



Individual Cabinet Member Report

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Report to: Cabinet Member for Transport and Development
Date of Decision: *not before 24th October 2018*
Subject: Report the outcome of the TRO consultation on
Baslow Road and Totley Grange, Totley

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

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? 325

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:-

Appendix E is not for publication because it contains exempt information under Paragraph 5 of Schedule 12A of the Local Government Act 1972 (as amended).

Purpose of Report:

This report describes the proposals for stopping and waiting restrictions on Baslow Road, Totley Grange Drive and Totley Grange Road, Totley.

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

Recommendations:

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

Introduce the associated lining and signing as shown in Appendix A (TR/2033/TRO/04);

Carry out the works necessary so as to implement the aforementioned traffic management measures;

Inform the objectors of the decision.

Background Papers:

Appendix A: Proposed Traffic Regulations Drawings.

Appendix B: Complete responses to the 1st consultation.

Appendix C: Complete responses to the 2nd consultation.

Appendix D: Complete response to notice to reduce restrictions.

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: Adrian Pierce & Tricia Slater 1 st August 2018
	Legal: Richard Cannon 21 st September 2018
	Equalities: Annemarie Johnston 25 th July 2018
<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: David Ramsden
	Job Title: Senior Engineer
Date: 23rd October 2018	

1. PROPOSAL

- 1.1 Totley Primary School is to increase in size from 210 pupils to 420 pupils over a period of 5/6 years. To facilitate the increase in size, the school has just gone through a substantial building programme. The expansion of the school has planning consent. Provision of a pedestrian crossing and waiting restrictions along the frontage of the school are conditioned in the planning consent. The consent was not prescriptive about the location of the crossing or in type and coverage of the restrictions. Permission to construct the crossing was given on 3rd September 2018. The proposed crossing location and the proposed waiting restrictions can be seen on the plan in Appendix A.
- 1.2 Currently waiting restrictions are limited to the junctions of Baslow Road / Main Avenue, and Baslow Road / Totley Hall Ln and the frontage of the Cross Scythes Pub. The planning consent also conditioned the construction of two new pedestrian access points on the frontage of Baslow Road. These access points will encourage parents / carers to drop off and collect their children, some by car, along the frontage of the school on Baslow Road. There is a risk that, without restrictions, drivers may carry out injudicious and potentially dangerous manoeuvres on this busy A-class road. Baslow Road carries high volumes of general traffic as well as high numbers of buses and HGV's.
- 1.3 After due consideration of the nature of the location. Officers determined that it was appropriate to promote a 'Red Route' restriction along the frontage of the school and to locate the proposed pedestrian crossing, to the east of Totley Grange Road.
- 1.4 The 'Red Route' is the first in Sheffield and is specifically useful for preventing stopping of vehicles. Experience at other schools around the City has shown that dropping off and picking up on more traditional yellow line restrictions is becoming more prevalent. This practice is considered inappropriate on Baslow Road as stopping of any kind could lead to potentially dangerous manoeuvres on Baslow Road. Restrictions are therefore being sought for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The primary function of the restrictions is to ensure that the movement of children and parents / carers to and from the school is done in a safe manner. The situation will, however, be improved for all the pedestrians and motorists travelling along this section of Baslow Road.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Legislation requires for a 3 week consultation period, during which affected parties can submit comments on the proposals. The 1st consultation took place between 14th June 2018 and the 5th July 2018. Officers consulted properties on Baslow Road, Totley Grange Road, Totley Grange Drive and Hillfoot Court. The proposals were advertised in the

press and 8 street notices were put up. An advert was placed in a local newspaper and statutory consultations (Police, Fire, ambulance, bus) were sent out.

- 3.2 No responses have been received from the statutory consultations, but eight responses were received from other consultees.
- One response supported the proposals in full. (Cycle Sheffield)
 - One response supported the notion of a Red Route but objected to the crossing
 - Two responses requested further restrictions
 - Five responses objected to the proposals

A full presentation of the responder's comments is given in Appendix B.

- 3.3 The objectors commented principally on planning issues.

Objections relating to the TRO were:

- Two responses requested more severe restrictions at the junction of Totley Grange Road / Baslow Road and on Baslow Road outside the Cross Scythes pub.
- Three responses commented on the restrictions increasing parking on Totley Grange, its negative impact on the junction with Baslow road and potential verge damage. These respondents do not live on Totley Grange. No objections have been received from residents of Totley Grange.
- Two responses indicated that the private road that services 261 – 271 Baslow Road will be parked on due to the restrictions on Baslow Road.
- One objector identified a section of footway frontage parking which will be affected by the restrictions, stopping parking by residents.

- 3.4 In response:

Regarding objections to the TRO:

- Additional restrictions were advertised for comment from 5th to the 26th July for the junction of Totley Grange Road / Baslow Road and Baslow Road outside the Cross Scythes pub to meet the request to provide more restrictions.
- It is accepted that parking will take place on Totley Grange Road and Totley Grange Drive as a direct consequence of promoting restrictions on Baslow Road. These roads are not through roads, have relatively low traffic flows and are considered the safest place to park in close proximity to the school.
- Verge protection works are included in the scheme design to protect verges on Totley Grange Road and Baslow Road.
- No works can be carried out by the highway authority on the private road that services no261 – 271 Baslow Road. However the approach to the private section of road is public highway and will be subject to the same restrictions as the adjacent section of Baslow Road. Vehicles parked on public highway, in front of the

private road would be committing an offence which could be dealt with by the Council's enforcement officers.

- The objector concerned about frontage parking has subsequently withdrawn their objection following discussions with officers. They were offered and have accepted a revised proposal that removes a section of proposed restriction across their frontage. This length of Baslow Road is less likely to be used by parents for drop off and pick up, but importantly any parking in this location does not result in the need to cross Baslow Road. The resident accepts that there may be times when parking could be problematic.

3.5 A second consultation, presenting the increased restrictions at the junction of Totley Grange Road / Baslow Road and outside the Cross scythes pub, was undertaken for 3 weeks between 5th July 2018 and the 26th July 2018. Officers consulted properties on Baslow Road, Totley Grange Road, Totley Grange Drive and Hillfoot Court. The proposals were advertised in the press and 4 street notices were put up.

3.6 Three responses to the consultation were received from consultees.

- One response supported the proposals in full.
- Two responses commented on the proposals.

A full presentation of the responders' comments is given in Appendix C.

3.7 The same responders who objected to the proposals at the 1st consultation and had provided subsequent comments, reiterated and expanded on their original concerns but did not raise new material points:

- One commented that the TRO will stop traffic blocking the main road but their concern is the wider public safety of children, parents and other road users.
- One didn't add any new objections but repeated their previous comments.

3.8 In response:

- The general safety of all road users is our primary concern. The safety of children and parents at school locations is paramount and will always come above amenity where both cannot be accommodated.

3.9 Ongoing discussions have taken place with the objectors in an attempt to resolve their concerns. An offer of a loading bay was made, in writing, to the objector that identified that the crossing would stop them from making and taking deliveries. This offer has met with no response from the objector. A further offer to reduce the double red lines, No Stopping At Any Time restriction, at the eastern end of the new crossing to double yellow lines, No Waiting At Any Time, has been made to those directly affected.

3.10 Two responses to the offer to reduce the double red lines at the eastern end of the crossing to double yellow lines has been received. Those responses declined the offer. The respondents feel that the reduction in restriction will result in parents parking across their private access and causing an obstruction. The officer agrees with the respondents

concerns.

A full presentation of the responders' comments is given in Appendix D.

- 3.11 A further telephone conversation was held, on 22nd October 2018, with a spokesperson for the residents concerned. The outcome being a consensus from residents to accept the reduction in restriction to a 'No waiting at any time' restriction to the east of the new crossing on Baslow Road. Accepting that there may be obstruction issues in future which SCC will be unable to address beyond issuing PCN's for contravention of the waiting restriction.

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, parents and children. The measures will improve safety along the frontage of the school through removal of obstructive and inconsiderate parking and deterring potentially dangerous manoeuvres.

4.2 Financial and Commercial Implications

- 4.2.1 The costs for the highways works will be met from 'Basic Need Funding'

4.3 Legal Implications

- 4.3.1 The Council has powers under Part V of the Highways Act 1980 and 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).
- 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 has considered any duly made public objections received as a result.
- 4.3.3 Further information pertaining to the Legal Implications is contained in Appendix E.

4.4 Other Implications

- 4.4.1 No other implications.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.2 Alternative locations were considered for the controlled crossing but were discounted on road safety, buildability, accessibility and amenity grounds.
- 5.1 Traditional yellow line restrictions and school keep clear markings were considered but discounted as ineffective and could compromise road safety in this location.

6. REASONS FOR RECOMMENDATIONS

- 6.1 On the 3rd September 2018 a three car shunt collision occurred on Baslow Road in the vicinity of the junction with Totley Grange Road. The lead vehicle, heading in the direction of the school, stopped due to an oncoming vehicle. Their path being obstructed by a vehicle parked along the frontage of the school on Baslow Road. The following vehicle failed to stop and collided with the lead vehicle. A further vehicle travelling in the same direction also collided with the second vehicle, further pushing the second vehicle into the lead vehicle. The principal contributory factor in this collision was parking on Baslow Road near the school. A secondary contributory factor was driving too fast for the conditions, attributed to the second and third vehicles involved.
- 6.2 The proposed waiting restrictions will prevent stopping at school start and finish times along the frontage of the school, will improve visibility and safety for all road users and will mitigate against further instances of this nature.