

Delegated Officer Decision

Summary Sheet

Report Title

TRO Consultation Update: Proposed no waiting restriction (at any time) at Yearling Chase, Swinton.

(Local Neighbourhood Road Safety Scheme Programme - Tranche 1)

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

No, but it has been included on the Forward Plan

Officer Approving Submission of the Report

Simon Moss, Assistant Director, Regeneration and Environment

Report Author

Ian Shelton, Road Safety Engineer

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Ward(s) Affected

Swinton Rockingham

Report Summary

To provide an update on the consultation regarding introduction of a no waiting restriction (at any time) at Yearling Chase, Swinton. The location proposed to be subject of the waiting restriction was suggested as part of the Local Neighbourhood and Road Safety Scheme programme. Formal consultation and press advertisement took place from the 20th July 2023 and concluded on the 18th August 2023.

Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 122/21640/HT/07 and gives authority that:

1. In the absence of any objections the existing scheme is confirmed as shown on drawing numbered: 122/21640/HT/07 attached as Appendix 1 are implemented.
2. The Director of Legal Services is authorised to make the Order.
3. Residents are informed of the decision to implement the waiting restriction.

List of Appendices Included

Appendix 1 Drawing No. 122/21640/HT/07
Appendix 2 Residents Consultation Letter
Appendix 3 Carbon Impact Assessment
Appendix 4 Part A Initial Equality Screening Assessment

Background Papers

The scheme was reported to Cabinet Members on 19th December 2022, and delegated approval was given to enter Local Neighbourhood & Road Safety Schemes into the Capital Programme Transportation Capital Investment Programme (11th May 2023)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 19 December 2022

Council Approval Required

No

Exempt from the Press and Public

No

Title: TRO Consultation Update: Proposed no waiting restriction (at any time) at Yearling Chase, Swinton.

(Local Neighbourhood Road Safety Scheme Programme - Tranche 1)

TRO Consultation Update: Proposed no waiting restriction (at any time) at Yearling Chase, Swinton.

(Local Neighbourhood Road Safety Scheme Programme - Tranche 1)

1.	Background
1.1	<p>The scheme has been developed following a suggestion made to the Local Neighbourhood and Road Safety Scheme programme to introduce waiting restriction at Yearling Chase, Swinton. Details of the proposal are indicated on the location plan Drawing Number: 122/21640/HT/07.</p> <p>This would comprise of an extension to the existing no waiting at any time restriction at Golden Smithies Lane from the junction of Yearling Chase for approximately 47m in a westerly direction along the southern kerb line of Yearling Chase.</p> <p><u>Information</u></p> <p>The issue of parking at this location commenced following the introduction of a pay and display arrangement at the private car park at the nearby Gate Inn public house during Autumn 2022. As a result of this a number of drivers choose to park their vehicles inappropriately at Yearling Chase.</p> <p>The introduction of double yellow lines at this location will remove the inappropriate obstructive parking from the approaches to a busy junction (Golden Smithies Lane) and supplement the existing restrictions to assist the free and safe movement of vehicles and pedestrians at that location.</p> <p>In the previous three years no injury collisions have been recorded by the police within the scheme area.</p>
2.	Key Issues
2.1	<p>Consultation letters were sent to all residents of Yearling Chase. Responses listed in section 2.2 below were received following the consultation period that ran between 20th July and 18th August 2023. A copy of the resident consultation letter is included at Appendix 2.</p>
2.2	<p>Three responses to the consultation were received from residents of Yearling Chase, and details of these are included in Section 4.2.</p>
3.	Options considered and recommended proposal
3.1	<p>Following the receipt of the request to extend the existing waiting restrictions various lengths of restrictions were considered. However, after enquiries it</p>

	appears that the extents proposed will cover all the locations where indiscriminate parking presently takes place.				
3.2	Making no change was also considered, but this would not address the concerns raised by residents.				
3.3	It is proposed that following introduction of the proposal that parking will be monitored and if further measures such as 'H' markings are required these can be considered at that time.				
4.	Consultation on proposal				
4.1	Formal consultations commenced on the 20 th July 2023, with a copy of the notice placed in the Advertiser and notices placed on street. Three responses were received regarding the consultation and are detailed in section 4.2 below.				
4.2	Three responses to the consultation were received from residents of Yearling Chase and were as follows:				
	<table border="1"> <tr> <td>Resident Yearling Chase</td> <td>To whom it may concern, I have just received the letter informing me of the proposed double yellow lines to be put in place on Yearling Chase. I am firstly very happy this is proposed and agree the parking in this area is inappropriate. However, I am just wanting to clarify how far these double yellow lines are going to come up the road as on the drawing sent out it (drawing number 122/21640/HT/07) looks to stop just after the junction? I am the occupier of Yearling Chase and from the drawing it looks as if I am still going to be subject to inappropriate parking opposite my household. I cannot express the difficulty I have had with this already only living in the property for 1 year, on many occasions unable to get my car on and off my drive due to cars parking opposite. Most circumstances I am double parked by reckless drivers also making access/egress to and from the road difficult if emergency situations were to arise. I believe the yellow lines should end after the lamp post just where the kerb drops down before the property of 1 Yearling Chase. This would then eliminate the horrendous parking that happens here daily on the southern kerb line causing havoc for residents of the estate. Please can you clear this up for me, if the yellow lines are to end as per the drawing after the junction it would be great if my request could be fulfilled by extending them as it then eliminates the</td> <td>Restriction will extend as suggested by the resident and cover the section opposite the householder's residence.</td> </tr> </table>	Resident Yearling Chase	To whom it may concern, I have just received the letter informing me of the proposed double yellow lines to be put in place on Yearling Chase. I am firstly very happy this is proposed and agree the parking in this area is inappropriate. However, I am just wanting to clarify how far these double yellow lines are going to come up the road as on the drawing sent out it (drawing number 122/21640/HT/07) looks to stop just after the junction? I am the occupier of Yearling Chase and from the drawing it looks as if I am still going to be subject to inappropriate parking opposite my household. I cannot express the difficulty I have had with this already only living in the property for 1 year, on many occasions unable to get my car on and off my drive due to cars parking opposite. Most circumstances I am double parked by reckless drivers also making access/egress to and from the road difficult if emergency situations were to arise. I believe the yellow lines should end after the lamp post just where the kerb drops down before the property of 1 Yearling Chase. This would then eliminate the horrendous parking that happens here daily on the southern kerb line causing havoc for residents of the estate. Please can you clear this up for me, if the yellow lines are to end as per the drawing after the junction it would be great if my request could be fulfilled by extending them as it then eliminates the	Restriction will extend as suggested by the resident and cover the section opposite the householder's residence.	
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		<p>inappropriate parking completely along the southern kerb line rather than just moving the issue further up the road. I think the perimeter of the Gate Inn wall is a perfect line for the yellow lines to follow when looking at the drawing sent out. Please see attached pictures of the road and where I propose the yellow lines to end. Please can you acknowledge receipt of this email and I will look forward to your reply.</p>	
	Resident, Yearling Chase	<p>As residents of Yearling Chase, whilst we understand the need for action to be taken regarding the parking issues close to the junction of Golden Smithies Lane, we are concerned it does not address the underlying reason why people currently park there and will simply serve to push this parking issue further along Yearling Chase and onto Paddock Croft, causing further inconvenience and parking issues for us and other residents. It is important to us to have unrestricted access to our driveway and also for genuine visitors to residents properties to be able to safely park, which will be affected if the current plans are put into place. Whilst acknowledging that a remedy to the current situation is needed, I'd ask that more effort is put into understanding who and why is causing the current parking issues and the current solution is reviewed and revised so as not to simply push the parking issue further away from the junction and impacting other residents.</p>	<p>The intention is to monitor the scheme following implementation and other measures will be considered if necessary, such as 'H' Markings to cover resident accesses.</p>
	Resident, Yearling Chase	<p>Drawing No: 122/21640/HT/07</p> <p>In respect of the above and your letter dated 19th July 2023, we would request that the double yellow lines extend to 47 metres which will take them to the start of our dropped kerb. This will prevent people double parking to the right of our property where we need access for our vehicles to pull out of our drive.</p>	<p>Restriction will extend as suggested by the resident and cover the section up to the householder's lowered kerb.</p>
4.3	<p>Ward Councillors for Swinton Rockingham and the Cabinet Member for Transport and Environment were consulted. No objection to the proposal were received from them.</p>		

4.4	South Yorkshire Police have been formally consulted and have no objections to the proposal.
4.5	The usual statutory consultations have been undertaken and no adverse comments were received.
5.	Timetable and Accountability for Implementing this Decision
5.1	If the recommendations are endorsed, then the scheme will be continued as per the drawing contained in Appendix 1 ; and the TRO process will continue with the order subsequently being made and waiting restrictions implemented.
6.	Financial and Procurement Advice and Implications
6.1	It is intended that the costs for drawing up relevant Orders, notices and consultation arrangements and the cost of providing the road markings and associated signing will be met from the Council's Transport Capital Programme (reported to Cabinet on the 19 th December 2022, item 13 refers). The estimated total cost for the project is £5,000 and is within the available budget.
6.2	There are no direct procurement implications associated with this recommendation, however, if implemented, the engagement of external contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules.
7.	Legal Advice and Implications
7.1	The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate parking and to improve the amenities of an area. Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.
8.	Human Resources Advice and Implications
8.1	There are no direct human resources implications arising from this report.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	Restricting parking in locations that suffer from obstructive parking will assist in preventing traffic queueing to enter and leave the area. The restriction will also cover footways and help prevent vehicles from parking in such a manner that obstructs pedestrian movements and visibility. This location is well used by pedestrians and should reduce the potential for collisions involving

	children, young people and vulnerable adults by reducing the likelihood of conflict between them and parked vehicles.
10.	Equalities and Human Rights Advice and Implications
10.1	Restricting parking in such locations can improve road safety through not only a reduction in injury collisions and the likelihood of them, but can also improve people's perception of safety, thus removing major barriers to people walking or cycling. Removal of parking obstructions can improve a community's health and wellbeing through more active living, resulting in environmental improvements such as less air and noise pollution and safer, healthier neighbourhoods.
11.	Implications for Ward Priorities
11.1	This proposal has been developed through engagement with Ward Members to address local ward priorities.
12.	Implications for Partners
12.1	A reduction in the number or likelihood of road traffic collisions will reduce pressure on the Emergency Service and Health Services. The reduced calls to the police to deal with instances of obstruction here will enable more focus on their priority issues. Although the measures are intended to be self-enforcing through motorist appreciation of the reasoning for them additional pressure may be placed on the Council's Parking Services team should further enforcement of the waiting restrictions be required. This should be offset by the reasons contained in section 4.2.
13.	Risks and Mitigation
13.1.	There is a risk that following implementation further intervention is required to address parking migrating further along Yearling Chase and blocking driveways, this would be unsuitable for several short sections of waiting restrictions. It will be monitored with a view to the use of 'H' markings if the problem arises.
14.	Accountable Officers
	Ian Shelton, Road Safety Engineer
	Andrew Lee, Group Lead, Local Traffic and Road Safety Schemes

Approvals obtained on behalf of Statutory Officers:-

	Named Officer	Date
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Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Bal Nahal	Click here to enter a date.

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