

**PLANNING AND HIGHWAY COMMITTEE
MONDAY 29th March 2021**

**REPORT TO CONSIDER:
OBJECTION TO THE TRAFFIC REGULATION
ORDER (TRO) FOR THE PROPOSED JUNCTION
PROTECTION SCHEME ON CLEVELAND ROAD
(BARNES WARD)**

REPORT TO PLANNING AND HIGHWAYS COMMITTEE:

OBJECTION TO THE TRAFFIC REGULATION ORDER (TRO) FOR THE PROPOSED JUNCTION PROTECTION SCHEME ON CLEVELAND ROAD (BARNES WARD)

1. PURPOSE OF REPORT

- 1.1. To advise the Committee regarding an objection that was received, by the Council, in respect of the proposed junction protection scheme (no waiting at any time / double yellow lines) on Cleveland Road (Barnes Ward), and to request the committee to not uphold the objection that cannot be resolved within the constraints of the scheme, as set out below.

2. BACKGROUND

- 2.1. The Council propose to introduce a junction protection scheme (no waiting at any time / double yellow lines) from Colchester Terrace to Ettrick grove following extensive engagement and consultation with elected members, residents and other organisations in the area. The scheme has been designed following complaints and requests to improve road safety on Cleveland Road.
- 2.2. Following the reports of road safety concerns on Cleveland Road, investigations were carried out and a junction improvement scheme was then designed by council officers. The aim of the scheme is to improve road safety and visibility at junctions on Cleveland Road from Colchester Terrace to Ettrick Grove. As part of the investigations, officers analysed accident data which showed that poor visibility has been a contributory factor.
- 2.3. Engagements were carried out with local ward members and the Councils list of key partners which consists of the Emergency services, bus operators, taxi operators and others.
- 2.4. A Public Engagement was sent out to residents in February/March 2020. The engagement pack consisted of a letter outlining the reasoning behind the proposals and a drawing showing the proposed junction protection extents. The engagement drawing is shown in Appendix A. Residents contacted officers to discuss the scheme and, in some places, requests were made to amend some extents of the proposal.
- 2.5. In July 2020 officers sent out a second and final letter showing the amended proposals, residents were informed that the new proposals would be taken through the necessary statutory process. The engagement drawing and final design is shown in Appendix B.
- 2.6. From 21st December 2020 to 22nd January 2021 the Traffic regulation Order (TRO) was advertised both on site and in the local press. The advertisement period gives persons who may object to the scheme, the opportunity to raise their objections formally with the Council.

- 2.7. In response to the TRO advertisement the council received four objections in total. Officers were able to contact the objectors to the scheme and discussed the proposals in more detail and answered any questions they had. Following the discussions three of the objections were withdrawn leaving one objection remaining. A summary of the objection is in Appendix C.

3. CONCLUSION

- 3.1. The Council has a duty under Section 122 of Road Traffic Regulation Act 1984; “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.”
- 3.2. The indiscriminate parking at junctions causes difficulty for all users with reduced visibility for pedestrian and vehicular traffic attempting to negotiate the congested streets, thereby increasing danger for said road users to the detriment of highway safety.
- 3.3. It has been identified that visibility is at times affected by vehicles being parked near junctions making it difficult for vehicles to safely navigate the junctions on Cleveland Road. It has been highlighted from accident data that poor visibility was a contributory factor in some of the accidents at these locations.
- 3.4. It is therefore considered necessary to introduce a junction protection scheme on Cleveland Road from Colchester Terrace to Ettrick Grove. The scheme is designed to prevent indiscriminate parking and will improve visibility at the junctions. These restrictions are considered necessary in order to improve visibility and road safety to the area.

4. RECOMMENDATION

It is RECOMMENDED that the Executive Director of City Development be advised that:


- 4.1. The objection to the TRO, for the proposed THE CITY OF SUNDERLAND (SUNDERLAND ROYAL HOSPITAL AREA) (WAITING AND LOADING AND PARKING PLACES) (AMENDMENT NO2) ORDER 2021 not be upheld;**
- 4.2. The objector is notified accordingly of the decision;**
- 4.3. The Executive Director of City Development instruct the Assistant Director of Law and Governance to take all necessary steps to make and bring into effect the associated Traffic Regulation Order and;**

4.4. The Executive Director of City Development take all necessary action to implement the physical works associated with the Traffic regulation Order.

Appendix A – Public Engagement Drawing February/March 2020



KEY

 Double yellow lines
(No waiting at any time)



City Development Directorate
Jack Crawford House
Commercial Road
Sunderland SR2 8QR


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Fax: 0191 553 1460
Web: www.sunderland.gov.uk


PROJECT				Cleveland Road	
TITLE				JUNCTION PROTECTION	
PROJECT CONTACT				CONTACT DETAILS	
S Dixon				0191 561 5137	
DRAWN BY:	D Hall	DATE	FEB 2020	SHEET SIZE	A4
CHECKED BY:	SD	DATE	FEB 2020	SCALE:	NTS
APPROVED BY	SIGNED	DATE			
DRAWING NO.	IC/CPMS/RH4/104				REVISION
					PE 01

Appendix B – Public Engagement Drawing (Final Design) July 2020



KEY

 Double yellow lines
(No waiting at any time)

 'T' bar road markings



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PROJECT		Cleveland Road JUNCTION PROTECTION			
TITLE		Proposed Double Yellow Lines			
PROJECT CONTACT		CONTACT DETAILS			
S Dixon		IC.Consultations@sunderland.gov.uk			
DRAWN BY:	D Hall	DATE	July 2020	SHEET SIZE	A4
CHECKED BY:	SD	DATE	July 2020	SCALE :	NTS
APPROVED BY		SIGNED		DATE	
DRAWING NO.				REVISION	
IC/CPMS/RH4/104				PE 01	

APPENDIX C

Objector	Nature of Objection	Consideration of Objection
Objector 1	<p>We wish to object to the proposed plans to place double-yellow lines to the south side from the extended property boundary of [REDACTED] and [REDACTED] Cleveland Road, to the extended party property boundary of [REDACTED] and [REDACTED] Cleveland Road.</p> <p>As residents of Cleveland Road, we are increasingly concerned around the safety of pedestrians and motorists due to vehicles speeding above the current 30 m/p/h speed limit as well as the lack of road markings and signage on all junctions onto Cleveland Road from from Abingdon Street up to Ettrick Grove and support the City of Sunderland implementing traffic calming measures on this road. However, we do not believe placing double yellow lines outside of properties will reduce the risks of the current hazards and would suggest more suitable options as detailed below:</p> <p>1) There are an increased number of motorists driving above the current 30 m/p/h speed limit and it is only a matter of time before a pedestrian is seriously injured or killed on this road by mindless motorists. Reducing the speed limit to 20 m/p/h as well as implementing speed cushions will in our view encourage the motorists to slow down and would be more effective than double-yellow lines. These measures have proved extremely successful in the neighbouring Mount Road.</p> <p>2) Each junction leading onto Cleveland Road from Chester Road up to Ewesely Road have 'give way' signage to indicate that motorists driving onto Cleveland Road have a duty to give way to the moving traffic</p>	<p>Complaints, reports and requests were received by Sunderland City Council from both residents and local councillors regarding dangerous and inconsiderate parking around junctions with Cleveland Road and the ABC streets area. Looking into the accident data from the area, speeding was not identified as a contributory factor relating to the accidents. However, it was identified in the accident data that poor visibility at the junctions was a contributory factor. Sunderland City Council currently has a programme of area 20mph zones on going across the city, officers are working as quickly as possible to complete the existing programme in advance of considering a new future programme. The area around Cleveland Road is on the Councils list of areas to consider further for the future programme</p>

<p>from both sides. However, there is no such signage in place on all junctions from Abingdon Street up to Ettrick Grove, which if implemented would encourage motorists to slow down and be more alert to the moving traffic on Cleveland Road and in our view would be more effective than double-yellow lines.</p> <p>3) The give way road markings on most of the junctions from Abingdon Street up to Ettrick Grove are either very poor or non-existent and require re-painting as a matter of urgency, which is exacerbated by having no 'give way' signage in place. We have both witnessed a number of road traffic accidents at both the north and south side junctions of Farnham Terrace over the past 3 years due to motorists not been aware these were junctions leading onto Cleveland Road and the motorists have subsequently drove straight into moving traffic and we do not believe placing double yellow lines outside of properties would have prevented these accidents. As responsible residents, we park approximately 4-5 metres from the edge of the south side junction so as not to block the view of motorists from the flow of traffic onto Cleveland Road, as do a number of other responsible neighbours, which we have done all for a number of years. We have spoken to several neighbours who have also witnessed road traffic accidents at both the north and south side junctions of Farnham Terrace and they all believe the accidents were caused due to speeding, lack of road signage and lack of road markings and double yellow lines outside of properties would not have prevented these accidents from occurring. On top of the issues we have highlighted above, parking is</p>	<p>Due to the layout of streets and constraints, such as existing street furniture, sign guidance and reduced width footways it was proven to be difficult/impossible to install additional 'Give Way' signage. However, give way lining will be re-marked as part of the scheme.</p> <p>As part of CPMS / junction protection scheme the give way lines at the Cleveland Road junctions will be refreshed. If any additional road markings can be used to highlight the junctions this will be looked into.</p> <p>The junction protection scheme on Cleveland Road has been designed to improve visibility as much as possible whilst also taking into consideration residents like to park as close as possible to their homes.</p> <p>The junction protection scheme is not being introduced to the front of the objectors property, the proposal takes the junction protection to the boundary of their property and a neighbouring property only.</p>
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	<p>already a major issue and will only be compounded as cars usually parked outside of properties will need to find alternative parking, which will in turn further impact on traffic issues as well as other streets in the area. We are also concerned that double yellow lines outside of our property will reduce the value of the property if we were to consider selling the property in the future.</p>	
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