



Author/Lead Officer of Report: Nel Corker,
Senior Engineer

Tel: 0114 2736157

Report of: The Executive Director, Place

Report to: Executive Member for Climate Change,
Environment and Transport

Date of Decision: 10th November 2021

Subject: Household Waste Recycling Centres – Report to
consider the objections to the waiting and loading
restrictions ETRO

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Executive Member Portfolio does this relate to? Place		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>		

Purpose of Report:

This report describes the measures implemented by an Experimental Traffic Regulation Order (ETRO) on the public highway approaching three Household Waste Recycling Centres during the Covid-19 Pandemic in 2020.

It sets out the officers' response to the objections received and seeks a decision on making the ETRO a permanent Traffic Regulation Order with amendments.

Recommendations:

That the reasons to support the amended proposals outweigh any objections and it is recommended that the Experimental Traffic Regulation Order is made permanent with amendments in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Background Papers:

Appendix A: Original ETRO proposal drawings (3 Pages)

Appendix B: Revised TRO proposal drawing – Longley Avenue West (1 Page)

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: Kerry Darlow 03.11.21
	Legal: Bob Power/Richard Cannon 4.11.21
	Equalities: Annemarie Johnston 14.10.21
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.
2	EMT member who approved submission: (Insert name of relevant Executive Director)
3	Executive Member consulted: (Insert name of relevant Executive Member)
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: Nel Corker
	Job Title: Senior Engineer
	Date: (Insert date)

1. PROPOSAL

- 1.1 At the request of the Waste Management Team appropriate waiting and loading restrictions by means of an Experimental Traffic Regulation Order were implemented on the public highway outside three Household Waste Recycling Centres to prevent obstructive parking and unloading.
- 1.2 The practice of parking and unloading waste outside the three Centres had previously occurred during peak times when queues to enter formed. It became a daily issue requiring immediate attention during the first lockdown of the Covid-19 pandemic 2020, when the number of vehicles entering the Centres were restricted for social distancing reasons and public demand was high. The parking, along with queues, caused congestion, access problems and safety concerns on the public highway for all vehicles including Emergency Services and local bus services. Bus routes had to be diverted causing some people to be without a bus service.
- 1.3 The aim of the proposals was to maintain good access and visibility for all road users. Other attempts to manage the issue informally had failed. The measures ensured the Centres could remain open, at a time when similar Centres across the Country had been closed by the Police due to the impacts on the public highway.
- 1.4 Picture 1: Queues and parked vehicles outside Shirecliffe Household Waste Recycling Centre



- 1.5 The Household Waste Recycling Centres continue to operate in line with Covid-19 Government guidance. Currently this is without any site capacity restrictions. However, good practice is observed to ensure staff and users are kept safe and social distancing is encouraged where possible. Queues continue to regularly form on the public highway outside the Centres before the opening time, at weekends, at Bank Holidays and throughout the day after a day closure (Beighton Road and Blackstock Road Centres close one day a week). The average number of vehicles waiting on the public highway outside the three Centres prior to opening time (for the 12 month period prior to Covid-19) was 28. At weekends that average increased to 36 vehicles. Site staff at the Centres are not licensed to work on the public highway so can only help by managing the turnover of

vehicles within the site.

- 1.6 The waiting and loading restrictions implemented prevent drivers from parking their vehicles on the public highway and walking their waste into the Centres. A practice that not only caused direct highway concerns but also reduced the turnover of vehicles at the Centres as site staff took time to manage walk on visits to ensure safety. The effect of which lead to longer vehicle waiting times and prolonged highway issues.
- 1.7 The waiting and loading restrictions are required permanently as they play an important role in helping to achieve maximum turnover at the Centres and minimising highway issues at peak demand times.
- 1.8 The three schemes; (1) Bighton Road -Woodhouse, (2) Blackstock Road – Gleadless and (3) Longley Avenue West – Shirecliffe, are shown in Appendix A.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The primary function of the scheme is to improve access and visibility, for road users. Reducing obstructive parking will contribute to creating a safer neighbourhood.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Legislation requires a 6 month consultation period to be provided for an Experimental Traffic Regulation Order, during which affected parties can submit comments on the proposals. The consultation period began on 4 June 2020 and finished on 4 December 2020. Officers consulted local residents with street notices displayed on street, Statutory Consultation was undertaken, the plans and documents were available to view on the Council Website and an advert was placed in the local press.
- 3.2 All comments received (shown in Table 1) were investigated and a revised plan drawn for the Household Waste Recycling Centre at Longley Avenue West – Shirecliffe. The revised plan is shown in Appendix B. The no waiting and no loading at any time restrictions are reduced by 9 metres on each side of Longley Avenue West and the 'No Loading at any Time' restriction is reduced to a 'No Loading 8am to 6.30pm' on all the roads.
- 3.3 TABLE 1: Comments made in the Consultation

Ref	Consultation Comment	Officers Response
1	<p>The vehicles you are trying to remove are not parked - they are trying to get into the Recycling Centres so they can dispose of waste responsibly. By moving them on you are encouraging people to fly-tip, something which is already at epidemic proportions in South Yorkshire.</p> <p>The cost of removing this fly-tipped waste - about £1m a year - must be far above the cost of keeping the Recycling Centres open. You need to increase capacity and have longer opening hours at the Recycling Centres so that people can dispose of their waste responsibly.</p>	<p>The restrictions were put in place to ensure the sites could remain open, at a time when similar sites across the Country had been closed by the Police. The restrictions were introduced as a last option after other attempts to manage the issue informally had failed. The Centres all remained open and the actual level of fly tipping in Sheffield fell, while in other areas where the centres had been forced to close, fly tipping increased.</p> <p>Before the restrictions were introduced each site was formally reviewed to ensure that they were operating as efficiently as possible, with the necessary social distancing measures in place, with sites reconfigured where possible to increase the amount of traffic that could queue on the site.</p> <p>The Council did extend the opening hours and days at all 5 sites in the summer,</p>
2.	<p>We are concerned that these orders do not allow for loading/unloading and will create an issue for deliveries and servicing in the areas concern.</p>	<p>The proposed restrictions are required to facilitate the movement of traffic and improve access and visibility for all road users therefore helping deliveries and servicing. Longley Avenue West, Shirecliffe, Household Waste Recycling Centre is the only site to have a small number of houses (7) directly alongside the restrictions. In light of the comments the restrictions have been reassessed and revised to allow more loading opportunities. This objection has been withdrawn.</p>
3.	<p>SYPTTE, the bus operators and the Sheffield Bus Partnership fully support these measures. Current queueing at these sites is causing significant delay to</p>	<p>Support noted.</p>

	bus passengers stuck in the queues and in some cases bus diversions have had to be implemented leaving local residents without access to bus services.	
4.	I live on Longley Avenue West. I am appalled that I can't park outside my home after parking there for years. Secondly I understand that the lines were placed on Longley Avenue West to prevent people from parking when visiting the Recycling Centre however I feel that as a resident there should be a parking permit for residents to be able to park outside their homes freely without any restrictions. The order inconveniences people like me who have lived here for many years.	The proposed restrictions are required to facilitate the movement of traffic and improve access and visibility for all road users. Longley Avenue West, Shirecliffe, Household Waste Recycling Centre is the only site to have housing directly alongside the restrictions. Permit parking schemes are introduced within the Peripheral Parking Zone (PPZ), an area surrounding the city centre in Sheffield where commuter parking causes particular problems for residents on a daily basis. At this location there are alternative areas to park vehicles. However, in light of comments, the restrictions have been reassessed and the revised plan provides further parking opportunities.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall there are no significant differential, positive or negative, equality impacts from this proposal. The measures should benefit the majority of local residents and particularly children, elderly or disabled, by removing parking that causes obstruction on the highway, blocks sight lines and affects the Emergency Services and the local bus services. In some areas the waiting restriction will provide areas for alighting lifts/taxis/community transport/ambulances.

4.2 Financial and Commercial Implications

4.2.1 The total cost of implementing the revised scheme, including making the ETRO permanent, is to be funded by Waste Management Revenue Budget; £2485. The total cost of implementing the ETRO scheme in 2020 was £12965.

4.3 Legal Implications

- 4.3.1 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. The objection regarding the 24 Hour loading restrictions has been formally withdrawn.

4.4 Other Implications

- 4.4.1 There are no other implications.

5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 At the height of the pandemic the only other options to manage the obstructive parking on the highway would have been to close the centres entirely or introduce an appointment system. The first would have led to a significant increase in fly tipping and an appointment system was felt to be too onerous for the people of Sheffield and probably not sustainable from uncertain officer resources.
- 5.2 No other amendments to the proposed scheme are considered to be an appropriate alternative to satisfy the condition or suitable for the purposes of traffic management. Not making the Order permanent and removing the restrictions will cause significant access problems on the highway for all road users including the Emergency Services, local bus services and essential deliveries outside the Household Waste Recycling Centres.

6. **REASONS FOR RECOMMENDATIONS**

- 6.1 The reasons to support the amended proposals outweigh any objections made. Making the restrictions in the Experimental Traffic Regulation Order permanent will improve access and visibility for all road users in the long term near the Household Waste Recycling Centres. The reduced restrictions at the Longley Avenue West, Shirecliffe, site will allow further parking opportunities where housing directly fronts the public highway and resolve concerns made during the consultation period.