

# **BUILDING SCHOOLS FOR THE FUTURE – NOTRE DAME SCHOOL OUTCOME OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATIONS**

## **1.0 SUMMARY**

- 1.1 This report is to inform Members of comments received following public consultations on proposed waiting restrictions on various roads in the vicinity of Notre Dame School, Ranmoor. The report includes a response to the comments received and makes a recommendation on how to proceed.

## **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE**

- 2.1 The proposals have been developed to satisfy planning conditions related to the redevelopment of Notre Dame School. Officers have developed measures with a view to empowering residents, by incorporating their aspirations in the design of their streets wherever possible.
- 2.2 The report will also contribute to the “A Great Place to Live” objective of the Council’s Corporate Plan particularly the “sustainable and safe transport” priority, with proposals that aim to improve pedestrian safety and better regulate parking.

## **3.0 OUTCOME & SUSTAINABILITY**

- 3.1 The measures outlined in this report should meet with the objectives of addressing the planning conditions related to the development, and improving road safety for pupils walking to Notre Dame School.
- 3.2 It is anticipated that once construction works are complete, the parking levels in the area should reduce, as site vehicles related to Notre Dame School will no longer be parked on local streets. It is considered however that the proposals should address some of the current parking issues whilst ensuring that in the long term vehicles are parked in a more sensible manner on roads close to the school.

## **4.0 REPORT**

- 4.1 This part of the report provides a summary of the scheme, with a full and comprehensive discussion provided in Appendix E. The report includes:
- Appendix A - general location plan
  - Appendix B – the first scheme proposal
  - Appendix C – a revised scheme proposal including the Traffic Regulation Order
  - Appendix D – the final scheme proposal
  - Appendix E – a full discussion about the various proposals
  - Appendix F – a summary of objections received in the TRO consultation
- 4.2 Notre Dame School is being redeveloped as part of the national Building Schools for the Future (BSF) programme. Planning consent was granted for the redevelopment of the school in January 2011.
- 4.3 Due to on-site constraints (discussed in full in Appendix E), the school redevelopment involves the loss of an on-site car park. The Transport Statement submitted with the planning application indicated that net actual increase in on-street parking following the development is 13 vehicles. As a consequence, a number of improvements to the

local highway network where suggested. Planning approval was granted subject to the implementation of the following measures on the highway:

- Riverdale Road – traffic calming and associated waiting restrictions – to formalise on-street parking
- Graham Road – traffic calming and associated waiting restrictions – to formalise on-street parking
- Ranmoor Park Road – waiting restrictions

4.4 It should be stated at the outset that the developer was not required to resolve the existing parking problems in the general Ranmoor area; only those which result from the potential additional parking on the public highway caused by the loss of on-site parking at Notre Dame School.

4.5 Officers therefore developed a scheme to meet these conditions. This proposal, which can be seen in Appendix B, included the following measures:

- Riverdale Road – new double and single yellow lines to protect driveways, junctions and to ease the passage of vehicles
- Graham Road – new double yellow lines to protect driveways and junctions
- Ranmoor Park Road – new double yellow lines to protect driveways, and 4 hour limited waiting to prevent all day parking close to local amenities where an increased turnover is required

4.6 It should be noted that formal traffic calming such as road humps were not proposed. The Transport Statement submitted with the planning application did not refer to traditional traffic calming measures (such as road humps) and it was considered that better management of parking, through the provision of yellow lines, could help keep speeds relatively low.

4.7 Consultation on the proposed scheme was carried out with local people over a 5 week period in July/August 2011. 36 responses were received, a response rate of 27%. Full details can be found in Appendix E but in summary, 17% were in full support, 42% part support, 25% did not support, and 17% were not sure/did not state their answer.

4.8 Many of the respondents provided additional comments and a number of issues were raised. These are again discussed in full in Appendix E, but generally related to:

- Ranmoor Park Road – 4 hour parking unsuitable
- Riverdale Road – other solutions such as residents' parking, or extended single yellow lines, were needed
- General discontent with the overall planning decision
- General discontent with the commuter parking related to the school and other local employers such as Thornbury Hospital

4.9 In response to these comments officers undertook survey work in Autumn 2011 to further establish the parking characteristics in the area and amended the proposal to try and reflect the wishes of local people. This revised proposal included the extension of the proposed yellow lines across driveways (where necessary), and a reduced maximum stay on Ranmoor Park Road (from 4 hours to 2 hours).

4.10 A petition was also subsequently submitted to the Cabinet Highways Committee meeting of 8 December 2011. This petition, which had 30 signatures, demanded that

off-street parking be provided and suggested the proposed scheme would not resolve the problems.

- 4.11 The revised scheme was the subject of the legal TRO consultation carried out over a 3 week period in February/March 2012. A total of 41 responses were received to the TRO consultation. Of these, it is considered that 32 responses are objections, 2 are generally supportive, and 7 are general comments. In summary the objections generally relate to:
- Concerns that the proposals will push parking to other roads
  - Requests that the 2 hour parking on Ranmoor Park Road should be altered to 3 hours, and extended further up Ranmoor Park Road
  - Requests that the proposed waiting restrictions on Ranmoor Park Road be reduced in length
  - Requests for alternative restrictions on Riverdale Road (such as residents' only parking, a single yellow line along the length of one side)
  - The lack of proposals on other nearby roads such as Fulwood Road and Ranmoor Road
  - General dissatisfaction with the overall planning decision
- 4.12 Officers have investigated all the issues raised, with a full response provided in Appendix F. It is clear from the responses that many local people would like the Council to develop a comprehensive parking strategy for the Ranmoor area. Unfortunately this is not a requirement of the developer and cannot be taken forward as part of this process.
- 4.13 A number of parking surveys have been completed to assist the design of the scheme. Full details are provided in Appendix E, but in summary the parking levels on Riverdale Road, Graham Road and Ranmoor Park Road appear to have remained stable despite the loss of the on-site car park in summer 2011. Furthermore, parking levels are expected to reduce throughout 2012 as the construction work parking decreases.
- 4.14 It is considered that the double and single yellow lines should all be implemented as proposed in Appendix D to ensure that, on Riverdale Road, Ranmoor Park Road, and Graham Road, residents with driveways have better visibility as they manoeuvre out of their properties, and to ensure that vehicles can more safely pass along the carriageway than at present. It can be expected that even with the removal of the site traffic there will remain a need to install these measures.
- 4.15 Residents' only parking, or a single yellow on one side, of Riverdale Road, is not recommended. Residents do not generally park on the road as, in most cases, they have ample parking on their own properties. Introducing such measures would lead to excessive displacement of parked vehicles which was a concern to a number of residents.
- 4.16 It is clear that there is no one single time restriction for Ranmoor Park Road that would satisfy the demands of those operating and visiting the various local amenities. Although the proposal had been amended from a 4 hour maximum stay to 2 hours, subsequent requests for a 3 hour maximum stay may give the best compromise and is therefore recommended. It is not desirable to extend the 3 hour bays further up Ranmoor Park Road as this is likely to lead to excessive displacement of parked vehicles.

- 4.17 In summary, the final proposal should ensure that any additional on-street parking does not result in any detriment to the highway in terms of safety or operation. However, it is acknowledged that there are wider parking issues in the area.

#### **Relevant Implications**

- 4.18 The budget estimate for this scheme is £5000 which covers all measures identified in this report. A commuted sum will be added. The total scheme cost, including commuted sum, is not expected to exceed £10,000. The scheme is funded by the Council's Capital Delivery section responsible for the redevelopment of the school.
- 4.19 All classes of road user will benefit from the proposed measures. An Equalities Impact Assessment has been undertaken and concludes that the proposal will be of universal positive benefit for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, it should be particularly positive for more vulnerable people such as the young (i.e. school children), the elderly and people with disabilities (plus carers) due to improved pedestrian access and safety.

### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 These proposals have been developed following previous consultations over the last year. The scheme has since been altered to try and address residents' concerns.

### **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 The Notre Dame School complex is heavily constrained and the loss of any playing fields to accommodate the new building would have been contrary to both local and national policy. Consequently the new building was located on an area of existing car parking. There is no scope on the site to provide replacement car parking.
- 6.2 The Planning & Highways Area Board decided that the additional on-street parking could adequately be accommodated on the highway network, subject to mitigation measures being implemented. It is recognised that there are areas in the vicinity of the school where parking causes problems, and the proposed scheme addresses these through the introduction of new waiting restrictions.
- 6.3 Officers have given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns, within the limit of satisfying planning conditions.
- 6.4 Site visits and surveys would appear to indicate that parking levels have not become worse despite the redevelopment of the school. The developer has also provided evidence that parking related to site workers will reduce over the course of 2012 until they are off site early in 2013. It can therefore be reasonably expected that parking levels in the area should be lower in 2013. Further monitoring will take place if necessary at that time and any changes that may be required taken to the South West Community Assembly for consideration.

### **7.0 RECOMMENDATIONS**

- 7.1 Approve the implementation of measures set out in Appendix D, namely:
- Double and single yellow lines (8am-4pm Mon-Fri) on parts of Riverdale Road and associated junctions

- Double yellow lines on parts of Ranmoor Park Road and Graham Road
- A 3 hour maximum stay (9am-4pm Mon-Fri) on part of Ranmoor Park Road

7.2 Ensure the South West Community Assembly is made aware of the wider parking issues in the Ranmoor area for them to consider appropriate action.

7.3 Inform all respondents of the decisions made.

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26 April 2012