



Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 September 2013

Subject: Objections to a proposed Traffic Regulation Order proposing parking restrictions at Chesterwood Drive (Broomhill), Orchard Road (Walkley) and at the junction of Fern Road with Welbeck Road (Walkley).

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the proposed response to objections received to the advertised Traffic Regulation Order(TRO) to introduce parking restrictions at three locations for small highway schemes being promoted by the former Central Community Assembly.

Reasons for Recommendations:

- The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.

Recommendations:

- Uphold in part the objections to the proposed traffic regulations for Chesterwood Drive, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley and introduce the revised proposals as shown in the plans included in Appendices E-1, E-2 and E-3 to this report.
- Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984: and
- Inform all the respondents accordingly.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

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

OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER PROPOSING PARKING RESTRICTIONS AT CHESTERWOOD DRIVE (BROOMHILL), ORCHARD ROAD (WALKLEY) AND AT THE JUNCTION OF FERN ROAD AND WELBECK ROAD (WALKLEY)

1.0 SUMMARY

- 1.1 The report sets out the proposed response to objections received to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions at three locations for small highway schemes being promoted by the former Central Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes outlined in this report respond to requests for action from local residents.
- 2.2 The proposed waiting restrictions should have a positive impact on road safety by improving visibility, manoeuvrability and access for motorists, residents and pedestrians.
- 2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals in response to the comments/views which have been expressed.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The various schemes included in this report should meet the objectives of addressing the issues which have been raised by residents.
- 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

- 4.1 A TRO to prohibit parking at Chesterwood Drive, Broomhill, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley in order to facilitate traffic movements on narrow residential roads and to improve safety and visibility at junctions was formally advertised/consulted upon between 1st and 22nd March this year. The advertising consisted of a notice in the 'Sheffield Star' newspaper, notices posted on street and letters delivered/posted to properties immediately adjacent to the proposals. The TRO is being promoted by the former Central Community Assembly. Objections from members of the public have been received for all three locations.
- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals. No objections have been received.

- 4.3 The relevant Ward Members of the former Central Community Assembly were contacted regarding the objections, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members are recommending that the restrictions should be revised in view of the objections/responses which have been received.
- 4.4 The details of the responses received for each of the three schemes is set out in Appendices A, B and C, the original proposed scheme plans are set out in Appendix D and the recommended revised proposal plans are shown in Appendix E.
- 4.5 In summary the concerns expressed by residents are :

Chesterwood Drive

- (a) The restrictions are excessive and will lead to problems for residents finding somewhere to park because of the limited number of available parking spaces.
- (b) A resident with mobility problems will find it difficult to find a parking space at a close distance from her property if all the restrictions are introduced.
- (c) The proposals will have an adverse effect on property values as one of the main benefits is the availability of nearby parking spaces.
- (d) The proposals may result in residents having to park their vehicles some distance away on the opposite of a major road which would be very inconvenient, particularly for elderly residents.

Orchard Road

- (a). The loss of convenient on-street parking spaces nearby, for residents without off-street parking facilities, and whose properties front a busy urban clearway which is subject to parking/loading restrictions. Similar concerns apply to visitors/shoppers to the area.
- (b) There is insufficient parking space to meet the current demands and these proposals will exacerbate the parking problems for residents/visitors.
- (c) They will be forced to park on roads on the opposite side of Walkley Road and this will make it more hazardous for parents with young children to cross this busy road.
- (e) The lack of any proposed alternative parking facilities to compensate for the spaces which will be lost by these proposed restrictions.
- (f) Pavement parking is a widespread problem and other solutions should be found to prevent this rather than parking restrictions which are detrimental for residents/motorists.
- (g) Property prices will be devalued by the lack of accessible parking spaces.

Fern Road/Welbeck Road

- (a) Proposals are totally unjustified at a location where there have been no reported accidents.
 - (b) The proposed restrictions will remove valuable parking spaces, particularly for the directly affected residents, adjacent to their properties.
 - (c) The resulting transfer of parking will cause additional road safety problems and congestion at both ends of Fern Road and may lead to a greater risk of crime/damage to parked vehicles.
 - (d) The proposals will have an adverse effect on property values and car insurance premiums.
- 4.6 In response, officers have adjusted the proposed waiting restrictions by reducing their length in an effort to lessen their impact on the affected residents without compromising the desired benefits of the schemes.

Relevant Implications

- 4.7 The schemes specified in this report have all been approved by the former Central Community Assembly from their small highway schemes budget allocation for the financial year 2012/13 which has been carried over to the current financial year 2013/14 . There are no other known financial implications at this stage.
- 4.8 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people 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 mobility problems.
- 4.9 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.
- 4.10 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.
- 4.11 As objections have been received, the Council is under an obligation to consider them 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.
- 4.12 On the basis that the Council has properly considered the objections 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 These schemes have been designed to meet local needs/priorities as identified by former 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 former Assembly.
- 5.2 The schemes have since been amended, where necessary, to try and address the concerns raised by residents/businesses.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- 6.2 Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents concerns and aspirations.

7.0 RECOMMENDATIONS

- 7.1 Uphold in part the objections to the proposed traffic regulations for Chesterwood Drive, Broomhill, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley and introduce the revised proposals as shown in the plans included in Appendices E-1, E-2, and E-3 to this report.
- 7.2 Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984.
- 7.6 Inform all the respondents accordingly.

Simon Green
Executive Director, Place

16 August 2013

APPENDIX A

Summary of TRO Advertising/Consultation Results for Chesterwood Drive

Scheme information

1. The purpose of the proposed additional parking restrictions on Chesterwood Drive are to prevent vehicles parking on both sides of this narrow residential cul-de-sac causing access problems for residents and other road users, particularly emergency and refuse collection vehicles. The restrictions are also designed to prevent vehicles parking partly on the pavement making it difficult for residents to pass. A plan of the advertised scheme is included in Appendix D-1.

TRO Advertising/Consultation Results

2. Nineteen responses were received, all from consulted residents. Fourteen are in support of the proposals, one partly supports them, two are objecting to the proposals and two have concerns.

Details of Supportive Responses

3. All the respondents consider that the proposed restrictions are long overdue and will alleviate the current access problems caused by vehicles belonging to non-residents parking on both sides of this very narrow cul-de-sac and obstructing the pavements. As a result pedestrians are forced to walk in the road making it dangerous, particularly for parents with prams and wheelchair users.
4. The current parking practices also make it difficult for delivery, refuse collection and emergency vehicles, particularly ambulances to reach the residents of the apartments at the end of the cul-de-sac. On numerous occasions residents of the apartments have had to endure the undignified act of being stretchered the full length of the road to a waiting ambulance on the junction of Manchester Road.
5. The Police have also had to be called on several occasions to remove offending vehicles which are causing an obstruction. One resident considers that the congestion problems are entirely due to parents dropping off and picking up their children from Ashdell School who show no regard for pedestrians, cyclists or residents who need to use the road to access their properties.
6. The resident states that the majority drive large 4x4 vehicles which exacerbates the problem and is concerned that they will continue to flout the double yellow lines even if they are extended. The resident also feels that it may be a good idea to consider some signage or communication with the School emphasising the importance of keeping this junction unobstructed. The resident would also like to see what the School's opinion would be on promoting alternate forms of transport for the school run.
7. Staff at Ashdell School have previously been contacted by the City Council with a view to developing a travel plan in 2009/10 but there has been very little interaction

with them since that time and it is assumed that they may have written a plan in line with government deadlines but have failed to implement it. The school also haven't been involved in the Council's annual review and accreditation scheme (STARS) for these plans. Surveys carried out in 2009/10 revealed that around 80% of pupils travelled to the school by car and it is assumed that this figure will have stayed the same. With it being an independent fee paying school it does not have a specific catchment area and therefore pupils may be travelling from some distance away.

8. The resident sent a copy of his reply to the school and they have responded by stating that they would be sending out a newsletter to parents pointing out the concerns which have been raised. In response to the suggested alternative forms of transport for the school run, the school felt it was important to remember that a large proportion of the pupils are under 5 years old but nevertheless stated that there was no excuse for parking on double yellow lines.

Details of Part Supportive Response

9. A resident of one of the flats agrees with the additional double yellow lines being introduced adjacent to No 2 Chesterwood Drive but does not agree with the proposed lines adjacent to the apartment block housing properties Nos 1-6. The resident considers that, as there is a slight recess in front of this block, vehicles can park there without causing an obstruction to other road users. Instead, the resident feels that a better option would be to introduce double yellow lines on the opposite side adjacent to No.3 Chesterwood Drive.
10. The resident considers that motorists will be forced to park here immediately adjacent to the entrance to the apartment garages and this will result in the visibility and access for motorists being extremely limited when manoeuvring at this corner.

Details of Objections

11. The two objectors live in the apartment block Nos. 1-6. One of them agrees that double parking is an issue and needs to be addressed but they feel that the proposed double yellow lines are excessive and will lead to problems for residents finding somewhere to park.
12. They state that there is currently an issue with parking for residents as there are not enough parking spaces or garages for the number of residents which is exacerbated by residents not using their garages and several flats having occupants each with several vehicles.
13. One of the objectors is registered disabled and a blue badge holder and is currently able to park close to her property. However, if these restrictions are introduced it is considered that parking will not be available within an appropriate distance from the property.
14. This resident also considers that additional restrictions should be introduced on the corner adjacent to No.3 Chesterwood Drive in support of the suggestion made by the resident above.

15. One of the objectors feels that the proposals will have an adverse effect on property values as one of the main benefits is the availability of nearby parking spaces. This objector also considers that the proposals will create more problems than it solves and as a resident of Chesterwood Drive for more than decade is unaware of any obstruction problems that need solving. In the light of this he requests that the proposals are not proceeded with.

Details of Responses with Concerns

16. The two respondents are also residents of the apartments on Chesterwood Drive and they both make similar points to those made by the objectors i.e. that there are a very limited number of parking spaces available within the site for residents without garages and these are quickly taken leaving parking on the road as the only alternative.
17. If the restrictions are introduced this would result in there not being enough room for all the resident parking as both sides of the road are required to meet the demand. It would also result in residents having to park further away on streets on the opposite side of Manchester Road which would be an inconvenience, particularly to older residents of the flats who need to park as close as possible.
18. One of the residents claims that there is a lot of commuter parking on Chesterwood Drive with cars being left during the day by people going to work in town. He continues by suggesting that any proposals should be for the benefit of the local residents and public service vehicles and he considers that the additional parking restrictions will not stop the non-residential parking, it will merely make it more difficult for the residents to find somewhere to park.
19. He therefore feels there is a good case for the introduction of a permit parking scheme on Chesterwood Drive for local residents only.

Officer Assessment and Recommendation

20. Although the majority of the respondents are in favour of introducing the proposed restrictions as advertised, It is felt that the points raised by the resident who partly supports the proposals and the other four residents with objections and concerns about the proposals have merit. A site inspection has revealed that there is a slight recess adjacent to the block of apartments Nos. 1-6 and that allowing parking here would not cause an obstruction to passing traffic.
21. It is therefore considered that there is a good case for removing the proposed restrictions at this location. This would provide a valuable parking area for the residents of this block, particularly the resident with disabilities.
22. With regard to the requested introduction of additional restrictions on the corner adjacent to No. 3 Chesterwood Drive, this appears to be something which merits further consideration. It is not possible to include any further restrictions in the current scheme as this is beyond the scope of the advertised order. This would have to be considered as a completely new request and would be subject to the Council's assessment process alongside the other many outstanding requests for transport and highway measures.

23. In response to the suggested introduction of a residents permit parking scheme for Chesterwood Drive, it is felt that this area would not currently meet the criteria adopted by the City Council for the implementation of such schemes.

Former Central Community Assembly Recommendation

24. The relevant Ward Members of the former Central Community Assembly have been forwarded details of the responses and they have stated that they wish to support the officers' recommendation for the implementation of the revised proposals as detailed in the plan included in Appendix E-1 to this report.

APPENDIX B

Summary of TRO Advertising/Consultation Results for Orchard Road

Scheme Information

1. A request was received in August 2011 from a resident of Orchard Road requesting the introduction of additional parking restrictions on this short narrow cul-de-sac to prevent vehicles parking on both sides and causing access problems for other road users, particularly emergency and refuse collection vehicles. The restrictions have also been requested to stop vehicles parking partly on the pavement obstructing the passage for pedestrians, particularly disabled people with mobility scooters. A plan of the advertised scheme is included in Appendix D-2 of this report.

TRO Advertising/Consultation Results

2. Sixteen responses were received, all from consulted residents. Ten are objections, five have concerns and one supports the proposals.

Details of Objections

3. Parking in this area is already severely limited due to existing double yellow lines and the urban clearway restrictions (No waiting/Loading Mon-Fri 7.30 – 9.30am and 4.00-6.30pm) which are in place on Walkley Road. The proposed restrictions will remove valuable parking spaces for use by residents of Walkley Road who feel they have no option but to park in the limited number of parking spaces on this short section of Orchard Road. It is claimed that there is only space for 8-10 vehicles and 2 of the spaces are currently reserved for use by disabled residents. These limited number of parking spaces are used by 19 properties as well as staff/visitors to Walkley Library and shoppers. Each property has at least one car and some have two.
4. As a result there is insufficient space to meet the current demand and these proposals will cause severe parking problems for both residents and shoppers. Residents are therefore questioning where they are supposed to park when the proposed restrictions are introduced as this will mean the loss of 7/8 parking spaces. They claim they would have nowhere to park except on roads some distance away which are already congested with parked vehicles. This would be particularly difficult for parents with young children and make it more hazardous for them if they have to cross the busy Walkley Road. One objector considers that this is a ridiculous proposal which will create far greater problems than it is intended to resolve.
5. One objector is astonished that the proposed restrictions are motivated by the need to provide unrestricted access for mobility scooters who, in the four years he has lived in the area, has not been aware there was such a problem. The objector has submitted photographs to illustrate the fact that the residents observe the

utmost level of courtesy when parking their vehicles to make the best use of the extremely limited parking spaces on Orchard Road, including both sides of the access road which are now subject to the proposed restrictions.

6. He states that passage along the carriageway of the access road is maintained at all times and he feels that there would not be undue risk for the mobility scooters to also use the carriageway to reach Walkley Road. He continues by stating that many of the residents are working people who rely on their cars to commute to their places of work in other towns and cities on a daily basis.
7. He considers that these proposals will force most of the residents to find alternative parking further away from their properties. In conclusion he feels that this is a disproportionate approach to dealing with a few complaints to the detriment of the majority of law abiding residents and wonders if it is our ultimate intention to drive normal working people out of this neighbourhood.
8. It has been pointed out that one of the footways has no drop kerbs and therefore is not accessible for use by disability scooters or prams and therefore there would appear to be no need for the proposed restrictions on this side of Orchard Road.
9. A resident of Walkley Road considers that reducing the accessible parking will devalue property prices and will be seeking legal advice if the Council go ahead with the proposals.
10. An objector considers it is ludicrous to consider that several residents are potentially being made to suffer to suit the needs of one or two people with mobility scooters. It is considered absurd that the Council feels it is necessary to go ahead with these proposals when there is currently an unrestricted access at the top of Orchard Road so that mobility scooters can be taken safely down this quiet cul-de-sac. They have yet to see one person struggle to be mobile in this area, be it a pedestrian, mobility scooter, parent with pushchair or otherwise.
11. A resident and tradesman who has recently moved into a property on Walkley Road states that he would have looked elsewhere if there had been parking restrictions on Orchard Road as it provides a useful parking place for him to load/unload tools from his van as he is unable to do this on Walkley Road because of the parking/loading restrictions in place on there. He feels that future house buyers will feel the same if the restrictions go ahead.
12. Two residents of Walkley Road have sympathy with the pavement parking issue because they have had first-hand experience with their double buggy and have had to use the carriageway as an alternative. However, they feel that the real issue is inconsiderate parking and not parking on the road. They consider that rather than introduce parking restrictions and lose 7 valuable parking spaces, the Council should encourage people to park more responsibly.
13. They state that pavement parking is a common problem in Sheffield and most side roads in Walkley suffer from this issue and they consider that the highway authority should be looking at more flexible means to deal with the problem. They are suggesting that a system similar to one they understand exists in London

could be adopted whereby lines are painted on pavements to indicate the boundaries for vehicles to park and leaving sufficient space for pedestrians.

14. They feel it would be better to have a trial period for such measures rather than overreacting and causing other problems. They also consider that if Orchard Road is to have parking restrictions then many roads in Walkley should be treated the same but feel this would be unreasonable. They say that if their suggestion is a non-starter, as a compromise, they consider that restrictions on one side of the road would achieve what is required.
15. They state that the Council should not be using their time and money on this short sighted and frankly ridiculous idea but should concentrate on improving the terrible road surfaces in Walkley as this would be of greater benefit to the community as a whole.
16. Unless there is another proposal to increase the parking facilities for all residents, library and local businesses, this is a very short sighted and biased order.

Details of Responses with Concerns

17. The majority of these responses contain similar points to those raised by the objectors but a summary of the additional views put forward are as follows:-
18. From a safety point of view one resident of Walkley Road considers that the parked vehicles on Orchard Road actually slow motorists entering the junction and therefore putting in the restrictions will have the opposite effect and increase speed and the potential for accidents.
19. Cannot see any benefit for putting in the restrictions but can see several reasons for keeping them as parking spaces for residents. The resident also considers that additional spaces could be created in the area by converting the disabled space on Orchard Road which is never used into a parking space. The non-use of this bay has also been mentioned by several other respondents. He also feels that removing some of the restriction on Walkley Road to provide three or four parking spaces would not unduly affect traffic flow and would slow down traffic emerging from Compton Street and make the junction safer during the rush hour.
20. Concern that users of Walkley Library will be put off visiting the library if the restrictions are introduced on Orchard Road as this is a convenient place for them to park. This would not help the library in its fight to prevent its closure. Similarly concerned that home care visitors for the many elderly residents living in the flats on Orchard Road will not be able to park close by and this will have an adverse effect on the time they can spend with their clients.
21. A resident who lives in a property on Walkley Road opposite Orchard Road is concerned that the proposed restrictions on Orchard Road will result in a transfer of parking from there to the only unrestricted area adjacent to his property. This will cause problems for him and his neighbours who have five vehicles between them. In particular, as a blue badge holder he needs to have his vehicle parked in front of his property. He has suggested that to lessen the impact on the parking

situation in the area could restrictions only be introduced on one side of Orchard Road.

22. One resident has noted that 4/5 vehicles, including campervans/vans/work vehicles, move and are left in the parking bay at the top of the cul-de-sac on a permanent basis. He has suggested that a residential permit parking scheme for 1 car only per household may stop this practice and free up much needed parking spaces. He has also suggested that only one side of the road is subject to restrictions to reduce the number of spaces lost and if the restriction could be reduced to a working day restriction so that working people could park there during the night but the pavements would be free for use by pedestrians and, in particular, mobility scooters and parents with prams during the day time.

Details of Supportive Response

23. A resident and his wife of one of the consulted flats on Orchard Road are in total agreement with the proposals but are concerned where the transfer of parking is going to be once the restrictions are in place. They state that vehicles who park in this section of Orchard Road mainly belong to residents of Walkley Road, some with two vehicles and at least two camper vans parked for at least 8 months of the year. They feel that they will park in the car park on the next section of Orchard Road and this will result in a fight for parking spaces and therefore they would be reluctant to move their car knowing that there would be no spaces when they returned. They question whether Councillors have visited Orchard Road in the evening or at weekends to see how congested it really is.

Officer Assessment and Recommendation

24. These proposals have generated a considerable amount of response from the local community, the majority being from residents of Walkley Road who depend on this short section of Orchard Road to park their vehicles in view of the peak hour parking restrictions in front of their properties. Officers feel that the proposed restrictions could be reduced, as detailed below without unduly compromising the proposed benefits of the scheme.
25. One of the pavements does not have dropped kerbs to allow wheelchair access and therefore officers feel it reasonable that some of the restriction on this side of the road can be deleted from the proposals. On the opposite side where wheelchair access is possible the proposed restrictions should be retained for the full length on this side. The severity of the restriction is also something which could be given some consideration and the restriction could be relaxed from a 'No Waiting at Any Time' to a working day restriction such as 8.00am – 6.30pm Monday – Friday which would allow full use of the pavement during the daytime but allow parking overnight for residents. It is considered that the first 10 metres on both sides of the road should have double yellow lines (No Waiting At Any Time) to endorse advice given to motorists in the Highways Code. However the remaining proposed restrictions on the side available to wheelchair access could be subject to the working day restriction. On the opposite side it is felt that after the first 10 metres the proposed restrictions can be omitted.

Former Central Community Assembly Recommendation

26. The relevant Ward Members of the former Central Community Assembly have considered revised proposals which have been recommended by officers. However, they have put forward alternative proposals, as detailed in the plan included in Appendix E-2 to this report, as their preferred option.

APPENDIX C

Summary of TRO Advertising/Consultation for Fern Road/Welbeck Road

Scheme Information

1. The proposal is to introduce parking restrictions (double yellow lines) on the junction of Fern Road/Welbeck Road to improve visibility, manoeuvrability and access for residents, motorists and other road users on this very sharp bend. A plan of the advertised scheme is included in Appendix D-3 to this report.

TRO Advertising/Consultation Results

2. 27 responses received – 24 objections including 3 petitions with 72, 25 and 12 signatures respectively, 4 responses supporting the proposals including a petition with 61 signatures and 2 responses with concerns about the proposals.

Details of Objection Responses

3. The 3 petitions are addressed to concerned residents, visitors and users of Fern Road and Welbeck Road and state that the TRO relates to an unnecessary double yellow line system in front of residential properties on Fern Road and on the junction of Fern Road and Welbeck Road. The petitioners also believe the reasons provided for these proposals are unfounded and totally unjustified as there have been no recorded accidents at this junction.
4. Several letters with strong objections have been received from the residents of Fern Road who will have the proposed restrictions immediately adjacent to their properties. Their views and comments about these proposals are summarised as follows:-
 - No knowledge of any injury road traffic accidents at this location for over 25 years having lived in this property and therefore cannot see any justification for these proposed restrictions.
 - Including our property seems overkill and I am amazed that we have been included.
 - We have several elderly relatives who are blue badge holders and frequent visitors who would be able to continue to park in the proposed restricted area. We also have other elderly non blue badge holders who would struggle if not allowed to park outside the property.
 - Where are the residents of the properties directly affected by the restrictions going to park their vehicles? Will you be providing additional alternative parking facilities.
 - Affected properties will lose value and will there be any compensation available.
 - Will affected residents be reimbursed for increased car insurance premiums caused by having to park their vehicles away from their properties.
 - As an alternative it is suggested that a more viable option would be to simply ban left turns into Welbeck Road from Fern Road and ban right turns from Welbeck Road into Fern Road. They feel that this would be a much safer option for all concerned and would remove the need to introduce the proposed parking restrictions which would have a severe impact on the lives of the affected residents.

- A resident has witnessed that the majority of vehicles can negotiate the sharp corner without having to perform a three point turn if they approach it properly.
 - Compared to the small inconvenience to the few residents of Welbeck Road there will be much greater inconvenience for those residents directly affected by the restrictions who will have to park their vehicles away from their homes which could lead to congestion elsewhere and a greater risk of crime to vehicles.
 - Profoundly object to restrictions being introduced in front of our property because as a family we have four vehicles to find room for and because there is insufficient off-street space for them all we have no option but to park one of the vehicles in front of our property. They state that this allows them ease of access and ensures the best possible degree of security for the vehicle parked on street. They state that vehicles parked further down Fern Road have been subject to vandalism. They also state that they have no objections to introducing the restrictions in the areas where there are no residential properties but feel the current proposals are wholly excessive and give little thought to the residents who would be severely affected. They also state that if money was no object ideally they would like to see physical changes to the junction but to solve the issue completely they support the suggestion of banning left turns from Fern Road on to Welbeck Road and right turns from Welbeck Road on to Fern Road.
 - 18 vehicles belonging to affected properties will need to be parked elsewhere on Fern Road and this will create significant traffic access problems and be detrimental to road safety as it will create other problems at the top and bottom of Fern Road which is a connecting road between Walkley Bank and South Road/Crookes.
 - Any transfer of parking to the top end of Fern Road will create problems for traffic entering Fern Road from Providence Road which will be forced to drive on the wrong side of the road on a blind bend.
 - There are accident blackspots of a much higher priority which would benefit from the funding which is proposed to be spent on this accident free junction.
7. 8 separate objections have been received from non-residents who simply state that their reasons for objecting are that as frequent visitors to Fern Road the proposals would severely restrict access and parking. In addition, one has stated that he cannot see who or what these restrictions would benefit and merely expecting people to park elsewhere just moves the problem on to another area and would cause more objection. Another has suggested that a simple solution would be for vehicles to avoid having to make the sharp turns at this junction by taking alternative routes which would be only slightly longer and take up very little extra time.
8. An elderly resident of Fern Road has objected to the restrictions going directly across her driveway as she would like it to be available for family/ friends to park so they can provide assistance should she need it. It would also help to park there during bad weather due to the steepness of the drive.

Details of Responses with Concerns

9. A friend of residents of Fern Road feels that the proposed restrictions will hinder them unfairly and directly and considers that there is no issue that needs addressing. However, if action is considered necessary he feels that fairer restrictions could be introduced to help the situation such as a no left/right turn on

the junction which with Welbeck Road being a dead end road would be subject to minimal traffic and therefore not affect too many motorists.

10. A resident of Welbeck Road who has no objection to the proposals is concerned that any compromises which are considered to appease the objectors may negate any possible benefits. For example, he feels that the Council could leave out the restrictions cross the driveways to properties Nod. 43 to 49 Fern Road as a compromise and this would result in no improvement to the current situation and therefore would be a waste of Council funds. In the light of this, he considers that an 'all or nothing' outcome would be preferable to any compromises being made to the scheme.

Details of Supportive Responses

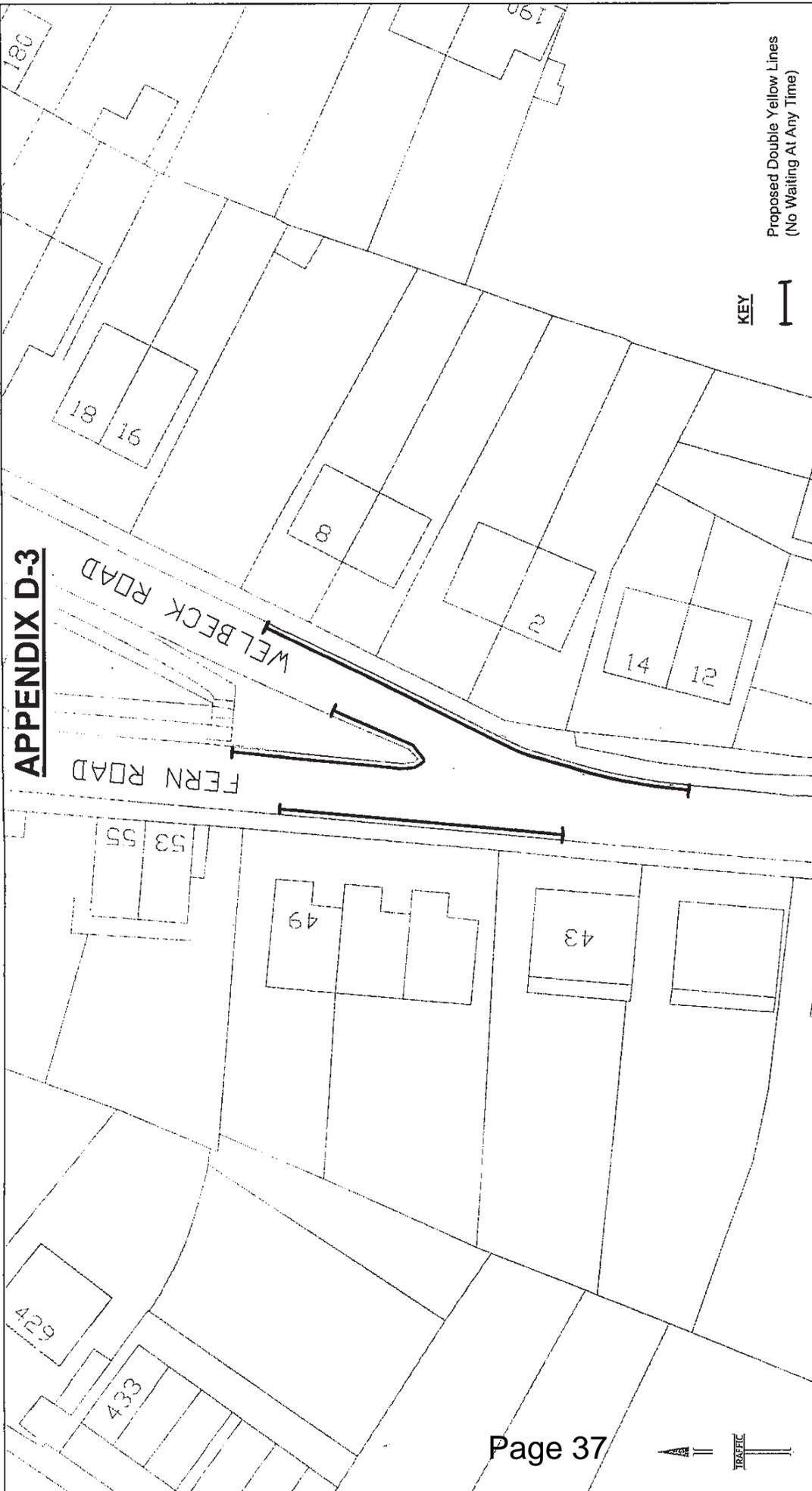
11. The resident of Welbeck Road who originally requested some action on this junction back in November 2010 has expressed her support for the proposals. The resident has also sent a further copy of a petition containing 61 signatures of residents of Welbeck Road who are supportive of the proposals and who feel on health and safety grounds that this proposal will secure the endorsement of the their local Ward Councillors. Receipt of this petition was previously reported to the Cabinet Highways Committee at its meeting held on 8th November 2012.
12. Residents of an address on Welbeck Road which is directly affected by the proposals are strongly supportive of the proposals and think they are a fantastic idea. They say they have many issues moving their vehicles out of their driveway and turning into Fern Road due to parked vehicles.
13. A resident of Welbeck Road with mobility problems who is also directly affected by the proposals is very pleased that something is being done to stop the parking and sincerely hopes the restrictions are implemented. She uses the Community bus and the drivers have had difficulties getting round the corner due to parked vehicles belonging to residents of Fern Road parked in front of her property.
14. Residents of Welbeck Road not directly affected by the restrictions very much support and appreciate the proposals as it will mean they will not be subject to the fiasco of having to do a three point turn to enter or exit their road. They also say that it will be wonderful to be able to see down Fern Road without parked cars blocking their vision and flow of traffic will not be impeded by these obstacles. They say that they cannot thank us enough for our help in listening to their problems and acting on them. They also state that friends/relatives will appreciate the proposals as they have dreaded visiting them due to the road conditions.

Officer Assessment and Recommendation

15. It is apparent from the responses received that, while the residents of Welbeck Road, even those with the proposed restrictions immediately adjacent their properties are all in favour of the scheme being introduced, the residents of Fern Road who are directly affected by the proposals and are subject to the greatest impact are vehemently opposed to any action being taken to improve the traffic movements at this junction.
16. Because the restrictions are on a junction it is considered imperative that parking should not be allowed at any time and therefore would not recommend a less severe restriction. However, a reduction in the length of the restriction is an option which has been given further thought. The main area for consideration is the length of Fern Road adjacent to properties Nos. 43, 45, 47 and 49, which will be most affected by the proposals. Officers have personally carried out manoeuvres at this junction and this has revealed that it is not possible to negotiate the sharp bend/junction in one movement when vehicles are parked outside these properties. Nevertheless officers feel that there is scope to reduce the length of the restriction in this area without unduly compromising the benefits of the scheme. However, even with this reduction it is considered that the turn will still be very difficult and require vehicles to be on the wrong side of the road to carry out the manoeuvre.
17. In response to the objection made by the elderly resident of Fern Road whose property is on the periphery of the proposals officers feel that her request to remove the double yellow lines across the front of her driveway can be accommodated again without unduly compromising the scheme benefits. The plan included in Appendix E- to this report shows the revised restrictions which are recommended for introduction. Nevertheless, in light of the considerable objections to these proposals, the following alternatives proposals are options which could be considered by Members :-
 - (a) Ban the right turn from Welbeck Road into Fern Road and the left turn from Fern Road into Welbeck Road which has been suggested by several respondents. This would involve the cost of making a further Traffic Regulation Order and the installation of signing. Members may feel that this solution is unreasonable, particularly for the residents of Welbeck Road who have no alternative but to access/egress at this junction and would probably object to having their route options restricted in this way. Officers therefore do not consider this to be a viable option to be pursued. In practice, many residents are likely to abuse the restriction and it this type of restriction which receives only limited enforcement activity from the police.
 - (b) Do nothing at all in the light of the fact the residents of Welbeck Road do not have to make this manoeuvre and can take an alternative route via Providence Road.

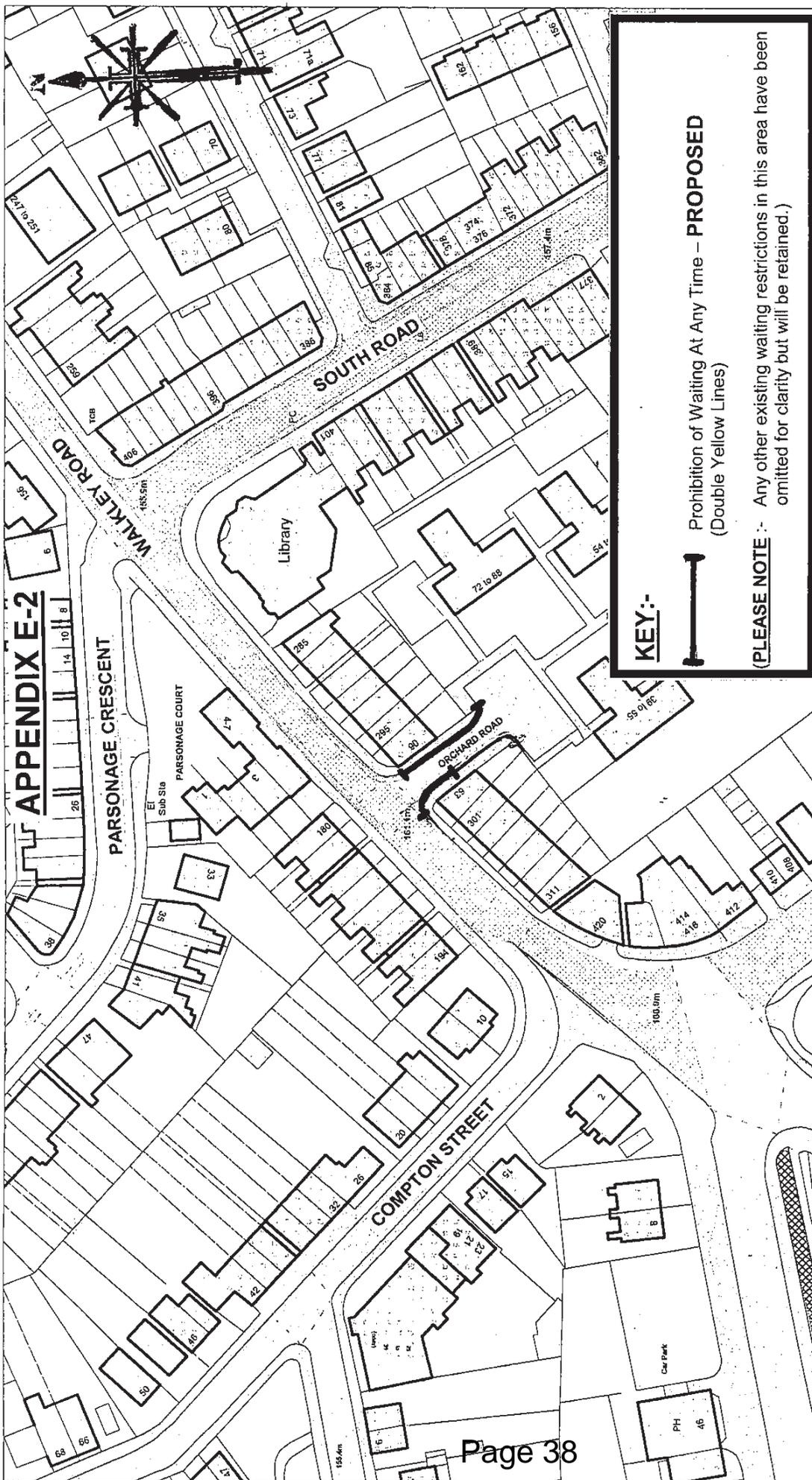
Former Central Community Assembly Recommendation

18. The relevant Ward Members of the former Central Community Assembly have been forwarded details of the responses and have confirmed that they wish to proceed with the officers' recommended revised proposals as detailed in the plan included in Appendix E-3 to this report.



APPENDIX D-3

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: I. Sturch M.A.T.P.I. Development Services</p>		<p>Sheffield City Council </p>	
<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. SD-LT015-TRO4</p>	
<p>Scheme Central Community Assembly</p>		<p>Scale 1:500</p>	
<p>Drawing Title Proposed Waiting Restrictions Welbeck Road/Fern Road</p>		<p>A4 Date JANUARY 2013</p>	
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