

**Committee Name and Date of Committee Meeting**

Delegated Officer Decision –

**Report Title**

Report of objections to proposed no waiting at any time parking restrictions A618 Pleasley Road, Reservoir Road and Ulley Lane, Ulley

**Is this a Key Decision and has it been included on the Forward Plan?**

No, but it has been included on the Forward Plan

**Strategic Director Approving Submission of the Report**

Paul Woodcock, Strategic Director of Regeneration and Environment

**Report Author(s)**

Name, Simon Quarta, Engineer  
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**Ward(s) Affected**

Aughton and Swallownest  
Sitwell

**Report Summary**

To resolve unwithdrawn objections to proposed no waiting at any time parking restrictions A618 Pleasley Road, Reservoir Road and Ulley Lane, Ulley

**Recommendations**

1. That the objections are not supported and the proposals as shown on drawing No 126/18/TT741 are implemented.
2. That the correspondents be informed of the reasons for making the decision.

**List of Appendices Included**

Appendix 1 Initial Equalities Screening  
Appendix 2 Drawing No 126/18/TT741  
Appendix 3 Letter from Ulley Parish Council  
Appendix 4 Carbon Impact assessment

**Background Papers**

None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**  
Not applicable

**Council Approval Required**  
No

**Exempt from the Press and Public**  
No

## **Report of objections to proposed no waiting at any time parking restrictions A618 Pleasley Road, Reservoir Road and Ulley Lane, Ulley**

### **1. Background**

1.1 Ulley Country Park is a popular attraction for visitors offering walking, cycling, fishing, sailing and bird and wildlife watching. Concerns have been raised about parking at various locations that is affecting the safe and free flow of traffic and public safety such as:-

- Parking on the grass verge adjacent to the park entrance on the A618 Pleasley Road.
- Parking on Reservoir Road, and Ulley Lane
- Parking on the bridge obstructs an identified pedestrian walk way
- In very hot weather, there are some people who park on Reservoir Road and swim in the reservoir, accessing it from the adjacent bridge. This practice is considered dangerous and has resulted in a loss of life.

1.2 A proposal to implement no waiting at any time parking restrictions as shown on drawing No 126/1/TT741 was advertised by on street notice and in the local newspaper. 3 objections to the proposals were received.

### **2. Key Issues**

2.1 Comments about the proposals included:-

- The lack of parking these proposals would create would have a displacement effect on parked vehicles towards Ulley Village creating additional and potentially dangerous situations due to narrow Streets.
- Parking could migrate to Ulley Village including, Poynton Avenue. It is already a narrow road and busy parking area and this current proposal could exaggerate tensions closer to home.
  - Ulley village is over half a mile away which may deter this. If the restrictions are implemented, non-residential parking will be monitored to determine if further action should be considered.
- the proposal should be revised to allow continued verge parking either end of the bridge.
- the proposal also restricts access to all other users who currently benefit to such direct central access, and especially from the few unpaid unadopted parking spaces either side the bridge.
- I would prefer to retain or even develop parking in this area while fully restricting vehicle parking or stopping on the bridge itself, and with restrictions being enforceable by police officers, not just traffic wardens.
- The current verge parking spaces are not generally considered a problem. It is parking along the bridge that has led to problems and antisocial behaviours.

- The areas where cars park, should be improved.
  - There is a need to maintain the safe and free flow of traffic and due to the risk from swimming in the reservoir there is a need to remove all opportunities for parking in this area.
- Parking should be free in the reservoir car park
  - income from the car park is used to offset the costs of maintaining the country park.

### **3. Options considered and recommended proposal**

- 3.1 In view of the objections, consideration was given to reducing the extent of the proposals. However, as well as the need to maintain the safe and free flow of traffic, recent events at Ulley reservoir have shown there is a proven risk to the public from swimming here, and consequently there is a need to remove all opportunities for stationary vehicles. Therefore, the proposals as shown on drawing no 126/18/TT741 attached as appendix 2 should be implemented as advertised.

### **4. Consultation on proposal**

- 4.1 The South Yorkshire Police were consulted and raised no concerns about the proposal.
- 4.2 The Cabinet Member for Transport and Environment and Ward Members for Aughton & Swallownest, and Sitwell were consulted and raised no concerns about the proposal.

### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 If the recommendations are endorsed the proposed no waiting at any time parking restrictions as shown on drawing No 126/18/TT741 will be implemented as soon as possible.

### **6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**

- 6.1 The cost of this will be in the region of £4,500.00 funded from the Council's approved Capital Programme

### **7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.

### **8. Human Resources Advice and Implications**

8.1 None

**9. Implications for Children and Young People and Vulnerable Adults**

9.1 None

**10. Equalities and Human Rights Advice and Implications**

10.1 None

**11. Implications for CO2 Emissions and Climate Change**

11.1 None

**12. Implications for Partners**

12.1. None

**13. Risks and Mitigation**

13.1 The objections raised concerns that some parking could migrate towards the village of Ulley. Whilst this concern is acknowledged, Ulley village is over half a mile away and this may deter visitors from parking here. However, after the restrictions are implemented, adjacent areas will be monitored to determine if non-residential parking has increased, and if any further action needs to be considered.

**14. Accountable Officers**

Simon Quarta, Engineer

Andrew Moss, Interim Head of Transport Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Graham Saxton	15/10/21
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	18/10/21

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