3.2 If the identified Traffic Regulation Order is provided then there will be road safety benefits for pedestrians, in particular children.

4.0 REPORT

4.1 Following the construction of Sheffield Park Academy on the former Walthoef School site the new main entrance now leads onto Dawlands Drive (the entrance to Walthoef School was off Beaumont Close). This led to an increase in the amount of parking on Dawlands Drive due to teaching staff parking on the road and parents picking up or dropping off children at school start and finish times.

4.2 Receipt of a petition containing 28 signatures was reported to the City Centre South and East Planning and Highways Area Board on 27 April 2009. The petition stated *"We the undersigned request that Sheffield City Council investigate the inconsiderate parking of individual teaching staff based at Sheffield Park Academy. As a result of this we are having difficulty getting our refuse collected"*.

4.3 Following the receipt of the petition a report was submitted to the City Centre, South and East Planning and Highways Area Board on 19th April 2010, where Members agreed to advertise waiting restrictions along one side of Dawlands Drive and Dawlands Close, and around the turning head at the end of

Dawlands Close, in order to keep these areas clear of parked traffic, thereby reducing congestion and allowing the free passage of larger vehicles such as refuse wagons. It was also agreed to advertise a short length of "School Keep Clear" zig-zag markings, with an associated TRO, near the entrance to keep an area of carriageway completely clear of parked vehicles to enable children to cross safely. A plan showing these proposals is shown in Appendix A.

- 4.4 Following the advertising of the TRO, a further petition containing 26 signatures was received in August 2010. This petition was reported to the Cabinet Highways Committee on 9 September 2010. The petition states *"We, the undersigned, petition the Council against the proposal of double yellow lines on the cul-de-sac Dawlands Close. Our original petition was in regards to parking restrictions for the staff and parents of Sheffield Park Academy as they are blocking resident's drives and refuse collection access on a daily basis. Your recent proposal is ridiculously unsuitable as it proposes NO PARKING at all on Dawlands Close. Where are we, the residents, supposed to put our vehicles? Although you propose restricted waiting on Dawlands Drive at least every property has its own drive to park on unlike Dawlands Close, if anything Dawlands Close requires more resident parking spaces. On many occasions residents have enquired about the possibility of some of the grassed area on the Close being used to create more residential parking spaces but to no avail. Instead we receive notification on NO parking!"*
- 4.5 Since the advertising of the waiting restrictions, Pennine Housing has announced that it is proposing to introduce some parking spaces for residents on Dawlands Close using the existing highway and also some of the adjacent grassed area. A plan of these proposals is shown in Appendix B. Given that these proposals will provide off-street parking, thereby removing parking and unblocking the road, officers believe that the TRO waiting restrictions originally advertised along this length of road are no longer required
- 4.6 In the opinion of officers, waiting restrictions opposite the school are still desirable for the road safety reasons outlined in paragraph 4.3. For this reason, and given that these lines have not received objections from either the petitioners or other members of the public, officers are recommending that a single line waiting restriction be provided on one side of Dawlands Drive between the junction of Beaumont Road North up to the driveway of house number 19. There have been no objections to this part of the proposals. A plan of these amended proposals is shown in Appendix C. It is therefore suggested that this scheme be passed to the East Community Assembly for their consideration as a potential 2011/12 "small" scheme.

Financial Implications

- 4.5 The waiting restrictions that are the subject of this report would be funded from the 2011/12 Local Transport Plan programme, as part of the £75,000 funding allocation given to the East Community Assembly. The Assembly has allocated £20,000 of this amount to the funding of small schemes, of which Dawlands Close would form a part if the Assembly decided to progress a scheme here. The estimated cost of making the TRO and installing the waiting restrictions on site is £1,000. The ongoing maintenance costs of these changes to the highway network will be met from the PFI commuted sum added to the scheme cost.

Equality and Diversity Implications

4.6 An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals are of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. Because the proposal relates to increased road and pedestrian safety they should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and disabled people. No negative equality impacts have been identified.

5.0 ALTERNATIVES CONSIDERED

5.1 Retaining the waiting restrictions as originally advertised would not provide any benefit given that off-street parking facilities are proposed by Pennine Housing, which will considerably lessen the congestion issues on Dawlands Close. Retaining the existing situation would not address the congestion issues on Dawlands Drive and would not provide any road safety benefits for children walking to and from Sheffield Park Academy.

6.0 REASONS FOR RECOMMENDATION

6.1 It is considered that Pennine Housing proposals in this area will address the congestion issues on Dawlands Close without the need for waiting restrictions. The residents' request is therefore considered reasonable by Officers.

9.0 RECOMMENDATIONS

9.1 The petitioners be thanked for bringing their concerns to the attention of the Council.

9.2 The objections of the petitioners be upheld and the waiting restrictions on Dawlands Close not be implemented.

9.3 A Traffic Regulation Order providing a single yellow line waiting restriction and a School Keep Clear zig-zag marking on Dawlands Drive (as shown in Appendix C) be passed to the East Community Assembly for their consideration as a 2011/12 small scheme and, subject to the approval of the Assembly, for the Order to be made in accordance with the Road Traffic Regulation Act 1984.

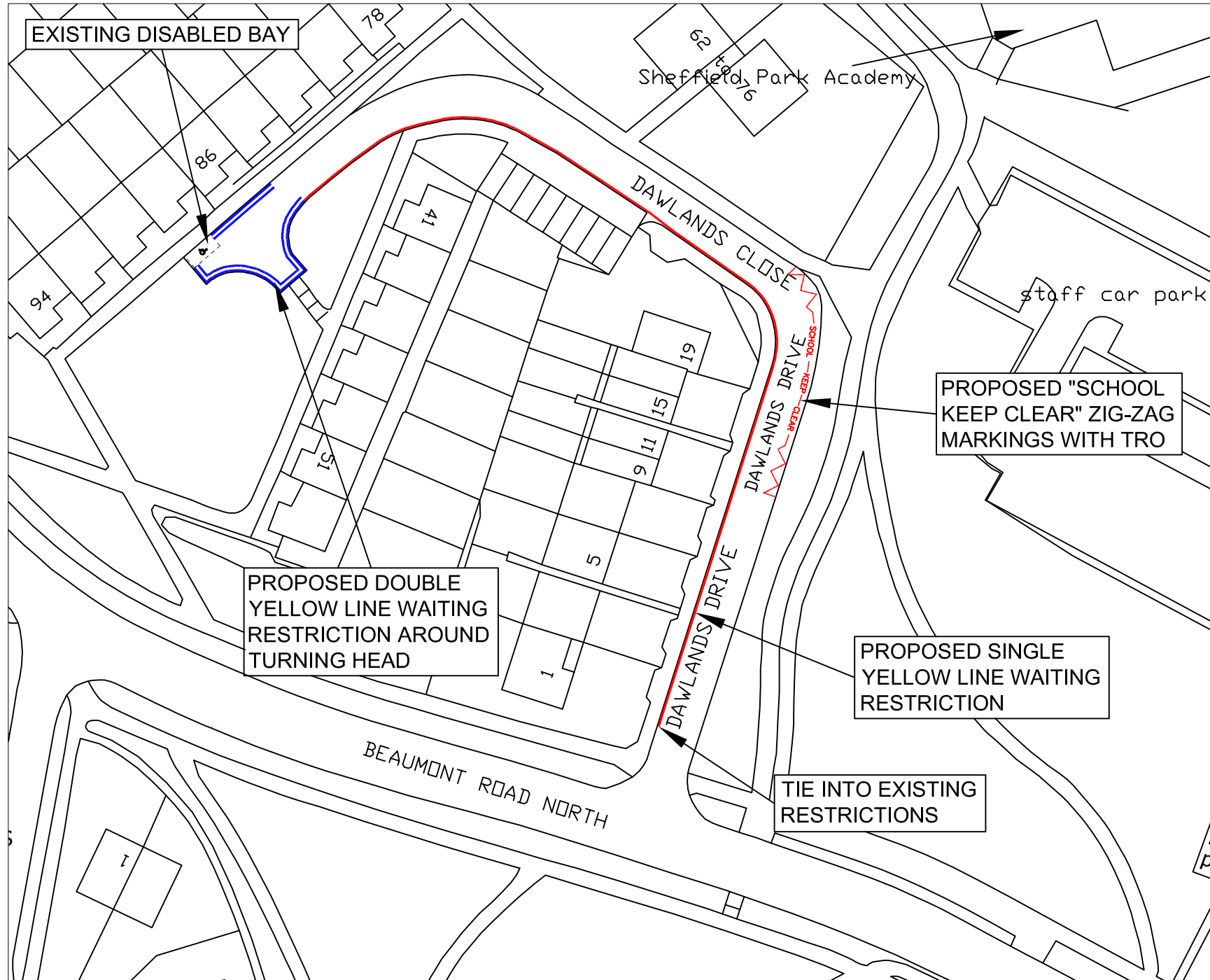
9.3 The petition organiser be advised of the decision of the Cabinet Highways Committee.

Simon Green
Executive Director, Place

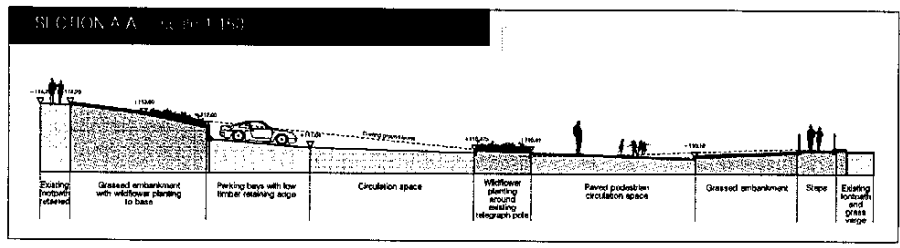
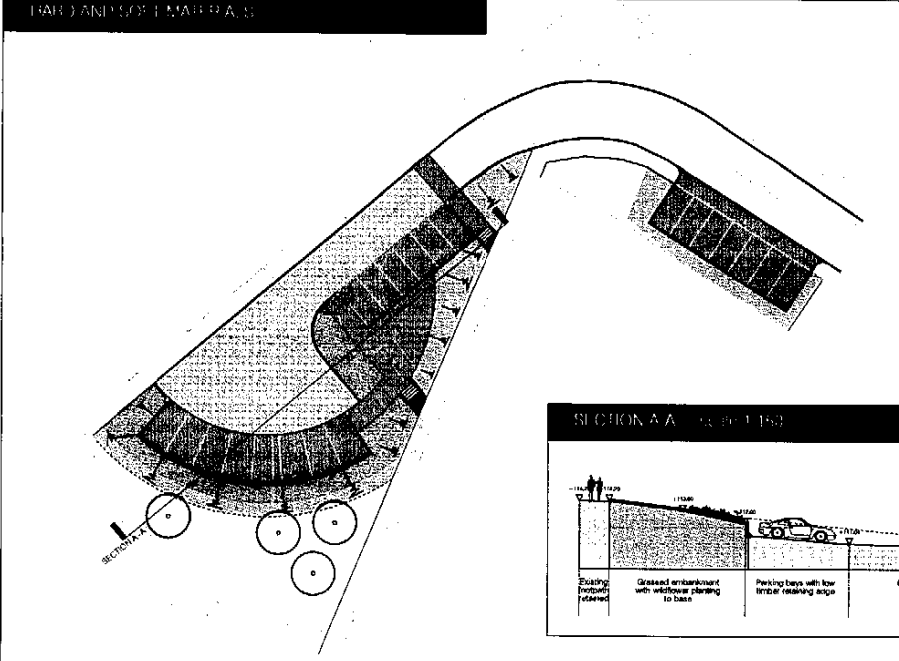
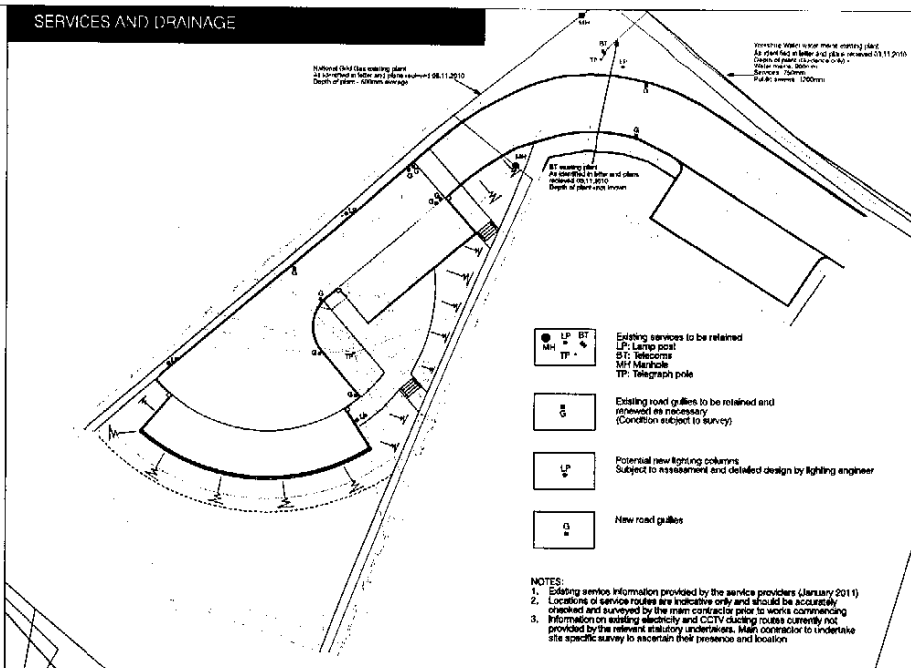
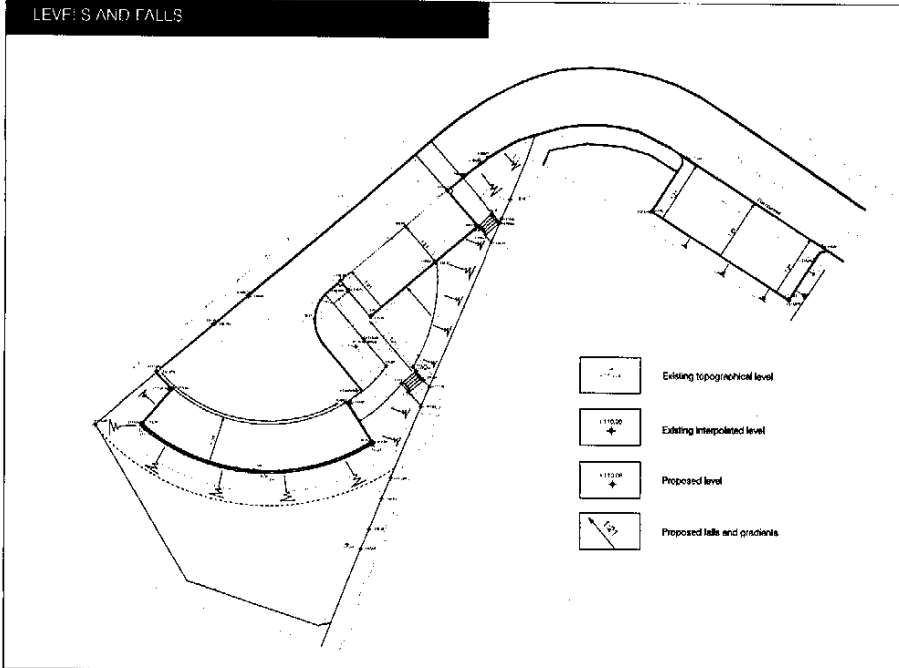
30 August 2011

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APPENDIX A - ORIGINAL PROPOSAL



REV	DATE	DRAWN	CHECK	DESCRIPTION
DEVELOPMENT SERVICES				
BOWDEN HOUSE, 1 UNION STREET SHEFFIELD S1 2BE				
I. BIRCH BSc Director of Development Services				ROAD SAFETY
CLIENT				
SCHEME DAWLANDS DRIVE / DAWLANDS CLOSE				
DRAWING TITLE APPENDIX A				
DRAWN AC				DATE APR 10
CHECKED				DATE
TRACED				DATE
SCALE NOT TO SCALE				DRAWING NO.
CADD FILE NAME: Place Portfolios Head of Place: Simon Green				



- General Notes
1. Do not scale drawing
 2. All setting out, levels and dimensions to be agreed on site.
 3. The dimensions of all materials must be checked on site before being laid out.
 4. This drawing must be read with the relevant specification clauses and detail drawings.
 5. Order of construction and setting out to be agreed on site.

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It built better ideas, obtaining details, cost & for a complete solution. It connects the best in construction - or construction - or construction.

project: **Mersey Park - Street works**

ref no: **DRM.LAND.CD.001**

sheet: **PL1092.TD.1002**

scale: **1:250 @A1**

date: **Comments and costing**

author: **GP**

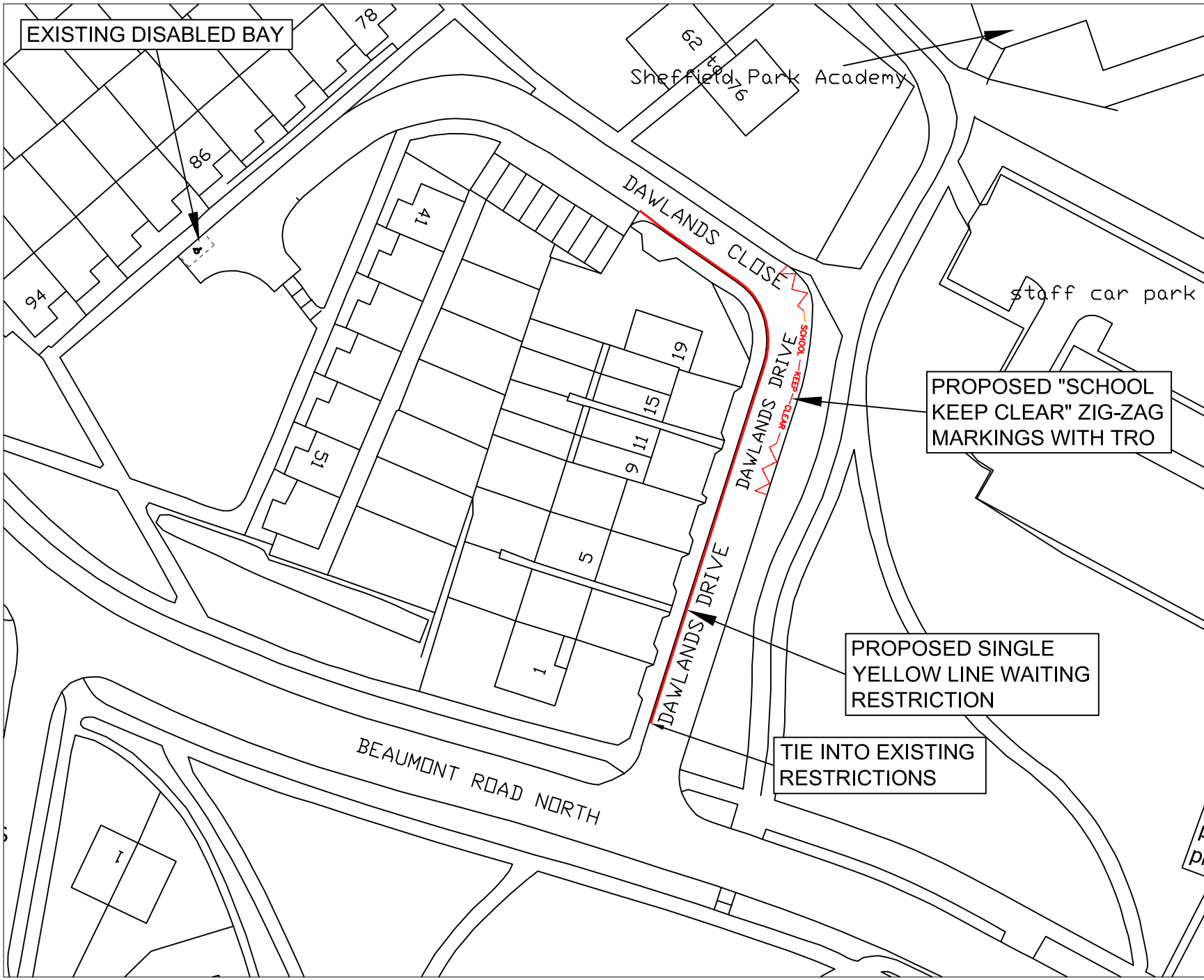
check: **GP**

approved: **GP**

date: **GP**

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APPENDIX C - PROPOSED AMENDED PROPOSAL



REV	DATE	DRAWN	CHECK	DESCRIPTION
DEVELOPMENT SERVICES				
BOWDEN HOUSE, 1 UNION STREET SHEFFIELD S1 2RH				
I. BROWN MBE Director of Development Services				
ROAD SAFETY				
CLIENT				
SCHEME				
DAWLANDS DRIVE / DAWLANDS CLOSE				
DRAWING TITLE				
APPENDIX C				
DRAWN		AC	DATE AUG 11	
CHECKED			DATE	
TRACED			DATE	
SCALE		DRAWING NO.		
NOT TO SCALE				
CADD FILE NAME: Place Portfolio Head of Place: Simon Green				