

Delegated Officer Decision

Summary Sheet

Report Title

TRO Consultation Update: Proposed extension of a no waiting restriction (at any time) at Clayfield Lane, Wentworth.

(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

Hoover

Report Summary

To provide an update on the consultation regarding the extension of a no waiting restriction (at any time) at Clayfield Lane, Wentworth. 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 21st July 2023 and concluded on the 20th August 2023.

Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 122/21643/HT/01 and gives authority that:

1. The comments and objections received have been considered and the objections are not supported for the reasons contained in section 4.2.
2. The existing scheme is confirmed as shown on drawing numbered: 122/21643/HT/01 attached as Appendix 1 are implemented.
3. The Director of Legal Services is authorised to make the Order.

4. Residents are informed of the decision to implement the waiting restriction.

List of Appendices Included

Appendix 1 Drawing No. 122/21643/HT/01
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

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(Local Neighbourhood Road Safety Scheme Programme - Tranche 1)

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1.	Background
1.1	<p>The scheme has been developed following a suggestion made to the Local Neighbourhood and Road Safety Scheme programme to extend the waiting restriction at Clayfield Lane, Wentworth. Details of the proposal are indicated on the location plan Drawing Number: 122/21643/HT/01.</p> <p>This would comprise of an extension to the existing no waiting at any time restriction from the junction of Cortworth Lane for a distance of 375m on both sides of Clayfield Lane.</p> <p><u>Information</u></p> <p>The introduction of double yellow lines at this location will remove inappropriate obstructive parking from the narrow rural road that restrict the free and safe movement of vehicles and pedestrians.</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 addresses bordering the area proposed to be subject to the waiting restrictions. Two objections were received following the consultation period that ran between 21st July and 20th August 2023 One from the Residents association was not received until 11th September 2023, but is included. A copy of the resident consultation letter is included at Appendix 2.</p>
2.2	<p>Two objections were made (one via email no address supplied) on the 8th August 2023 and one via Councillor Roche from the Residents Association on the 11th September 2023. One comment in support of the proposal was received from a resident of Clayfield Lane on the 25th July 2023 details are included at 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 appears that the extents proposed will cover all the locations where indiscriminate parking takes place.</p>

3.2	Introducing restrictions on one side of the road or making no changes to the restrictions was also considered, but this would be likely to still result in obstruction and would not address the repeated concerns raised by residents.
3.3	A 20mph speed limit along the whole length of Clayfield Lane was considered to be implemented alongside this waiting restriction but did not receive the required member support to progress.
3.4	It is unlikely that the restriction will result in the parking migrating further along the road, after the restriction. At this point the road narrows further and the opportunities to park without obstructing the road entirely are rare.
4.	Consultation on proposal
4.1	Formal consultations commenced on the 21 st July 2023, with a copy of the notice placed in the Advertiser and notices placed on street. One comment was received in support of the proposal (details at 4.2).
4.2	<p>One comment in support of the proposal was received from a resident of Clayfield Lane on 25th July 2023 and was as follows:</p> <p><i>Thank you for your letter regarding the proposed waiting restrictions on Clayfield Lane in Wentworth. I reside at Clayfield Lane and am fully supportive of the proposals.</i></p> <p><i>The indiscriminate and dangerous parking on the lane makes it very difficult for residents to leave/gain access to their property.</i></p> <p><i>It is also extremely hazardous for pedestrians, as the parking pushes them into the already narrow road.</i></p> <p><i>I have lost count how many times my driveway has been impaired by individuals, who seem to think it is acceptable to block residents in. I've contacted the Police on many occasions, to no avail.</i></p> <p><i>It is now the school holidays, and once again I've had to navigate past people parked on the lane, making it difficult and dangerous to pass. We have enough car parks in the village for people to use, but they still insist on parking on residential narrow lanes.</i></p> <p><i>I've also had delivery drivers unable to gain access to my cottage due to the parking issues.</i></p> <p><i>I am hopeful that the waiting restrictions will put all this to an end and thank you for the consultation regarding this.</i></p> <p>Two objections to the proposal were received as follows:</p> <p>(1. via email – no address supplied)</p> <p><i>I object to the proposed parking restrictions on the basis that they are disproportionate and designed to defend a particular set of residents but to the detriment of all the other residents of Wentworth.</i></p>

The section of road that is earmarked has always seen a small number of vehicles parked at the end of the road nearest to Wentworth Woodhouse. It seems to be used as an overspill to nearby off-street parking.

It appears to me that this is aimed at protecting that section of road from an anticipated uptick in visitor numbers as facilities at Wentworth Woodhouse are ramped up.

If these double yellow lines are being applied to protect that section of road, where do you think those vehicles will park? On Cortworth Lane? On Main Street? Both of which have little to no parking restrictions currently. That would be my expectation.

If the current car parking development at Wentworth Woodhouse is deemed insufficient then that needs to be addressed rather than protecting the Fitzwilliam Estate Office and a few residents whilst the rest of the village are left to bear the brunt of a problem not of their making.

In my opinion it would be far better to manage the situation around traffic flow and parking issues for the benefit of the entirety of the village not just for this section of road.

Clayfields Lane should be left without parking restrictions and access to the properties on that road could be protected by double yellow lines around access routes.

The section of road with the proposed parking restrictions also has a posted speed limit of 60mph so obviously is currently seen as not busy with traffic or having sufficient hazards to warrant any form of speed restriction, which flies in the face of wanting to apply parking restrictions unless the Council is intending it to become some form of racetrack.

(2. from Wentworth Residents Association)

We were concerned to find a notice up on Clayfields Lane by a resident who was passing only one day prior to the time limit for any replies. There did not appear to be any signs up on Main Street and hardly any residents were aware of this, so this has left very little time for people to respond. If we had had enough warning to respond we would have put a case forward for one yellow line being enough.

Cars have to park somewhere, especially now that footballers have been given the opportunity to play on the field near the car park. When they play, the car park is mostly full and it means there is little opportunity for visitors or residents to park and they are causing blockages through the Main Street by parking wherever else they can. We cannot see how parking down one side on Clayfields cannot be allowed to be flexible to visitors/residents/footballers and cricketers who need to park.

Can consideration be given on this and in future more notices given out to allow people to respond.

It is not anticipated that the restriction will result in migration of parking from Clayfield Lane to the roads mentioned, but to prevent obstructive parking on this section of carriageway and encourage use of the existing parking facilities. Speeds at Clayfield Lane are low and will be monitored to ensure that these do not increase because of the waiting restriction (figures obtained

	<p>from vehicle telemetry indicates 85th percentile speeds of 24.9mph). It would be impractical to impose several short lengths of restriction on Clayfield Lane as suggested because the nature of the road is such that any parking along this section would create access and potential safety issues.</p> <p>The formal TRO process was undertaken including notices on site, letters to properties with frontages on Clayfield Lane and a copy of the notice placed in the Rotherham Advertiser.</p>
4.3	<p>Ward Councillors for Hooper were consulted. Councillor Lelliott and Barley raised no objection whilst Councillor Roche agreed to the formal consultation, he expressed concern regarding how the scheme came to be promoted. Councillor Beck, Cabinet Member for Transport & Environment raised no objections.</p>
4.4	<p>South Yorkshire Police have been formally consulted and have no objections to the proposal.</p>
4.5	<p>The usual statutory consultations have been undertaken and no adverse comments were received.</p>
5.	<p>Timetable and Accountability for Implementing this Decision</p>
5.1	<p>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.</p>
6.	<p>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)</p>
6.1	<p>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 19th December 2022, item 13 refers).</p> <p>The estimated total cost for the project is £5,000 and is within the available budget.</p>
6.2	<p>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.</p>
7.	<p>Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)</p>

7.1	<p>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.</p> <p>The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.</p> <p>Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.</p>
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 have limited footway provision and where any parking can result in passing traffic encroaching into the path of pedestrians is likely to improve road safety. 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 with passing traffic.
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	<p>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.</p> <p>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</p>

	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 that further intervention is required to address parking further along Clayfield Lane. However, it is unlikely that the restrictions will result in the parking migrating further along the road, as at this point the road narrows further and the opportunities to park without obstructing the road entirely are rare. The restriction also makes the likelihood of parking associated with visitors to Wentworth Woodhouse less likely.
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
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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