



## SHEFFIELD CITY COUNCIL South Community Assembly Report

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**Report of:** Director of Development Services

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**Date:** 20 December 2012

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**Subject:** Report on a Petition about Parking Problems on Houghton Road, Woodseats

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**Author of Report:** Simon Botterill 2736167 / Nigel Robson 2736161

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**Summary:** The purpose of the report is to assist the Assembly in order to provide a reply to the petitioners

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### Reasons for Recommendations:

The cost of narrowing the footways on Houghton Road would far exceed the current highway funds available to the Community Assembly.

### Recommendations:

That the petitioners are thanked for bringing their concerns to the attention of the Council.

That the request to narrow the footways on Houghton Road be declined due to financial reasons.

That the petition organiser be advised of the decision of the Community Assembly.

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**Background Papers:** NONE

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

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

## REPORT TITLE

### 1.0 SUMMARY

- 1.1 To respond to petitioners requesting a solution to remedy the parking problems on Haughton Road.

### 2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH COMMUNITY ASSEMBLY AREA

- 2.1 If an option to promote measures is adopted by the Community Assembly the local highway scheme now proposed will assist local people in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.
- 3.2 If the Community Assembly decides to take no action there will be no outcomes to report.

### 4.0 REPORT

- 4.1 A petition containing 104 signatures was received by Full Council in November 2011 and was considered by Cabinet Highways Committee in December 2011. Subsequently the petition was referred to the South Community Assembly in January 2012. The petition document asks the Council to "*remedy the hazardous conditions on Haughton Road*".
- 4.2 The petition organiser clarified the issues when the petition was received:
- The difficulty of finding a parking space;
  - The damage caused to vehicles caused by collisions; and,
  - The difficulty experienced by emergency vehicles trying to negotiate the narrow space between parked vehicles.
- 4.3 The solution put forward by the petitioners is the narrowing of the footways to effectively widen the road such that cars could be parked on each side and allow two-way traffic to pass. A number of other potential solutions were considered by residents and although each might relieve their problems, only the above would resolve the matter to the satisfaction of all the petitioners.
- 4.4 Haughton Road is located to the east of Woodseats District centre and

connects to Chesterfield Road. It is a narrow 6.5m wide residential road with terraced housing to each side. The footways are approximately 3.0m wide. The road connects to a number of other similar residential streets and carries little through traffic. A location plan is included in Appendix A.

- 4.5 Both of the footways on Haughton Road could be physically reduced by 1.05m to leave a 2.0m wide pavement between the new kerb and the houses. This is the minimum footway width stated in current Standards. The cost estimate for this would include £60,000 for the kerbing and carriageway construction, but the price for relocating three BT poles and five lamp columns would need to be added. In addition, it is very likely that underground services currently in the footway would have to be protected or moved, this would increase the cost significantly. Indeed, the cost of a service diversion or protection could possibly outweigh the physical cost of narrowing the footway.
- 4.6 A more accurate price could be obtained from Amey, the PFI highways maintenance contractor, if the Assembly were prepared to fund it.
- 4.7 The above cost exceeds the current highways allocation for the Assembly for 2012/13 and as such the request to narrow the footways could not be supported.
- 4.8 The highways PFI maintenance work is programmed for July to September 2013 for the zone that includes Haughton Road. It is likely that there would be some savings by combining the proposed footway narrowing with the maintenance work but the cost of any Statutory Undertakers works would be borne by the footway narrowing scheme. The contribution required to fund the additional work is still likely to be beyond the scope of the Assembly's highway budget.
- 4.9 The request could be added to the list of centrally funded schemes and scored using the priority assessment procedure. However, the request is unlikely to score highly and as such would not be addressed in the foreseeable future.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Pavement parking is an ongoing issue across all parts of the City. One solution is to formalise the existing practice of parking with two wheels on the footway and two wheels on the road. This would be one way of addressing the concerns raised in the petition. However, the cost of this at Haughton Road would include £15,000 for the kerbing works plus sums for the relocation of the BT poles, lamp columns and underground service protection/diversion works. Again, this would fall beyond the scope of the Assembly's highways budget.
- 5.2 Highways officers are preparing a report for Scrutiny Board about pavement parking issues based partly on a pilot project a few years ago.

On Derbyshire Lane, in 2009, an Experimental Traffic Order was promoted to allow a short length of pavement parking. Bays were marked and vehicles could park entirely on the footway, whilst leaving adequate space behind for pedestrian movement. Being a trial, the kerbing was not amended, leaving vehicles to bump up a vertical face. Additionally, the footway was not strengthened to prevent potential damage to underground services. During the trial, no objections to the trial were received and the arrangement was made permanent in December 2009. No retrospective changes were made to the road layout in making the arrangement permanent.

- 5.3 The petitioners have suggested that the cost of the footway narrowing scheme could be offset by selling the reclaimed kerbs. Amey are responsible for all highway maintenance works in the City and the benefits associated with the disposal of any stone kerbs would be theirs.

#### 6.0 Financial Implications

The estimated cost for the footway narrowing exceeds the highways allocation for the South Community Assembly and would be beyond the scope of the available funding.

#### 6.1 Legal Implications

The Council has no legal obligation to provide parking for residents. However, the Council does have a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature the Council must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

#### 6.2 Equality of Opportunity Implications

There are no equality of opportunity implications associated with this report.

#### 6.3 Human Resource implications

No significant implications are identified

#### 6.4 Environmental and Sustainability Implications

There are no environmental and sustainability implications associated with this report.

### **7.0 REASONS FOR RECOMMENDATIONS**

- 7.1 The cost of narrowing the footways on Haughton Road would far exceed

the current highway funds available to the Community Assembly.

## **8.0 RECOMMENDATIONS**

- 8.1 That the petitioners are thanked for bringing their concerns to the attention of the Council.
- 8.2 That the request to narrow the footways on Haughton Road be declined due to financial reasons.
- 8.3 That the petition organiser be advised of the decision of the Community Assembly.



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