



Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 June 2012

Subject: Objections to proposed Traffic Regulation Orders associated with Community Assembly Small Highway Schemes

Author of Report: S. Collier – 0114 2736209

Summary:

The report sets out the public response to the advertised Traffic Regulation Orders (TROs) to introduce waiting restrictions at several locations in respect of small highway schemes being promoted by the Community Assemblies.

Reasons for Recommendations:

- The Traffic Regulation Orders for all the schemes included in this report are 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
- Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents'/business concerns.

Recommendations:

- Overrule the objections to the traffic regulations on Hemsworth Road and Warminster Road and the restrictions be introduced as shown in the plan in Appendix A-1.
- Uphold in part the objections to the proposed traffic regulations for Cadman Street/High Street, Mosborough, Vicarage Lane, Dore, Latham Square/Trap Lane and Carr Bank Lane, Carr Bank Close and Armthorpe Road and introduce the revised proposals as shown in the plans in Appendices C-1, C-2, C-3 and C-6;
- Overrule the objections to the proposed traffic regulations to introduce a 30 minute limited waiting restriction adjacent to properties Nos 52-66(inclusive) High Street, Mosborough and the replacement of a restriction of waiting Monday –Saturday 8am -6.30pm by a prohibition of waiting at any time (Double Yellow Lines) adjacent to properties Nos 109-125 High Street, Mosborough and introduce the restrictions as shown in the plan included in Appendix A-4;
- Overrule the objections to the proposed traffic regulations on Bunting Nook and Bunting Close and, initially, introduce the restrictions as shown in the plan in Appendix C-4.
- Make the Traffic Regulation Orders, as amended, in accordance with the Road Traffic Regulation Act, 1984;
- Inform the petitioners, objectors and other respondents accordingly.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Catherine Rodgers
Legal Implications
NO Cleared by: Julian Ward
Equality of Opportunity Implications
NO 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
South, South East & South West areas of Sheffield
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY SMALL HIGHWAY SCHEMES

1.0 SUMMARY

- 1.1 The report sets out the public response to the advertised Traffic Regulation Orders (TROs) associated with several small highway schemes being promoted by the Community Assemblies.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes outlined in this report respond to requests from local residents and businesses.
- 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 proposals should also benefit shop businesses by providing a turn over of parking spaces adjacent to their premises.
- 2.4 The process involved in consulting on these schemes supports the '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. The process also empowers residents by agreeing to changes in the proposals which have been requested by local residents/businesses.

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 customers.
- 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 The following schemes were formally advertised as part of the TRO process between 27 January and 17 February 2012 and have received objections. The advertising consisted of a notice in the 'Sheffield Star' newspaper on 27 January 2012, notices posted on street and letters delivered/posted to properties directly affected by the proposals. The relevant Community Assembly for each scheme is given in brackets:
- a) Hemsworth Road/Warminster Road (South)
 - b) Bunting Nook/Bunting Close (South)
 - c) Cadman Street/High Street, Mosborough. (South East)
 - d) High Street, Mosborough - 2 proposals (South East)
 - e) Vicarage Lane, Dore (South West)
 - f) Latham Square/Trap Lane (South West)
 - g) Carr Bank Lane/Carr Bank Close/Armthorpe Road (South West)

- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals on 27 January 2012. No objections were received.
- 4.3 The relevant Ward Members for each Community Assembly have been 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.
- 4.4 Ward Members have confirmed their unanimous support for implementing the Hemsworth Road/Warminster Road, High Street, Mosborough and Bunting Nook/Close proposals. With regard to the proposals at the Cadman Street/High Street, Mosborough junction and Vicarage Lane, Dore , local Ward members have are recommending that in each case the restrictions should be reduced in length in response to the objections/responses which have been received.
- 4.5 The views of the Community Assembly Ward Councillors on the two remaining schemes namely Latham Square/Trap Lane and Carr Bank Lane/Carr Bank Close/ Armthorpe Road are still awaited and will be reported verbally at the Cabinet Highways Committee meeting.
- 4.6 The original scheme plans are set out in Appendix A and the objections summary received for each of the schemes are shown in Appendix B. The recommended revised proposal plans are shown in Appendix C.

Financial Implications

- 4.7 The schemes specified in this report have all been included in the relevant Community Assembly's Small Highway Schemes Programme. There are no other known financial implications at this stage.

Equality and Diversity Implications

- 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 disabled people.

5.0 ALTERNATIVES CONSIDERED

- 5.1 These schemes have been designed to meet local needs/priorities as identified by 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 Assemblies.
- 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 Orders for all the schemes included in this report are 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/business concerns.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the proposed traffic regulations on Hemsworth Road and Warminster Road and the restrictions be introduced as shown in the plan in Appendix A-1.
- 7.2 Uphold in part the objections to the proposed traffic regulations for Cadman Street/ High Street, Mosborough, Vicarage Lane, Dore, Latham Square/Trap Lane and Carr Bank Lane, Carr Bank Close and Armthorpe Road and the revised proposals be introduced as shown in the plans in Appendices C-1, C-2, C-3 and C-6.
- 7.3 Overrule the objections to the proposed traffic regulations to introduce a 30 minute limited waiting restriction adjacent to properties Nos. 52-66 (inclusive) High Street, Mosborough and the replacement of a restriction of waiting Monday – Saturday 8am – 6.30pm by a prohibition of waiting at any time adjacent to properties 109-125 High Street, Mosborough and introduce the restrictions as shown in the plan in Appendix A-4.
- 7.4 Overrule the objections to the proposed traffic regulations on Bunting Nook and Bunting Close and, initially, introduce the restrictions as shown in the plan in Appendix C-4.
- 7.5 Make the Traffic Regulation Orders, as amended, in accordance with the Road Traffic Regulation Act, 1984.
- 7.6 Inform the petitioners, objectors and other respondents accordingly.

Simon Green
Executive Director, Place

16 May 2012

APPENDIX B – Summary of TRO Advertising/Consultation Results

Hemsworth Road/ Warminster Road

Scheme information

The purpose of the proposed waiting restrictions on Warminster Road are to help the passage of buses and improve traffic flow generally. The proposed waiting restrictions on the section of Hemsworth Road serving properties Nos. 77-97 are designed to help the residents get access to their properties. Much of the on-street parking in this area is associated with visitors to Graves Park. A plan of the scheme is included in Appendix B-1.

TRO Advertising/Consultation Results

Four responses have been received, one in support of the Warminster Road proposals and three objections, two relating to Warminster Road and one relating to Hemsworth Road.

Details of Supportive Response:-

The residents of a property on Warminster Road thoroughly approve of the proposed restrictions adjacent to their property as they feel they will help prevent the inconsiderate and dangerous parking associated with visitors to Graves Park which occurs regularly on spring/summer days often causing traffic flow problems, particularly for buses and emergency vehicles. They are concerned that the proposal to charge for parking in Graves park will only add to the on-street problems.

Details of Objections:-

Warminster Road Proposals

1. A resident of Warminster Road whose driveway takes access from Warminster Place objects to the proposals unless something is done about the knock on effect they will have on Warminster Place, in particular, the section from the junction of Warminster Road to his driveway. He feels that Warminster Place is continually ignored when any proposals are put forward for this area and as a result it bears the brunt of any transfer of parking which occurs. He states that the current waiting restrictions which apply only on Sundays on Warminster Road have resulted in users of the nearby University playing fields parking their vehicles on Warminster Place obstructing driveways and pavements and narrowing the width of the road to such an extent that emergency vehicles would have access problems. He also states that residents of Warminster Road use Warminster Place to park their cars from Saturday until Monday morning to cater for the Sunday restrictions. He also considers that the proposed restrictions are needed more at night and at weekends than the present proposed times of 8am to 6.30pm.
2. A resident of Warminster Road who objects strongly to the yellow lines being Introduced outside their property because they have three cars and only two can be

accommodated on their property. They say they are frustrated with the inconsiderate parking by visitors to Graves Park and the parking problems they cause but question where they are to park when the proposed restrictions are in place. They are aware that money has been spent on improving facilities in the park and feel it would be a shame if people were put off going to the park because of a lack of parking facilities. They ask whether it would be better to invest in more parking facilities within the park to encourage visitors instead of deterring them.

Hemsworth Road proposals

1. A resident of the affected cul-de-sac serving properties Nos. 77-97 Hemsworth Road disagrees with the proposal to introduce waiting restrictions in the cul-de-sac. Despite the fact that it can be chaotic at times, she says that she has no objection to visitors to Graves Park leaving their vehicles in this area as she and her husband have never had an occasion when they have been unable to find a parking space. The restrictions would not only remove parking spaces for park users but would also make it more difficult for visitors to the residents to find a space. She feels it would be more appropriate to denote the driveways with 'Keep Clear' road markings and as long as driveways are not blocked she cannot see any advantage in the restrictions. She also considers that more car parking should be provided within Graves Park to meet the demand otherwise visitors have no option but to park on the adjacent streets.

Assessment

The objections have been considered by the Community Assembly Ward Councillors and it is recommended that the objections be over-ruled and the proposed restrictions on Hemsworth Road and Warminster Road be introduced as advertised. Nevertheless, it is felt that, in the light of the issues raised by the residents, consideration should be given to the provision of additional parking facilities in Graves Park and the introduction of waiting restrictions on Warminster Place.

Bunting Nook/Bunting Close

Scheme Information

The proposals are to provide double yellow lines on Bunting Nook and Bunting Close to prevent vehicles parking, in particular, in the narrow section of Bunting Nook between Hemsworth Road and Bunting Close to improve traffic flow and access for residents/motorists. Plans of the scheme are included in Appendices B-2 and B-3. You will note that the plans show double yellow lines on the full length of both Bunting Nook and Bunting Close. However, initially the intention is to provide double yellow lines on both sides of Bunting Nook between its junction with Hemsworth Road and Bunting Close and on the junction of Bunting Close and Bunting Nook. It is only proposed to introduce further lines on the remainder of Bunting Nook/Close if further problems arise as a result of a displacement of parking. The views of affected residents and local Ward Councillors would be taken into account before any additional road markings were introduced. If any further objections are received these would be resolved by this Committee.

TRO Advertising/Consultation Results

Seven responses were received, five in support of the proposals and two with objections.

Details of Supportive Responses :-

1. These responses are from residents of Bunting Close who all feel that the proposed Restrictions on Bunting Nook between Hemsworth Road and Bunting Close are a good idea and well overdue because of the thoughtless way people park. They all have reservations/concerns that the restrictions will transfer the parking problems to Bunting Close and a couple of them have suggested the introduction of a resident only parking scheme on Bunting Close to solve the potential problems.

One resident feels that the restrictions should continue along the full length of Bunting Nook to the point where the road widens near to the entrance to Norton Hall Farm. However, he considers that putting double yellow lines on the full length of Bunting Close is beyond our remit and will penalize the residents, a concern which has been raised by other residents.

Details of Objection Responses:-

1. A resident of Bunting Close is objecting to the introduction of parking restrictions on her road as it would leave the residents with limited parking space. She concurs that the main problem is on Bunting Nook between Hemsworth Road and Bunting Close but considers this has got worse since the car park in Graves Park has had individual spaces marked out. She feels that this has resulted in a lot of wasted space and fewer parking spaces.
2. A resident of Bunting Nook is objecting to the proposals in their current form. He states that if the restrictions only applied to the northern section of Bunting Nook, between Hemsworth Road and Bunting Close he would support this proposal. However, he says that he cannot support the proposal to double yellow line the southern section of Bunting Nook even with our assurance that we would not implement the lining in this section unless there is a further problem and only then following consultation with affected residents. He has suggested that we amend the scheme to apply parking restrictions in the northern section of Bunting Nook only and if there is a transfer- parking problem then a single yellow line may be more appropriate for the southern section.
3. He feels that because there is no off-street parking available in the area other than the small amount for the Animal Farm in Graves Park and Norton Free School, there is a need to make on-street parking available for the people involved in a variety of activities such as sports ground users, churchgoers, school and nursery parents and visitors to Graves Park. He also states that he has lived on Bunting Nook for 14 years and never experienced any parking problems. He considers that the only difficulty to traffic movement in the area is at the north end of Bunting Nook when visitors to Graves Park obstruct the highway. He feels that this is an infrequent problem and cannot justify double yellow lines on the whole of Bunting Nook.

Assessment

The responses to the proposals have been considered by local Ward members acting on behalf of the South Community Assembly and they are recommending that the objections be overruled and the restrictions be introduced in two stages as outlined in the scheme information. The proposed restrictions would be introduced initially as shown in the plan in Appendix C-4.

Cadman Street/High Street, Mosborough

Scheme information

The purpose of the scheme is to provide waiting restrictions on the junction to prevent vehicles parking and improve visibility and access for other motorists and road users using the junction. A plan of the scheme is included in Appendix A-4.

TRO Advertising/Consultation Results

Three responses were received, two with objections and one with concerns about the proposals. Details of the responses are as follows:-

1. A former Ward Councillor has objected very strongly on the grounds that other junctions in the Mosborough area have greater priority for parking restrictions than this one. She also feels that these restrictions will deter passing trade for the Greengrocer's shop located at the junction.
2. The proprietor of the Greengrocer's has also objected to the proposals on the grounds that it will put people off visiting his business and he will lose trade. He also considers that these restrictions combined with the other current proposals for High Street, Mosborough will cause greater parking problems for the area as a whole.
3. A resident of Cadman Street is generally in support of the proposal as he feels the junction in question is regularly, illegally and dangerously parked. However, he has concerns that the proposed restrictions will push the parking problems further down Cadman Street and adversely affect the parking situation at the Cadman Street/Grey Street junction. He considers that this junction is already very dangerous with vehicles parked on it and there are daily near misses as traffic visibility is very poor in both directions. It is also dangerous for residents exiting from driveways. The resident has sent in photographic evidence to illustrate the problems. He has requested that consideration be given to restrictions being introduced on this junction.

Assessment

The objections and concerns have been considered by Community Assembly Ward Members and they are recommending, following further consultation with local residents, that (a) the length of the proposed restriction be reduced from the 10 metres (the minimum length advised by the Highway Code) to 5 metres on each leg of the junction. A plan of the revised proposals is included in Appendix C-1.

It is also considered that the South East Community Assembly should give future consideration to the introduction of waiting restrictions on the junction of Cadman Street and Grey Street.

High Street, Mosborough

Scheme Information

30 Minutes Limited Waiting Restriction adjacent Nos. 52-66

The purpose of the scheme is to prevent long term parking in this area and provide a frequent turn over of parking spaces for use by shop customers. Details of this proposal are shown in the plan included in Appendix B-5.

TRO Advertising/Consultation Results

Eight responses were received to this proposal, five in support and three with objections. Details of the responses are as follows:-

Supportive Responses:-

1. Owner of a retail shop directly affected and a business in the unrestricted section fully supports the proposal as he feels it will benefit the businesses. He states that he speaks to the local community regularly and says they are also fully supportive.
2. Regular customer of one of shops directly affected thinks this is a good idea as it will provide a constant flow of parking spaces for customers like himself.
3. Two local residents think that it is a good idea and can only be good for trade as it is almost impossible to park there at the moment as cars are parked at the beginning of the day and do not move. The lack of available parking space puts potential customers off, including themselves.
4. Four individual customers of that area who say they agree to the proposal as they have tried to park there many times and not been able to do so.
5. Owner of retail shop directly affected says that customer feedback to the proposal has been extremely positive and she can see her business can only benefit. She also feels that the lack of such parking is to blame for at least one business closing down his year.

Details of Objection Responses:-

1. Proprietor with a business located on the opposite side of High Street to the proposal feels that the proposed 30 minutes should be increased to 1 hour to cater for people with appointments.

2. Owner of two shops in the unrestricted section who has spent thousands of pounds over the last five years developing her businesses feels that the proposal will have a devastating impact on her business operations. She has particular concerns that the proposed restrictions will result in vehicles parking all day outside her two shops and she questions where her customers are supposed to park. She states that her promotions draw in customers from far and wide including Rotherham, Chesterfield, Doncaster and Barnsley and they visit one of her shops for many hours at a time and also bring business to the other shops in the parade. She is asking for an individual parking space to be allocated in front of each of her shops otherwise everyone who works on High Street will park outside her premises. She feels that the proposals are not in the interest of the business owners and our community or needs. She suggests that a far more practical and beneficial approach to solving any issues would be to build a car park on any nearby spare/unused land or leave the High Street alone.
3. Local dentist feels that 30 minutes is too short as it is very rare for his patients to be in his practice for less than 30 minutes even for a check-up. He considers that patients would have greater difficulty parking in Mosborough or they would have the added stress of possibly receiving a parking fine. As a minimum he foresees increased conflict arising from these proposals. He feels that only one or two businesses who rely on a quick turnover would profit from the limited waiting restrictions to the detriment of the other businesses and he suggests as a compromise that a maximum of three limited waiting spaces would be more acceptable.
4. Owners of a Barbers shop (which has been established 17 years) directly affected by the proposal consider that limited waiting restrictions will have a detrimental effect on their business as 30 minutes is not enough for someone to have a haircut. They feel that they are just managing to keep their business viable but something like this will put off customers coming to their shop. They say they are not against parking restrictions but consider that 30 minutes is just not suitable for 50% of the shops on the parade. They suggest as a compromise that the limited time period should be increased to 1 Hour which would be more beneficial to most shops.

Replacement of Single Yellow Lines (No Waiting 8.00am to 6.30pm Monday to Saturday) by Double Yellow Lines(Prohibition Of Waiting At Any Time) adjacent to Nos. 109-125 High Street

The proposed change to the parking restrictions is required to prevent vehicles parking in this area for the purpose of protecting two new signal detectors which are to be installed in the carriageway to improve the operation of the traffic signals at the crossroads of High Street and Queen Street/Station Road. Details of the proposal are shown in the plan included in Appendix B-5.

TRO Advertising/Consultation Results

Four responses were received, two in support of the proposals and two with concerns/objections. Details of the responses are as follows:-

1. The two responses in favour of the proposals feel that the double yellow lines will alleviate the current practice of vehicles parking half on the road/half on the narrow pavement in this area and this will benefit pedestrians. Also felt by one that

improvements to the traffic lights at the junction will improve traffic flow and ease congestion.

2. The two responses from local businesses with concerns/objections feel that the changes/problems/congestion will only push the current parking/congestion problems to other parts of the High Street and not really achieve anything.
3. The Dental Practice, feels that because the double yellow lines will end at their entrance this will result in the current situation of dropping off/loading/unloading which is evenly spread along this side of the road to be concentrated in front of their driveway and the physiotherapist next door. This will restrict access to disabled parking spaces on the front of their premises and make dropping off of patients, particularly children, the elderly or disabled far more difficult. Because of the parking problems, patients rely on the ability to be dropped off at our door. They have suggested that all the driveways between the traffic lights and their practice should be protected with double yellow lines.

Assessment

The objections to the limited waiting and double yellow line proposals have been considered by the Community Assembly Ward Members and they have unanimously agreed that the objections should be overruled and the restrictions introduced as advertised and as shown in the plan in Appendix A-4. However, officers feel that the limited waiting restrictions could be relaxed with a time limit of 1 hour to help those shops/businesses whose customers would struggle to carry out their appointments within a 30 minute period.

Vicarage Lane, Dore

Scheme Information

The proposals are to provide double yellow lines on the cul-de-sac section of Vicarage Lane, Dore which serves properties Nos 22-38 (inclusive) and its junction with the main carriageway to prevent vehicles parking and to improve access, manoeuvrability and visibility for residents/motorists. Details of the proposals are shown in the plan included in Appendix A-6.

TRO Advertising/Consultation Results

Seven responses were received, two in support of the proposals and five with concerns/objections. The details are as follows :-

Supportive Responses:-

1. The two responses in support of the proposals are from residents of the cul-de-sac who feel that the proposed restrictions are essential to ensure that emergency service vehicles are able to get as close as possible to their properties. One of the residents has stated that the road width cannot accommodate a parked car even if parked half on the pavement and allow another vehicle to pass and this also causes problems for pedestrians. This resident has had personal experience of the problems in that his mother has suffered a severe heart attack on 2 occasions and the ambulance was not

able to drive to the top of the cul-de-sac because of parked vehicles. He also states that another resident has experienced a similar situation to his mother's and with the average age of the residents being 70 he feels that it is only a matter of time before the inevitable happens if the full restrictions are not introduced. The resident feels so strongly about the issue that he has sought legal advice should the full restrictions not be introduced and this results in a serious or fatal injury. The other resident, while supporting the need for the restrictions, has asked if they can be reduced by one/two car spaces to provide enough room to enable all of the residents to park.

Objection Responses:-

These responses are from 3 residents of the cul-de-sac, a relative of one of the residents and a local resident. The various points they make are summarised as follows:-

1. The proposals will have a knock on effect on existing parking on the main part of Vicarage Road and will push this nearer to Dore Road and create a more dangerous situation than currently exists.
2. A resident currently parks in the road space covered by the proposed scheme and does this so that other residents are not inconvenienced. He/she would be concerned that the yellow lines would cause a 'parking space war'.
3. Concerns raised about the lack of democracy in the process leading up to the advertising of this proposed scheme in that requests/complaints from only two of the residents of the cul-de-sac has led to the matter getting this far without involving the other seven residents.
4. This junction is not dangerous and the low average speed and traffic flow in this quiet area make it self policing in terms of visibility and access.
5. No thought appears to have been given to where carers and medical workers are to park when they make their daily visits to the elderly residents.
6. Considered that these proposals will not improve people's quality of life but make it more difficult.
7. Not aware that there have been any recorded incidents or accidents at this junction in the last 10 years.
8. There is a shortage of parking spaces for the residents in the cul-de-sac itself. Residents largely cooperate over the parking in this area but the proposals will leave 5 parking spaces for currently 7 cars. At the very least there should be an allocated parking space for each property included in any scheme. It is felt that these proposals will result in disputes and bad feelings among neighbours.
9. The proposals are like 'using a sledgehammer to crack a nut'. It is complete overkill in terms of expenditure and effort.
10. Difficulty understanding the reason for the request for such restrictions in this quiet residential backwater which is not a thoroughfare. It is considered important and

- necessary for members to visit the location and if they did they would understand the objections and not hesitate to reject the proposals.
11. There are parking problems for visitors and tradesman such as window cleaners, Builders and delivery vehicles and the provision of a short length(approx. 5 metres) of restrictions at the exit to the cul-de-sac would allow them to load/unload, improve the sight line and assist refuse lorries to reverse.
 12. Putting waiting restrictions on this small cul-de-sac would seriously affect the quality of life of the residents, particularly the elderly residents, who if they couldn't park near their properties would have to struggle with shopping for some distance as parking around the village green and on Savage Lane is extremely difficult.

Assessment

The responses have been considered by the Community Assembly Ward members and the majority are recommending that the objections be upheld in part and the extent of the restrictions be reduced to 10 metres on each side of the junction and on the main carriageway of Vicarage Lane as detailed in the revised plan in Appendix C-2. Officers are minded to agree to this relaxation.

Latham Square/Trap Lane

Scheme Information

The purpose of the proposed waiting restrictions on this junction are to prevent vehicles parking and to improve access and manoeuvrability for refuse collection vehicles and other motorists. A plan of the scheme is included in Appendix B-7.

TRO Advertising/Consultation Results

Two responses were received, one in support of the proposals and one with objections.

Details of Supportive Response:-

A resident of Latham Square is pleased that the restrictions are to be introduced on the junction of Latham Square and Trap Lane as it will improve visibility for motorists exiting the junction. She feels that people's safety should come before parked cars.

Details of Objections Response:-

Residents of a property on Trap Lane who are directly affected by the proposals have objected on the grounds that they do not feel that proposed restrictions need to extend almost the full length of the frontage to their property. They do not object to the proposals in principle but consider that parking in front of their property on Trap Lane does not contribute to one of the main problems the proposed lines are designed to combat, namely access for refuse collection vehicles into Latham Square. They consider that a useful parking space will be removed which could compensate for the other spaces which will be lost by the proposed restrictions in an area where there are a limited number of parking spaces available. They have suggested that the length of the restriction at the front of their property could be reduced from the

proposed 10 metres to approx 4 metres. The residents have also suggested that consideration should be given to the introduction of some more restrictions on Trap Lane opposite the junction of Latham Square to further assist the access for refuse collection vehicles.

Assessment

The objection to the proposals is currently being considered by Ward Members, acting on behalf of the South West Community Assembly. Any responses received will be reported verbally at this meeting. However, officers are minded to agree to relax the proposed restrictions as described. The revised proposal is shown in appendix C-3.

Carr Bank Lane/Carr Bank Close/Armthorpe Road

Scheme Information

The proposed waiting restrictions in this area are for the purpose of improving access and manoeuvrability for refuse collection vehicles and other road users. A plan of the scheme is included in Appendix B-8.

TRO Advertising/Consultation Results

Twenty four responses, including a petition were received all with objections or concerns about the proposals. The petition containing 10 signatures of residents of Carr Bank Close was received by this Committee at its meeting held on 8th March 2012.

Details of Responses:-

1. The petitioners have objected on the grounds that the proposed restrictions will transfer parking on to their narrow road and they feel that this will result in a reduction in refuse collections and services for them. They consider the junction of Carr Bank Close/Carr Bank Lane and Armthorpe Road is very dangerous because of speeding vehicles, a high wall and vehicles parked right on the corner obstructing visibility. They have suggested making Armthorpe Road one way and removing the proposed waiting restrictions on one side of that road; clear signing and road markings at the junction; reducing the proposed waiting restrictions on Carr Bank Lane towards Hangingwater Road by 50%; and leave the other restrictions as proposed.
2. The majority of the other objectors, residents of this area, all have similar views and consider that the proposed measures are too draconian for the purpose of just solving a problem which occurs for approximately 15 minutes once a week. Some of the points made by them are detailed below :-
 - a. only occasional difficulties with refuse collection but not in the area targeted by these proposals.
 - b. the affected roads are not through roads and traffic is mainly residents who wish to park near their properties, the majority of which do not have off-street parking. Where are the displaced residents supposed to park?
 - c. these proposals will only move the problem elsewhere and exacerbate it.

- d. Proposals are an unnecessary, disproportionate and expensive response to an infrequent problem which mainly occurs on some Bank Holidays. Not aware there was a problem with refuse collection. Proposals will reduce valuation of property and will displace parking on to Carr Bank Close causing a bigger problem for refuse collections.
- e. There is no issue with access for refuse vehicles even with vehicles parked on street. Let's stop coming up with stupid plans and concentrate on real issues.
- f. Objecting to double yellow lines outside Nos. 33-37 Armthorpe Road as this will significantly reduce the amount of available parking for residents. The access problem is not in this part of Armthorpe Road but lower down on the sharp bend and this is where the proposed waiting restrictions should be.
- g. This proposal is ill-conceived, wrongly targeted and what feels like a knee-jerk reaction to an issue which has not been in any way researched or thought through. At a loss to see how there are any issues in respect of refuse collection in the area of Armthorpe Road where the restrictions are proposed as there is a high brick wall on the other side of the road and no one ever parks there.
- h. I am strongly opposed to your proposals, they are unnecessary and if they go forward they will affect our community here in an extremely negative manner and in my opinion cause congestion and distress for parking for households on all our neighbouring roads in an area where on street parking is the norm and already stretched to capacity. The effect on me personally as a pensioner living on a steep stretch of road who relies on family to collect me or drop off shopping will be great and for no benefit.
- i. I do not think the benefits of improved access and manoeuvrability for refuse collection vehicles, which only visit once a week, outweigh the negative effects that residents of this area will experience on a daily basis if these proposals go ahead.
- j. As most residents' cars have moved by around 8.00am on normal working days, we feel that it would be unreasonable and disproportionate to impose permanent parking restrictions for the very few collection days which fall on Bank Holidays.
- k. Double yellow lines will be a daily detriment to the residents of this area for the sole benefit to a Council service provider on a weekly to fortnightly basis at most. They will increase pressure on parking spaces and are likely to create problems on Bramwith Road and Hangingwater Road also.
- l. If these restrictions are introduced it will turn what is presently a rare issue in one area for refuse collections (Bank Holidays only) into chaos in another. The displaced residents' vehicles will not disappear and will look elsewhere to park and this would be counter-productive and create new and potentially more disruptive access issues for refuse vehicles. Suggested that smaller refuse lorries be used, collections be made on days which are not Bank Holidays, residents be notified when collections are to be made so that they can park considerately. Safety at the Carr Bank Close/Carr Bank Lane/Armthorpe Road junction could be simply improved by painting clear road markings and erecting 'Stop' signs.
- m. Overall, we feel the majority of these restrictions will do much damage to this area which is effectively a cul-de-sac with 2 no through roads adjoining it and create difficulty and unacceptable situations for many residents, particularly those with families. Have witnessed Veolia doing their collections on many

occasions and have never seen them having a problem or failing to complete what they need to do.

- n. I believe that this 'solution' to such a minor problem is the typical 'sledgehammer to crack a nut' approach. The introduction of such ridiculous parking restrictions will force residents to park nowhere near their homes and will simply cause problems elsewhere. Many people tending allotments on Hangingwater Road chose to park in the Carr Bank Lane area for long periods of time. This factor alone can cause parking problems without the introduction of further parking restrictions.
- o. A single yellow line which restricts parking on refuse collection days is all that is needed.
- p. The proposed restrictions are excessive and will make things worse rather than better. The restrictions on the junction of Carr Bank Close and Carr Bank Lane/Armthorpe Road are sensible and acceptable as cars parking right on the corners impede the view of both drivers and pedestrians and are a serious hazard. However, the rest of the proposed restrictions are considered unnecessary to achieve the proposed aims of the scheme. They will only force cars to park on nearby side streets (causing further problems for the refuse collection vehicles) or increase parking on Hangingwater Road (which is a very busy road especially during the rush hour).
- q. Consultation with residents is all that is needed to resolve the access problems. Residents/visitors once made aware of the access issues on collection days would park sensibly to ensure the effective collection of waste.

Assessment

The responses to the proposals are currently being considered by local Ward members acting on behalf of the South West Community Assembly. Because of the many objections received to this proposal, a special meeting was convened between local Ward members and affected residents to discuss the issue with a view to putting forward to this Committee an agreed way forward. Unfortunately it was not possible to obtain a consensus of opinion on a recommended revised scheme which was acceptable to all the residents attending the meeting. In the light of this, it was decided to put forward three revised options for consideration by the Committee. Plans of these three options are included in Appendices C-5, C-6 and C-7. The local Ward members' have indicated that their preferred option is as shown in Appendix C-6. However, officers feel that the option as shown in Appendix C-5 would be the best to resolve the problems at this location but would endorse the option recommended by the Assembly. An objector to the proposals has requested that a further option should be considered and that is to continue with the current situation and have no parking restrictions.

APPENDIX A-1



KEY:-

- PROHIBITION OF WAITING AT ANY TIME - PROPOSED
- RESTRICTION OF WAITING 8AM-6.30PM - PROPOSED
- BUS STOP CLEARWAY - PROPOSED
- PROHIBITION OF WAITING AT ANY TIME - EXISTING TO BE RETAINED
- RESTRICTION OF WAITING SUN 9AM - 4PM - EXISTING TO BE RETAINED

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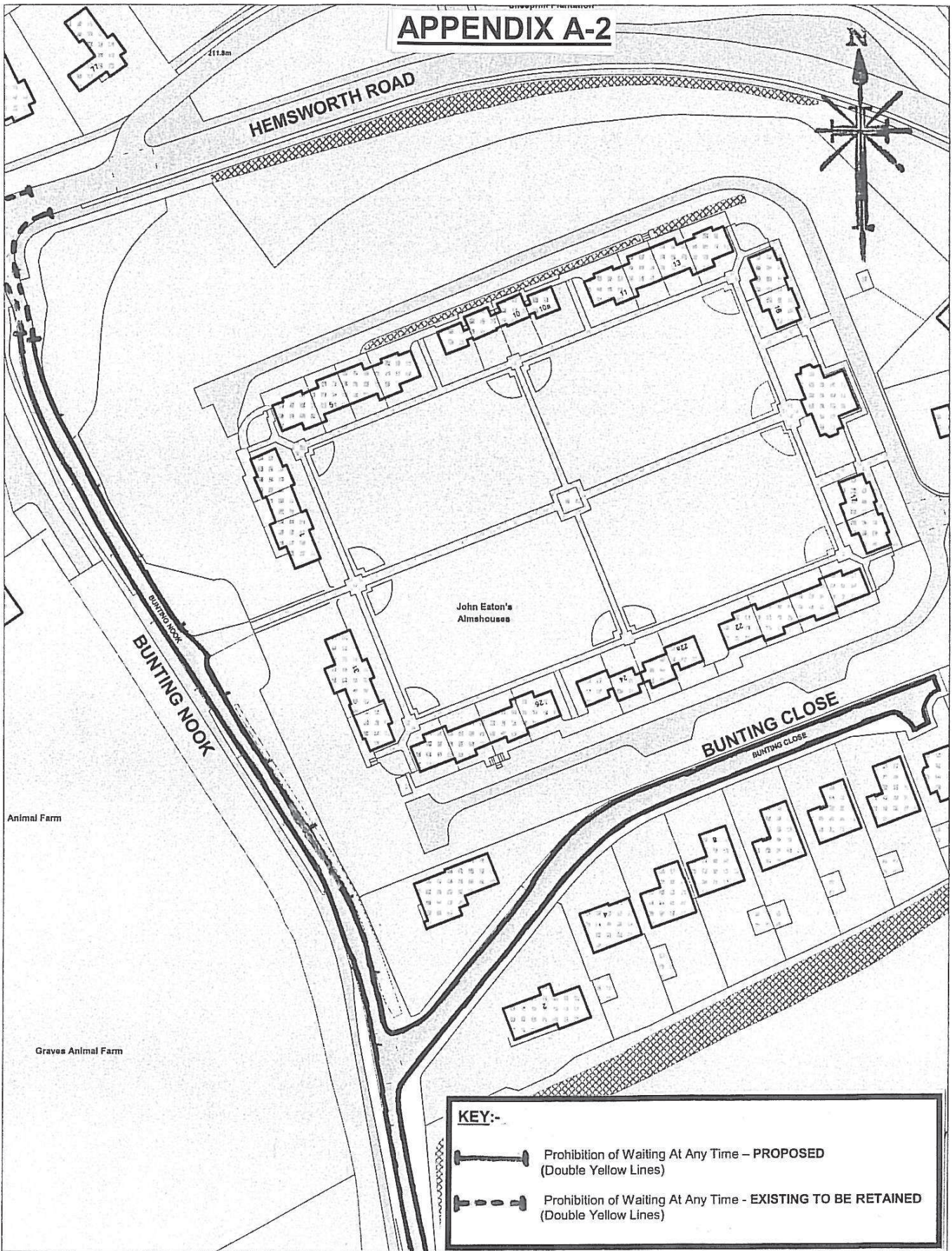
HEMSWORTH ROAD/WARMINSTER ROAD - PROPOSED WAITING RESTRICTIONS

SCALE	1 : 1250
DATE	23/11/2011
DRAWING No.	TR/17/SECA - HRWR
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APPENDIX A-2



KEY:-

-  Prohibition of Waiting At Any Time – PROPOSED (Double Yellow Lines)
-  Prohibition of Waiting At Any Time - EXISTING TO BE RETAINED (Double Yellow Lines)

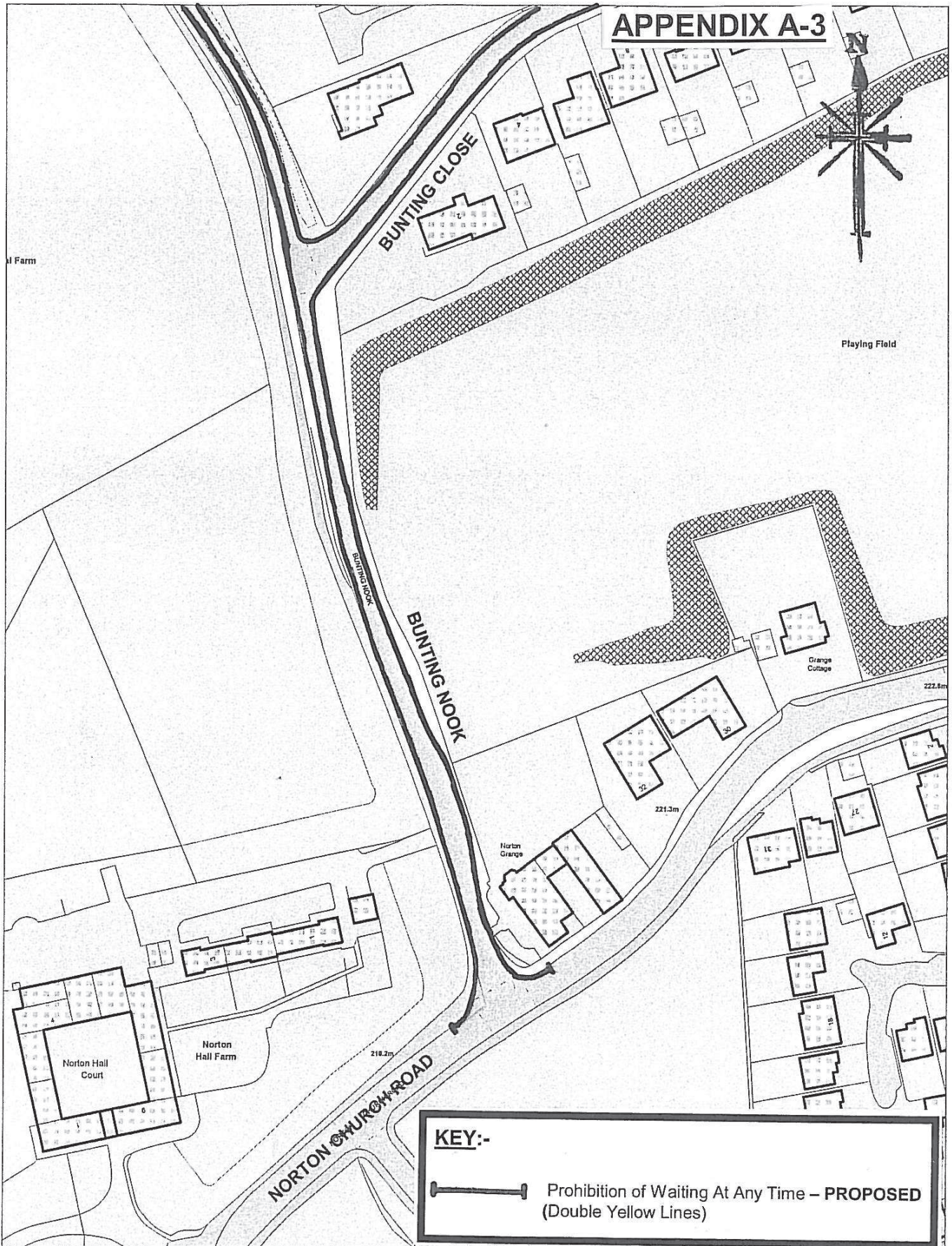


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BUNTING NOOK/BUNTING CLOSE - PROPOSED WAITING RESTRICTIONS

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APPENDIX A-3



KEY:-

 Prohibition of Waiting At Any Time – PROPOSED (Double Yellow Lines)

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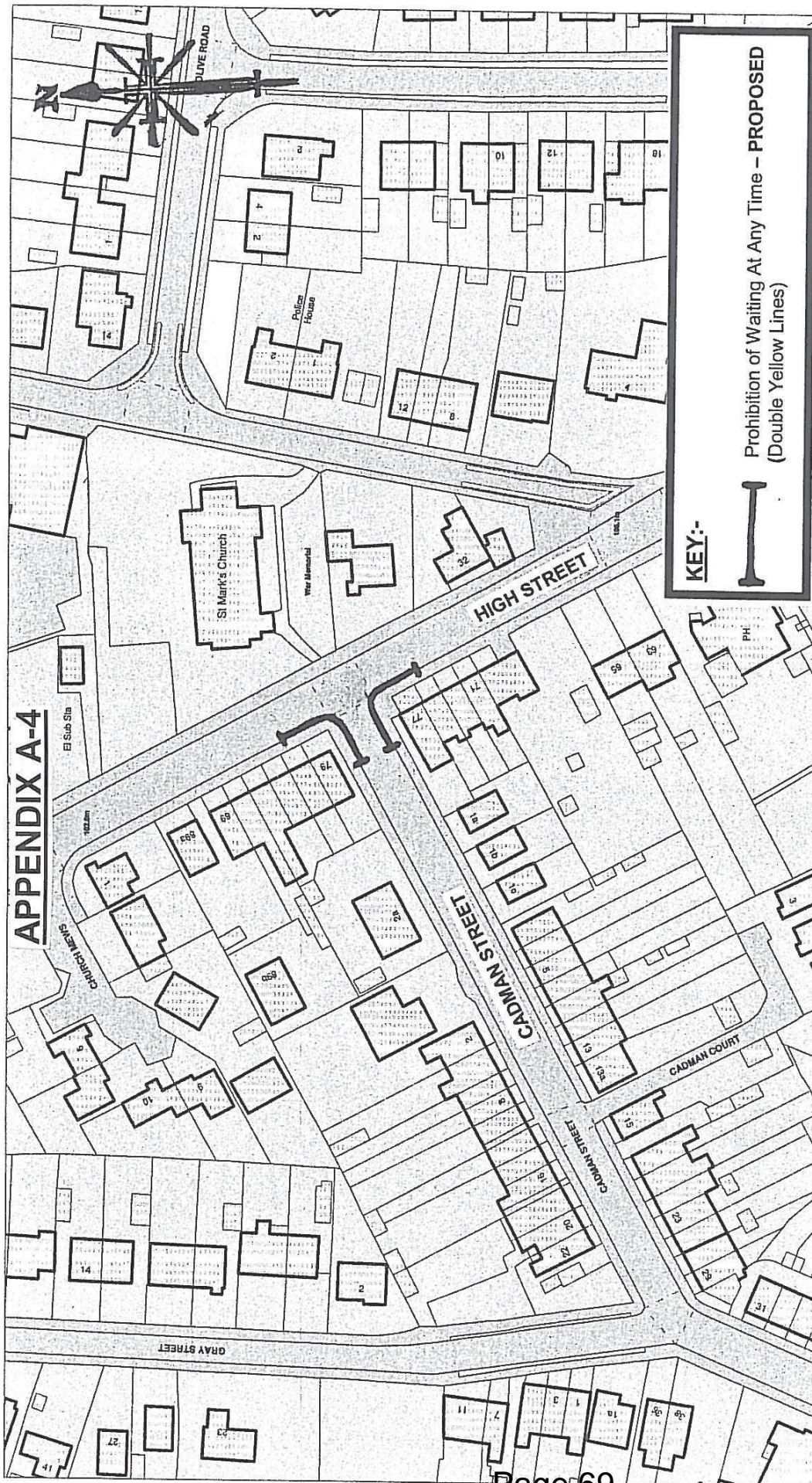


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**BUNTING NOOK/BUNTING CLOSE -
PROPOSED WAITING RESTRICTIONS**

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APPENDIX A-4

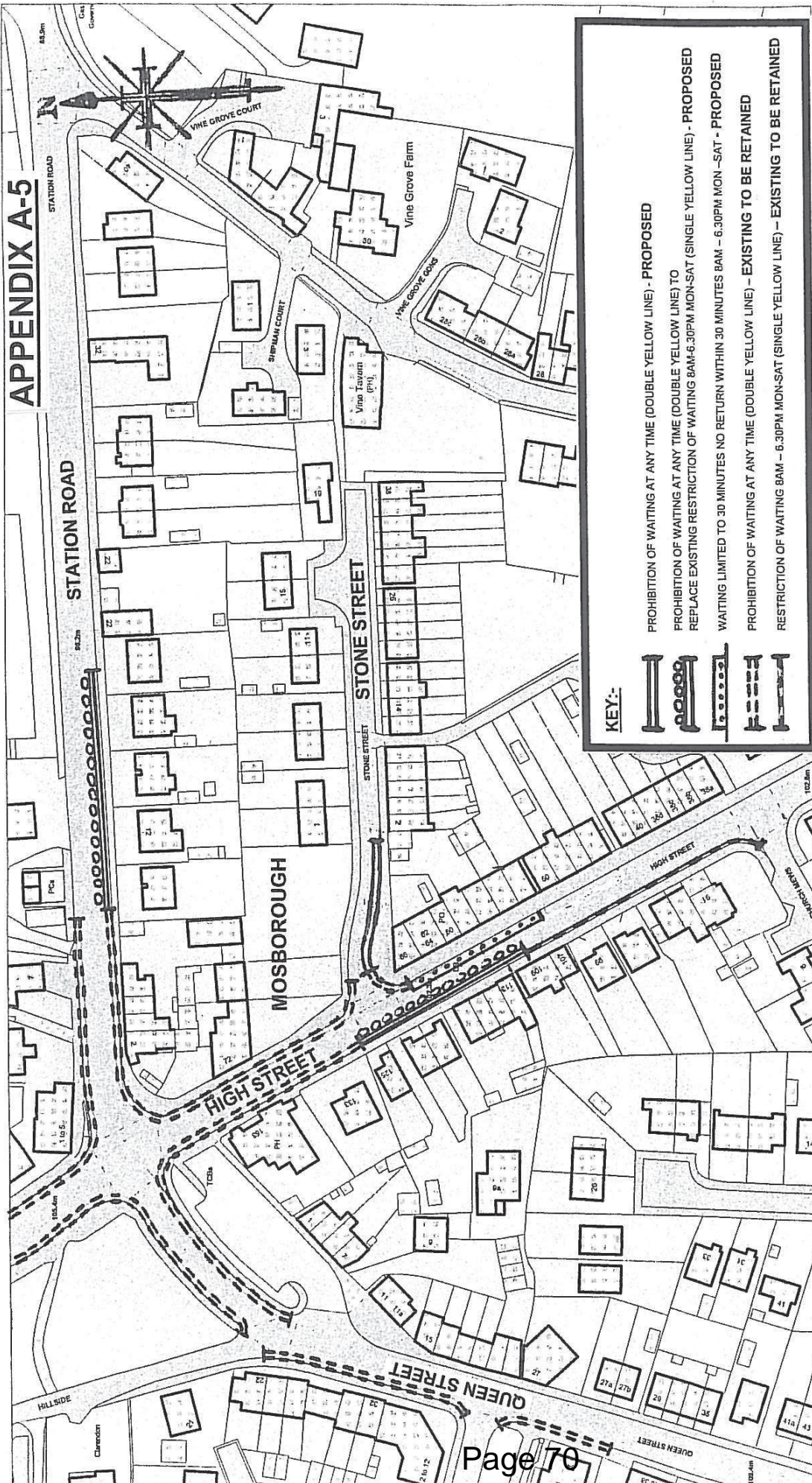
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**CADMAN STREET/HIGH STREET, MOSBOROUGH -
 PROPOSED WAITING RESTRICTIONS**

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APPENDIX A-5



KEY:-

- PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINE) - PROPOSED
- PROHIBITION OF WAITING AT ANY TIME (SINGLE YELLOW LINE) TO REPLACE EXISTING RESTRICTION OF WAITING 8AM-6:30PM MON-SAT (SINGLE YELLOW LINE) - PROPOSED
- WAITING LIMITED TO 30 MINUTES NO RETURN WITHIN 30 MINUTES 8AM - 6:30PM MON-SAT - PROPOSED
- PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINE) - EXISTING TO BE RETAINED
- RESTRICTION OF WAITING 8AM - 6:30PM MON-SAT (SINGLE YELLOW LINE) - EXISTING TO BE RETAINED

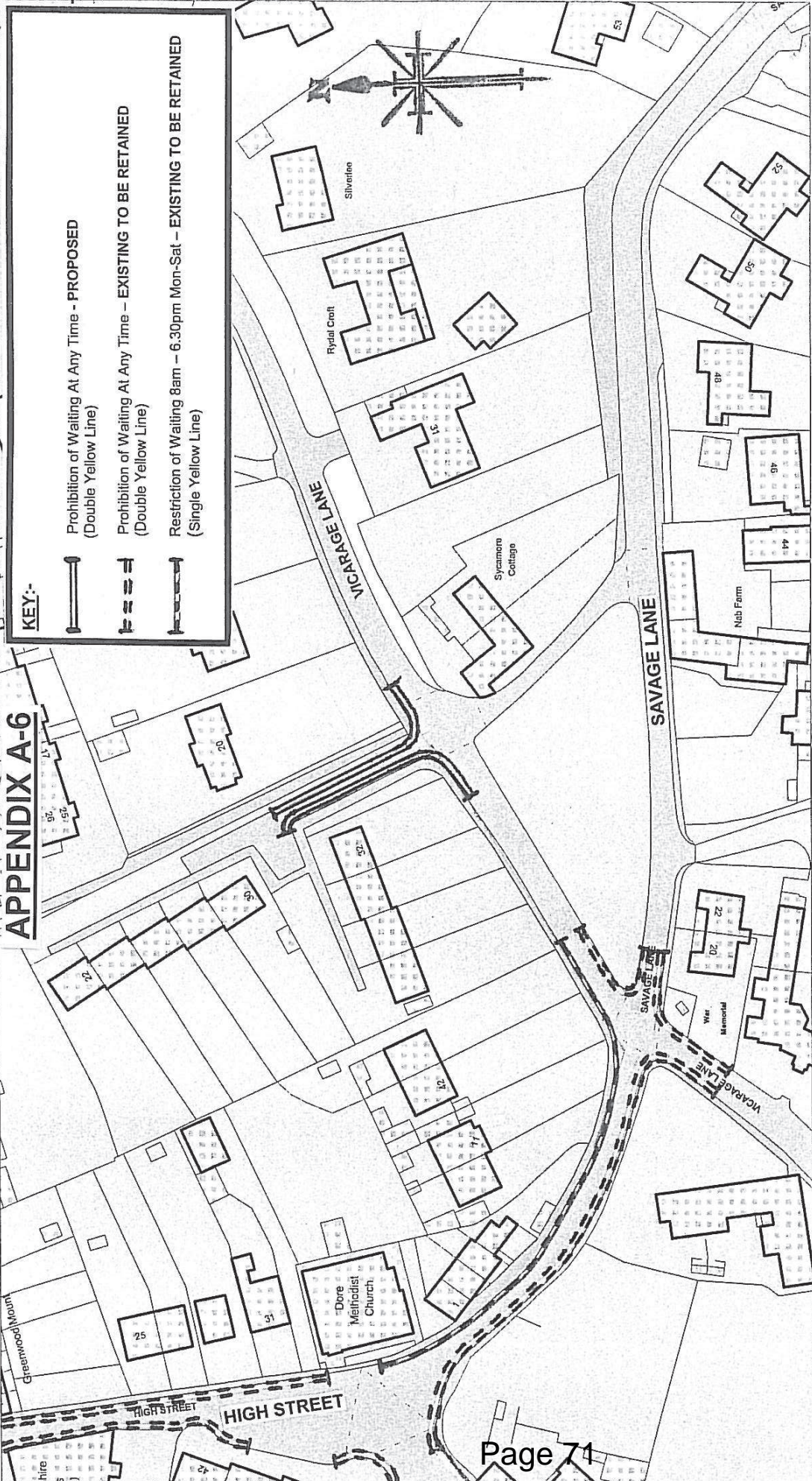
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HIGH STREET & STONE STREET, MOSBOROUGH - PROPOSED WAITING RESTRICTIONS

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APPENDIX A-6



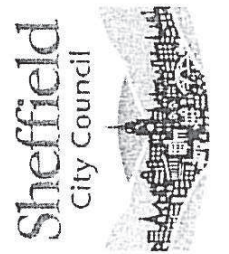
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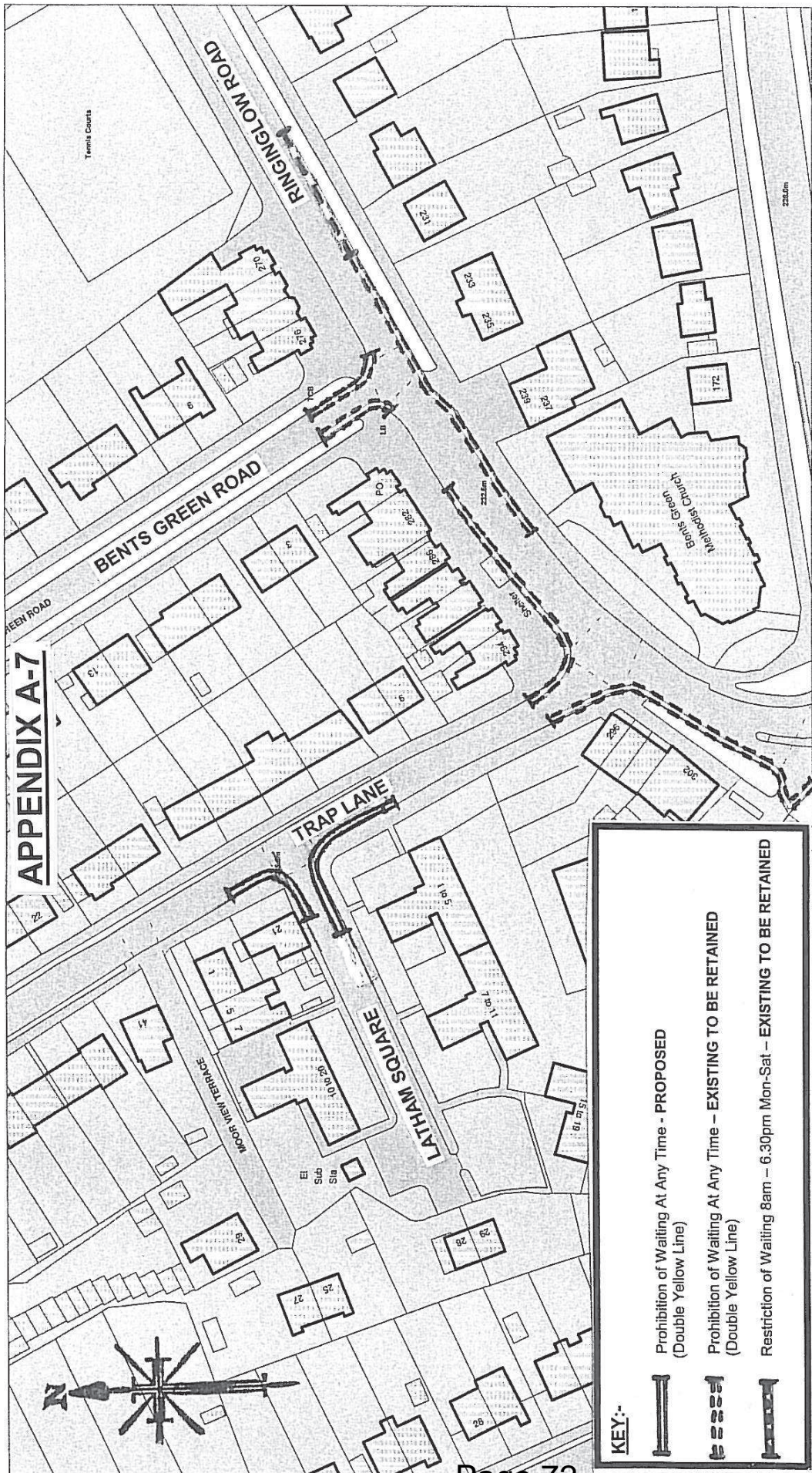
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(Double Yellow Line)
-  Prohibition of Waiting At Any Time - **EXISTING TO BE RETAINED**
(Double Yellow Line)
-  Restriction of Waiting 8am - 6.30pm Mon-Sat - **EXISTING TO BE RETAINED**
(Single Yellow Line)

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**VICARAGE LANE, DORE -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATION DRAWING**





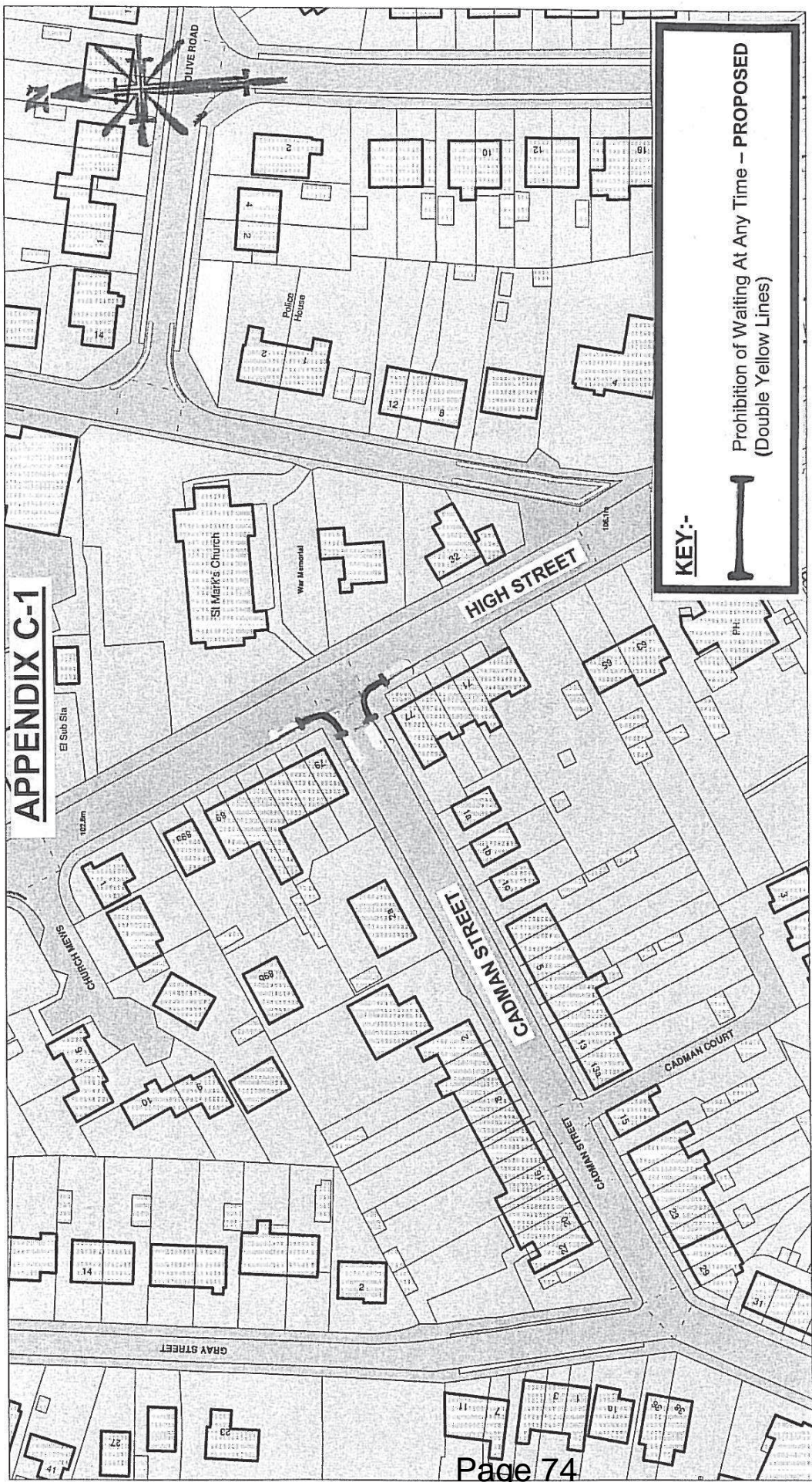
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**LATHAM SQUARE/TRAP LANE -
 PROPOSED WAITING RESTRICTIONS
 TRAFFIC REGULATIONS DRAWING**

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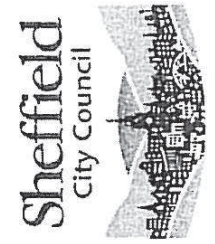
APPENDIX C-1

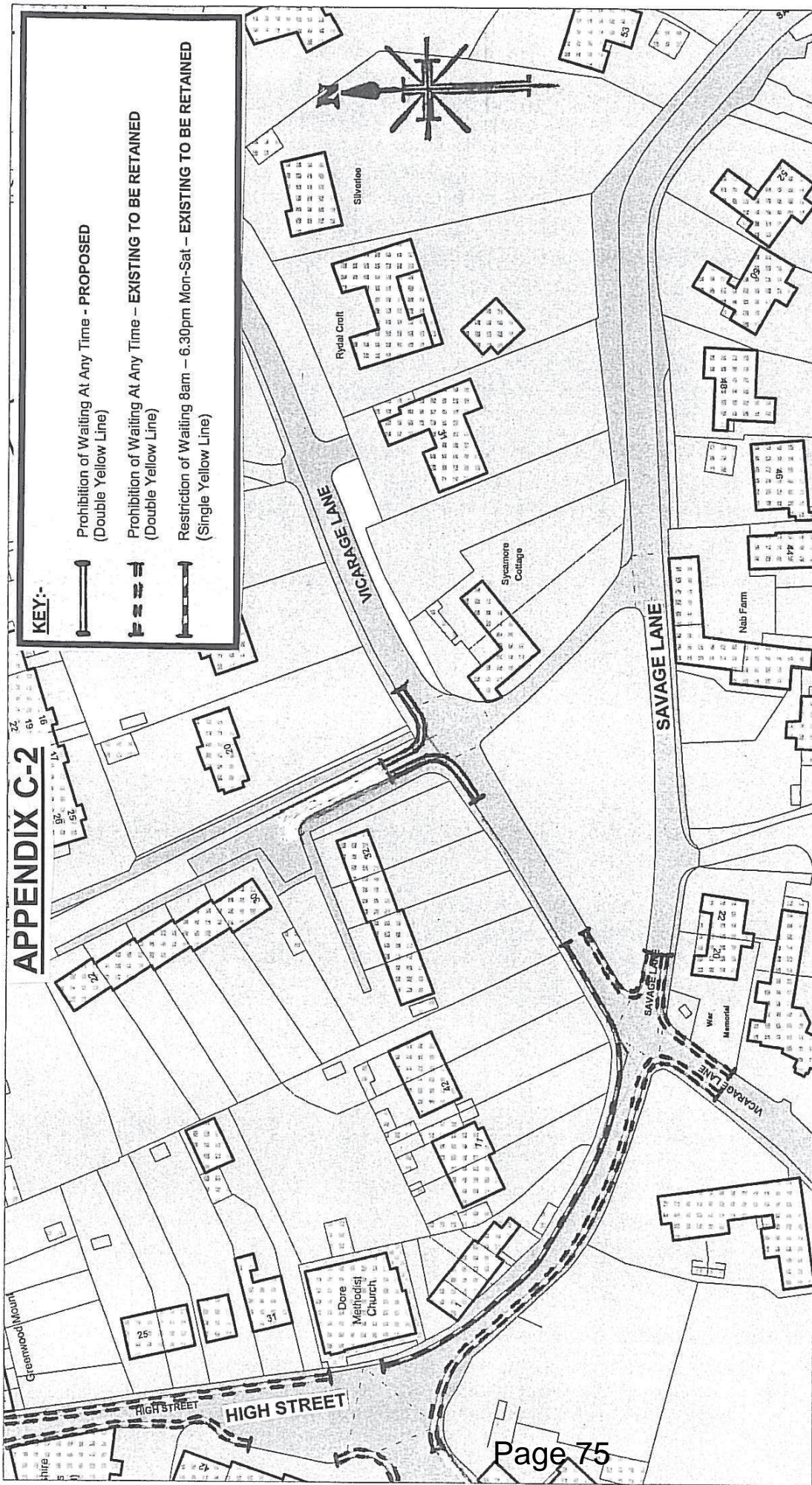



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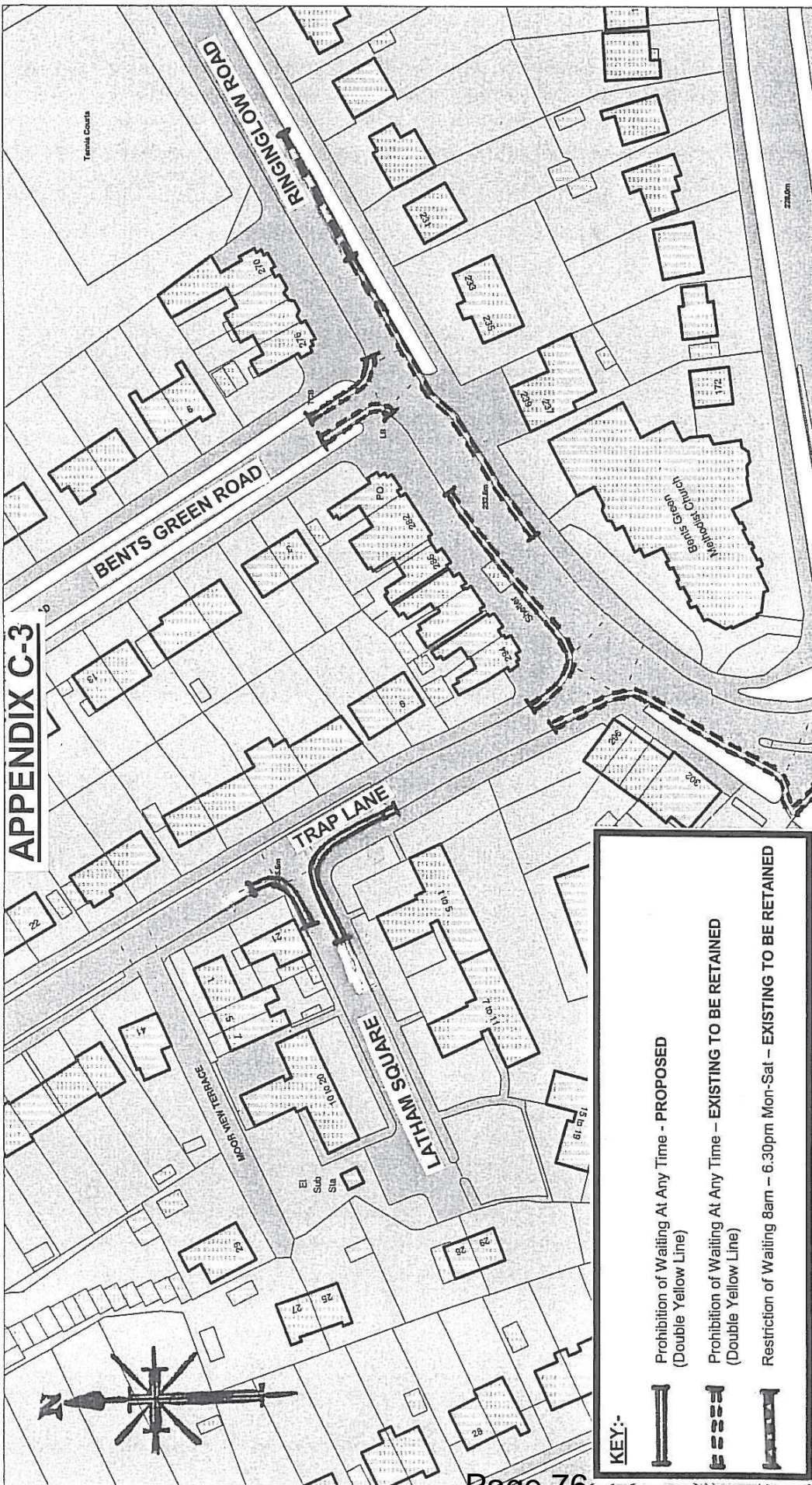
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**CADMAN STREET/HIGH STREET, MOSBOROUGH -
 PROPOSED WAITING RESTRICTIONS**





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<p>Sheffield City Council</p> 		<p><u>VICARAGE LANE, DORE -</u> <u>PROPOSED WAITING RESTRICTIONS</u> <u>TRAFFIC REGULATION DRAWING</u></p>	



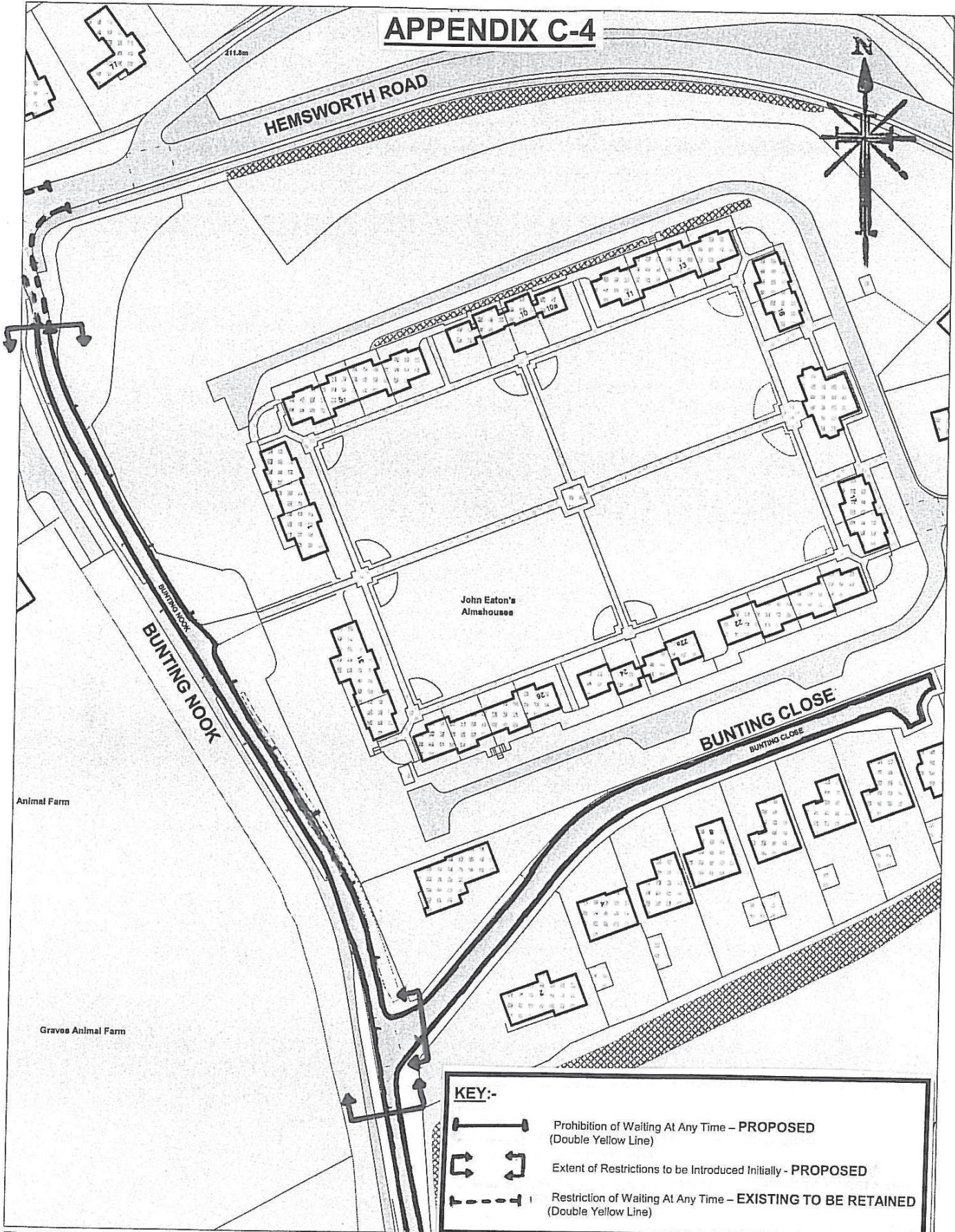
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**LATHAM SQUARE/TRAP LANE -
 PROPOSED WAITING RESTRICTIONS
 TRAFFIC REGULATIONS DRAWING**



APPENDIX C-4



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BUNTING NOOK/BUNTING CLOSE - PROPOSED WAITING RESTRICTIONS

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KEY:-



Prohibition of Waiting At Any Time - PROPOSED
(Double Yellow Line)

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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
PROPOSED WAITING RESTRICTIONS
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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
PROPOSED WAITING RESTRICTIONS
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