Rotherham Metropolitan Borough Council

Delegated Officer Decision

Summary Sheet

Report Title
Consultation Update: Proposed extension of a No Waiting At Any Time restriction on Lodge Hill Drive and Manor Road, Wales.
(Small Interventions Scheme 2024/25)

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
Damian Nightingale
Engagement & Technical Officer
01709 254436 or damian.nightingale@rotherham.gov.uk

Ward(s) Affected
Wales

Report Summary
To provide an update on the consultation regarding the new No Waiting At Any Time restriction on Lodge Hill Drive and Manor Road, Wales. The locations proposed to be subject of the waiting restriction was suggested as part of the Small Interventions Schemes programme. Formal consultation and press advertisement took place from the 30th January 2024 and concluded on the 28th February 2024.

Recommendations
That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 126/18/TT791, Appendix 1, 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: 126/18/TT791 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. 126/18/TT791
Appendix 2 Residents Consultation Letter
Appendix 3 Carbon Impact Assessment
Appendix 4 Part A Initial Equality Screening Assessment
Appendix 5 Objections Received

Background Papers
The scheme was reported to Cabinet on the 18th March 2024, under the Transport Capital Programme 2024/2025, with details of the Small Scale Intervention programme presented to Cabinet Member for Transport, Jobs and the Local Economy in a mandate dated 23rd May 2024.

Consideration by any other Council Committee, Scrutiny or Advisory Panel
Cabinet – 18 March 2024

Council Approval Required
No

Exempt from the Press and Public
No

Title: Consultation Update: Proposed extension of a No Waiting At Any Time restriction on Lodge Hill Drive and Manor Road, Wales.
(Small Interventions Scheme 2024/25)

1.	**Background**
1.1	The scheme has been developed following a suggestion made to the Small Interventions Schemes 2024/25 programme to extend the waiting restriction at Lodge Hill Drive and Manor Road, Wales. Details of the proposal are indicated on the location plan Drawing Number: 126/18/TT791. The restrictions comprise extensions on Manor Road and new restrictions from the junction of Wales Road and Lodge Hill Drive for a distance of 20m on both sides. **<u>Information</u>** The introduction of double yellow lines at this location will remove inappropriate and obstructive parking from Manor Road, between Wales Road and Beeches Road, which has the attributes of a narrow rural road; and Lodge Hill Drive, between Wales Road and the first Cul-de-Sac, where the location of a nursery leads to motorists obstructing the junction with Wales Road at pupil pick-up and drop off times. In the previous three years no injury collisions have been recorded by the police within the scheme area.
2.	**Key Issues**
2.1	Consultation letters were sent to addresses bordering the areas proposed to be subject to the waiting restrictions. 6 objections were received following the consultation period that ran between 30th January and 28th February 2024. A copy of the resident consultation letter is included at Appendix 2.
3.	**Options considered and recommended proposal**
3.1	Recommended: Following the receipt of the request to extend the existing waiting restrictions along Manor Road, and to introduce new restrictions along Lodge Hill Drive, various options were considered. Subsequent enquiries have indicated that the proposed measures will cover all the locations where indiscriminate parking takes place. In regard to the proposed waiting restrictions along Lodge Hill Drive, whilst these may lead to some displacement of vehicles from the junction with Wales Road, it is unlikely that they will result in significant parking migration problems further into the Lodge Hill Drive estate given the road layout (junctions / driveways) and the presence of more appropriate positions to park away from the Wales Road junction accommodated within the design.

	Furthermore, whilst the proposed restrictions will prohibit waiting, they will not prevent motorists from stopping for as long as necessary to pick up or set down passengers, which may alleviate some of the concerns raised by parents and carers attending the day nursery. In the case of Manor Road, no objections were received, however, the vehicles currently parking in the area identified within the extended waiting restrictions are currently creating issues for the safe and free flow of traffic along the road due to the curvature of the road and presence of private accesses.
3.2	Not recommended: Do minimum. 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	Not recommended: Do nothing. By not implementing any measures at either of the two locations would not overcome the current parking concerns and would make pedestrians more vulnerable when crossing Lodge Hill Drive.
4.	**Consultation on proposal**
4.1	Formal consultations commenced on the 30th January 2024 and ended 28th February 2024, with a copy of the notice placed in the Advertiser and notices placed on street.
4.2	Six objections to the proposal were received and are documented at Appendix 5. In summary, all 6 objections related to the waiting restrictions that are being proposed close to the nursery on Lodge Hill Drive. They are from the parents of children that attend the nursery who didn't want any double yellow lines as it made it more difficult to drop off and pick up at certain times of the day. The formal TRO process was undertaken including notices on site, letters to properties with frontages on all roads affected and a copy of the notice placed in the Rotherham Advertiser.
4.3	Ward Councillors for Wales were consulted. Councillor Beck and Councillor Havard raised no objections. Councillor Taylor, Cabinet Member for Transport & Environment raised no objections.
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 (to be written by the relevant Head of Finance and the Head of Procurement on behalf of S151 Officer)**
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 Small Interventions Schemes programme reported within the Transport Capital Programme 2024/2025 as presented to cabinet on the 18th March 2024. 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 and relevant procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023).
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 parking and to improve the amenities of an area. 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. 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 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	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 on other side roads in Wales. However, it is unlikely that the restrictions will result in the parking migrating further into more residential areas of the village.
14.	**Accountable Officers**
	Damian Nightingale, Engagement & Technical Officer
	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.

Report Author: *Damian Nightingale*
Engagement & Technical Officer
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