



Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 December 2013

Subject: Objections to a proposed Traffic Regulation Order to introduce a One-Way Traffic System on Etwall Way

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the objections and other responses received to the advertised Traffic Regulation Order(TRO) to introduce a One-Way Traffic System on Etwall Way in respect of a small highway scheme being promoted by the former North East Community Assembly.

Reasons for Recommendations:

- The Traffic Regulation Order for the scheme included in this report is considered necessary to introduce the vehicle access and movement restrictions at the location in question 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 and feel that the proposed scheme meets the aspirations of local residents.

Recommendations:

- Overrule the objections to the proposed traffic regulations on Etwall Way and introduce the one-way traffic system as shown in the plan included in Appendix B to this report.
- Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984:
- Inform all the respondents accordingly.

Background Papers

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by:
Legal Implications
YES/NO Cleared by:
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
Firth Park
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 TO INTRODUCE A ONE-WAY TRAFFIC SYSTEM ON ETWALL WAY

1.0 SUMMARY

- 1.1 The report sets out the objections received to the advertised Traffic Regulation Order (TRO) to introduce a one-way traffic system on Etwall Way in respect of a small highway scheme being promoted by the former North East Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The scheme outlined in this report responds to requests for action from local residents.
- 2.2 The proposed one-way traffic system should have a positive impact on road safety for all road users by preventing vehicles using a residential road as an alternative route to avoid a traffic signal controlled major road junction.
- 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 scheme 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 introduce a one-way traffic system on Etwall Way between Hatfield House Lane and Bowfield Road in order to regulate traffic movements and vehicle access was formally advertised/consulted upon between the 1st and 22nd March this year. The proposal is set out in a plan included as Appendix A. 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 North East Community Assembly. Objections have been received for the proposed scheme contained in this report.
- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals and a formal objection has been received from South Yorkshire Police.
- 4.3 The relevant Ward Members of the former North East Community Assembly were contacted regarding 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 local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members representing the Firth Park area have stated that they would like to overrule the objections and introduce the proposals as advertised.

- 4.4 The details of the responses received are set out in Appendix B. In summary, most local residents support the proposal with one considering it not needed. The Police objection relates primarily to lack of resources to enforce and that such measures are not necessary.

Relevant Implications

- 4.5 The works budget estimate for the individual scheme location, including the Traffic Regulation Order process, is £8000, which excludes the whole life maintenance payment. The scheme is funded from the South Yorkshire Local Transport Plan, as allocated to the former North East Community Assembly for small highway schemes. This funding has been carried over from the budget allocation from the financial year 2012/13.
- 4.6 On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.
- 4.7 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.
- 4.8 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 regulate traffic movements on the highway.
- 4.9 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.
- 4.10 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.

4.11 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 contravene the access and movement restrictions on the section of highway which is the subject of this report.

5.0 ALTERNATIVES CONSIDERED

5.1 The scheme has 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.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Traffic Regulation Order for the scheme included in this report is considered necessary to introduce the vehicle access and movement restrictions at the location 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 and feel that the proposed scheme meets the aspirations of local residents.

7.0 RECOMMENDATIONS

7.1 Overrule the objections to the proposed traffic regulations on Etwall Way and introduce the one-way traffic system as shown in the plan included in Appendix A to this report.

7.2 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.

7.4 Inform all the respondents accordingly.

Simon Green
Executive Director, Place

7 November 2013

APPENDIX B - Summary of TRO Advertising/Consultation Results

1.0 Scheme Information

- 1.1 The purpose of the proposed one-way traffic arrangement is to prevent vehicles travelling on Hatfield House Lane using Etwall Way as an alternative route to Barnsley Road to avoid a traffic signal controlled junction. A plan of the advertised proposals is included in Appendix B.

2.0 TRO Advertising/Consultation Results

- 2.1 Fifteen responses were received of which two are objections and thirteen are supportive of the proposals. Fourteen of the responses are from residents of Bowfield Court, a residential care home located in this section of Etwall Way. Thirteen of the residents are supportive of the proposal but one resident is objecting to it. The other objection is from South Yorkshire Police.

3.0 Details of Objections

- 3.1 The resident of Bowfield Court feels that the proposed one-way is unnecessary and considers that Etwall Way is mainly a quiet road and there is not enough traffic to warrant the proposed changes. The objector also does not welcome any disruption and considers that the current arrangements work better for family and friends when visiting by car.
- 3.2 The objection from South Yorkshire Police is one which they have made previously regarding the introduction of one-way streets in a residential estate environment. They consider that they are not effective and do little to improve road safety and in many cases have been proven to have a negative effect on safety. They have submitted the following points which they consider to be universally acknowledged as issues relating to such schemes.
- Some traffic will simply be diverted on to other less suitable streets.
 - Residents may have to access their street by an alternative and less convenient route which may involve the use of other neighbouring streets.
 - Traffic speeds generally increase due to drivers' perception that there is no opposing traffic.
 - Without physical traffic calming there may be an increase in accidents and their severity.
 - Some, particularly short sections of one-way streets, are likely to be contravened by drivers thereby requiring police enforcement.
 - Complications occur at minor accesses and junctions where signing is difficult and likely to be ignored.
 - Pedal cyclists are at greater risk in such situations, particularly children who have limited understanding of one-way systems.
- 3.3 Finally they state that the introduction of these proposals is likely to place additional demands on already stretched police resources in respect of enforcement and dealing with any possible complaints associated with the new arrangement.

4.0 Details of Supportive Responses

- 4.1 The thirteen residents of Bowfield Court in support of the proposed scheme consider that it will have the desired effect of preventing Etwall Way being used as an alternative route to Barnsley Road and possibly prevent a serious accident occurring. They also consider that this section of road is too narrow for two-way traffic and the proposal will make it much safer for all road users.

5.0 Officer Assessment and Recommendation

- 5.1 In light of the objections, particularly those from South Yorkshire Police, alternative locations for the proposed one-way system were suggested to the Police with a view to determining whether this would make a difference or have a bearing on their views/objections to the proposal in principle. However, they have responded by stating that, irrespective of where the one-way system is located, they would still lodge a formal objection to such proposals.
- 5.2 While we understand the concerns of the Police regarding this type of scheme we do not feel that many of the points of objection made can be justified in this instance. Although it is accepted that there is a possibility that some problems may arise once the scheme is implemented we feel that the benefits of the proposed one-way system far outweigh any potential problems.
- 5.3 In the light of this, our recommendation is therefore to overrule the objections and implement the scheme as advertised.

6.0 Former North East Community Assembly Recommendation

- 6.1 The relevant Ward Members of the former North East Community Assembly have been forwarded details of the responses and they have stated that the current proposals were put forward for progression following discussions with the local community over several years. They also state that considerable pressure was put on them at two public meetings for some action to be taken to resolve the dangerous situation on this narrow stretch of road. They are therefore of the strong opinion that the objections should be overruled and the proposed scheme be introduced as advertised.

