



# SHEFFIELD CITY COUNCIL

## Cabinet Highways Committee

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**Report of:** Executive Director, Place

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**Date:** 14 February 2013

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**Subject:** Responses to a proposed Traffic Regulation Order associated with the Cliffe Road/Meersbrook Avenue Prohibition of Waiting Scheme for the South Community Assembly

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**Author of Report:** S. Collier

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**Summary:** The report sets out the public response to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions on the junctions of Cliffe Road and Meersbrook Avenue to prevent vehicles parking and improve visibility for motorists and other road users.

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### Reasons for Recommendations:

- The Traffic Regulation Order is necessary to introduce and enforce the proposed parking restrictions with a view to resolving problems which have been raised by a local resident.
- Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents' concerns and aspirations.

### Recommendations:

- Overrule the objection to the traffic regulations on Cliffe Road and Meersbrook Avenue and introduce the restrictions as shown in the plan in Appendix A to this report.
- Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- Inform all respondents of the decision.

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**Background Papers:** None

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>	
YES/NO	Cleared by:
<b>Legal Implications</b>	
YES/NO	Cleared by:
<b>Equality of Opportunity Implications</b>	
YES	Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>	
NO	
<b>Human rights Implications</b>	
NO	
<b>Environmental and Sustainability implications</b>	
NO	
<b>Economic impact</b>	
NO	
<b>Community safety implications</b>	
NO	
<b>Human resources implications</b>	
NO	
<b>Property implications</b>	
NO	
<b>Area(s) affected</b>	
South Area of Sheffield	
<b>Relevant Cabinet Portfolio Leader</b>	
Councillor Leigh Bramall	
<b>Relevant Scrutiny Committee if decision called in</b>	
Economic and Environmental Wellbeing	
<b>Is the item a matter which is reserved for approval by the City Council?</b>	
NO	
<b>Press release</b>	
NO	

# **RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER FOR CLIFFEFIELD ROAD/MEERSBROOK AVENUE ON BEHALF OF THE SOUTH COMMUNITY ASSEMBLY**

## **1.0 SUMMARY**

- 1.1 The report sets out the public response to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions on the junction of Cliffefield Road and Meersbrook Avenue to prevent vehicles parking and improve visibility for motorists and other road users.

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

- 2.1 The scheme outlined in this report responds to a request from a local resident for some action to be taken to prevent vehicles parking on the junction of these two roads causing an obstruction.
- 2.2 The proposed parking restrictions, once they are introduced, should have a positive impact on road safety at this junction and generally improve manoeuvrability and visibility for motorists and other road users.
- 2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' outcome contained within the Corporate plan 'Standing Up for Sheffield' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers.

## **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 The scheme contained in this report should meet the objectives of addressing the issues which have been raised by the resident.
- 3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

## **4.0 REPORT**

### Scheme Information

- 4.1 A request was received by the South Community Assembly (SCA) in November 2011 from a resident of Meersbrook Avenue for the introduction of parking restrictions on the crossroads of Cliffefield Road and Meersbrook Avenue to prevent parked vehicles causing an obstruction. The SCA have considered the request and decided that action is merited to deal with the problems which have been highlighted. A TRO has consequently been formally advertised to introduce 10 metres of double yellow lines (No Waiting at Any Time) on each leg of the crossroads as detailed in the plan included in Appendix A to this report.
- 4.2 The advertising was carried out between 3 August and 24 August 2012 and consisted of a notice in the 'Sheffield Star' newspaper on 3 August 2012, notices posted on street and letters delivered/posted to the properties (4) directly affected by the proposals. The TRO is being promoted by the South Community Assembly.

### TRO Advertising/Consultation Results

- 4.3 Two responses were received, both from consulted residents. One of the responses supports the proposal and the other is an objection.
- 4.4 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals on 3 August 2012. No objections were received.

### Details of Supportive Response

- 4.5 The resident has stated that he is in favour of what is being proposed. His only concern was the length of the proposed double yellow lines in relation to the driveway to his property. This has now been clarified and he is content for the double yellow lines to be provided as advertised.

### Details of Objection

- 4.6 The objection from two residents of a property directly affected by the proposed restrictions, have raised several issues about the proposals which are detailed as follows.
- 4.7 They state that the two streets affected already have more cars than parking spaces and they consider that these restrictions will remove at least 16 of these spaces and cause parking congestion across a much wider area than already exists.
- 4.8 They say that vehicle speeds in the area have already been reduced by speed bumps and they are unsure as to the specific safety issue that the proposed restrictions is supposed to alleviate.
- 4.9 They want the area to be as safe as possible but feel that where there is no obvious issue to be resolved, restricting the parking in the area will cause residents a great deal of inconvenience where some already exists at the present time.

### Officer Assessment and Recommendation

- 4.10 There is very little scope for the City Council to increase the available road space for parking purposes. The 16 'lost' spaces which the objectors refer to are all within 10 metres of the junctions where parking shouldn't be taking place as it is dangerous and obstructs the movement of pedestrians. It is also in accordance with advice to motorists about parking at junctions contained in section 217 of the Highway Code.
- 4.11 While the road humps referred to are designed to slow traffic down, the purpose of the parking restrictions is to improve visibility and manoeuvrability for vehicles entering/exiting the junction and promote good driving practice. They will also provide clear and safe crossing points for pedestrians.
- 4.12 The introduction of these parking restrictions will contribute to making the area safer and therefore should be something that the objectors should be in favour of seeing implemented.

- 4.13 It is accepted that the proposed restrictions may lead to a displacement of parking further into this residential area, but it is considered that this is preferable to the potential dangers caused by vehicles parked on the junctions. Furthermore, as Highway Authority, the City Council should be seen as a promoter of good driving practice and endorse the introduction of the minimum 10 metres of double yellow lines at any junction in accordance with advice given to motorists in the Highway Code about parking at junctions.
- 4.14 In light of the above, it is considered that the objection should be overruled and the proposed TRO be made as advertised.

#### South Community Assembly Recommendation

- 4.15 The relevant Ward Members of the South Community Assembly have been forwarded details of the responses, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows Ward Members, as scheme promoters, to advise officers on their preferred way forward with regard to this scheme.
- 4.16 Ward Members have confirmed their unanimous support for overruling the objection and implementing the proposals as detailed in the advertised scheme plan included in Appendix A.

#### Relevant Implications

- 4.17 The scheme specified in this report has been approved by the South Community Assembly from their Small Highway Schemes budget allocation.
- 4.18 Local people will benefit from the proposed measure. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with disabilities.
- 4.19 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can prohibit parking on the highway.
- 4.20 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.
- 4.21 As an objection has been received, the Council is under an obligation to consider it and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.

- 4.22 On the basis that the Council has properly considered the objection internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 for a motor vehicle to wait on the sections of highway which are the subject of this report.

## **5.0 ALTERNATIVES CONSIDERED**

- 5.1 This scheme has been designed to meet local needs/priorities as identified by South Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.
- 5.2 A reduction in the length of the proposed restriction to 5 metres on each length of the junction is an option which could be considered. This course of action has been adopted previously by Members in similar circumstances. However, it is not something which it is felt can be justified on this occasion because of the narrow road widths and tightness of the corners.
- 5.3 A further option would be to do nothing at all but this would result in a potentially dangerous situation remaining unresolved.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 The Traffic Regulation Order for this scheme is necessary to introduce the proposed parking restrictions with a view to resolving problems which have been raised by a local resident.
- 6.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

## **7.0 RECOMMENDATIONS**

- 7.1 Overrule the objection to the proposed traffic regulations on Cliffefield Road and Meersbrook Avenue and introduce the restrictions as shown in the plan in Appendix A to this report.
- 7.2 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- 7.3 Inform all respondents of the decision.

Simon Green  
Executive Director, Place

3 January 2013

## APPENDIX A



<b>CLIFFFIELD ROAD/MEERSBROOK AVENUE JUNCTION - PROPOSED WAITING RESTRICTIONS</b>	
SCALE	1 : 1000
DATE	19/04/2012
DRAWING NO.	TRI/17/SOUTH-CR
DRAWN BY	SC

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