

## REPORT TO PLANNING AND HIGHWAYS COMMITTEE

### **OBJECTIONS TO TRAFFIC REGULATION ORDER FOR PROPOSED WAITING, LOADING AND PARKING PLACE RESTRICTIONS IN THE VICINITY OF EAST HERRINGTON PRIMARY ACADEMY, PART OF THE PROPOSED CITY OF SUNDERLAND (VARIOUS LOCATIONS) (WAITING, LOADING AND PARKING PLACES) GENERAL ORDER**

#### 1.0 PURPOSE OF REPORT

- 1.1 To advise the Committee regarding objections that have been received by the Council in respect of the proposed Traffic Regulation Order (TRO) for the introduction of waiting, loading and parking restrictions in the vicinity of East Herrington Primary Academy, as part of the proposed City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order. To request the Committee to not uphold those objections that cannot be resolved within the constraints of the scheme, as set out below.

#### 2.0 BACKGROUND

- 2.1 The Council receives various reports from around the City regarding issues such as inconsiderate and obstructive parking. Smaller scale Traffic Regulation Order (TRO) schemes can often not be cost effective to introduce in their own right due to the expense involved to introduce a legal order and, therefore, they are periodically grouped together to form one 'general order'. The grouping of smaller schemes together into one TRO relies on each scheme having support to allow the order to be successfully progressed. Prospective schemes are assessed for their feasibility and initial consultations take place. After consultation, those deemed suitable for inclusion are collated and then progressed through statutory procedures as The City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order.
- 2.2 Waiting, loading and parking restrictions in the vicinity of East Herrington Primary Academy were proposed in a consultation exercise that began on 29<sup>th</sup> May 2015 when emails outlining the proposals were sent to ward Councillors. A public meeting was held on 29<sup>th</sup> June 2015 when further suggestions were made regarding the proposals leading to a revised scheme being sent to the ward Councillors on 13<sup>th</sup> August 2015. The residents directly affected by the proposals were then consulted on the revised proposals during September and October 2015. Comments were received during the public consultation exercise from residents living near the junction of Longmeadows and Silksworth Road and from those living on Careen Crescent. The comments were taken into account and further revisions were made to the scheme including a slight reduction in length of a waiting restriction on Careen Crescent and some additional waiting restrictions were added at the junctions of Longmeadows/Elmfield Close and Longmeadows/Silksworth Road. Any residents who were affected by further proposed restrictions were consulted on them in September and October 2015.
- 2.3 Key partners, such as local emergency services and public transport providers, were consulted on the revised proposals on 1<sup>st</sup> October 2015. One response from Stagecoach North-East concerned the passage of buses along the main carriageway of Silksworth Road: "Our experience of this section of Silksworth Road is that it can be significantly affected by inconsiderate parking issues, compromising pedestrian and vehicular sightlines, and reducing overall road safety." Stagecoach supports the proposals on the basis that the restrictions might potentially have the effect of removing obstructions from the highway. It should be noted that the absence of a transport provider's support (i.e. objection), the road

traffic legislation would necessitate a prolonged public enquiry. The Tyne and Wear Joint Local Access Forum also had no reservation in supporting the scheme because it is designed to enhance the safety of school children and potentially encourage children and their carers to walk or cycle to school.

- 2.4 The proposed Traffic Regulation Order (TRO) was advertised both on site and in the local press on 18<sup>th</sup> August 2016. The 21-days advertisement period gives persons and organisations who may want to object to the scheme the opportunity to raise their objections formally with the Council.
- 2.5 A total of four objections have been received by the Council in response to the advertisement of the TRO, three of the objections are regarding the scheme in the vicinity of East Herrington Primary Academy. The fourth objection was regarding a scheme to extend the double yellow lines at the junction of Seaforth Road and Durham Road, but, after further consultation, this objection has since been withdrawn. The location of each of the three outstanding objectors is shown on a plan of the East Herrington Primary Academy scheme in Appendix A, with a summary of the objections in Appendix B and copy of the full objections in Appendix C.
- 2.6 In summary, two of the objections are from residents living in Sandringham Crescent who are objecting to the proposed double yellow lines on Silksworth Road outside numbers 1 to 5 Sandringham Crescent. The other objection is from a resident living in the flat above the shop on Cairnside South, at the junction of Durham Road and Charter Drive. The objector is concerned that the proposed '20 minutes, no return within 1 hour' waiting restriction in the layby next to the shop on Charter Drive, as well as other proposed restrictions including double yellow lines and extending 'school keep clear' markings along Charter Drive, will mean that they are unable to park outside their home.
- 3.0 CONCLUSION
- 3.1 The Council has a duty under Section 122 of the 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" with regard to "the desirability of securing and maintaining reasonable access to premises" and "the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles".
- 3.2 Indiscriminate and obstructive parking causes difficulty and reduces visibility for pedestrian and vehicular traffic attempting to negotiate congested streets, particularly at junctions, driveways and at bends in the road. Parked vehicles are a potential danger to all highway users to the detriment of highway safety and this is most obvious at peak periods when school children attending East Herrington Primary Academy are picked up and dropped off.
- 3.3 Access to the residential premises on Sandringham Crescent is affected by parked vehicles on Silksworth Road making it difficult for residents to safely access their in-curtilage parking. Furthermore, the road geometry of this section of Silksworth Road does not facilitate safe parking of vehicles, the bends in the road and the proximity of the junctions with Balmoral Terrace and Longmeadows making it more difficult for larger vehicles to manoeuvre around bends and junctions and making it less safe for pedestrians to cross the road.

3.4 The shop at no. 9 Cairnside South has parking space available to its front and customers are also known to make use of the parking bay that was created on Charter Drive when the shop was extended. However, it has been noted that parking space on Charter Drive can be limited because of the number of vehicles being parked for longer periods of time, particularly at school pick up and drop off times. Vehicles are also known to park outside of the parking bay on Charter Drive which can limit space for loading/unloading and can restrict carriageway/footway widths obstructing some highway users.

3.5 It is therefore considered necessary to introduce a number of restrictions, including; limited waiting, no waiting at any time and no waiting or no loading Mon – Fri 8.30 – 9.30 am and 2.30 – 4.00 pm. These restrictions are considered necessary in order to address the concerns regarding road safety and to secure the expeditious, convenient and safe movement of vehicular and other traffic.

#### 4.0 RECOMMENDATION

4.1 It is RECOMMENDED that:

(i) The objections to the Traffic Regulation Order, for the proposed City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order not be upheld.

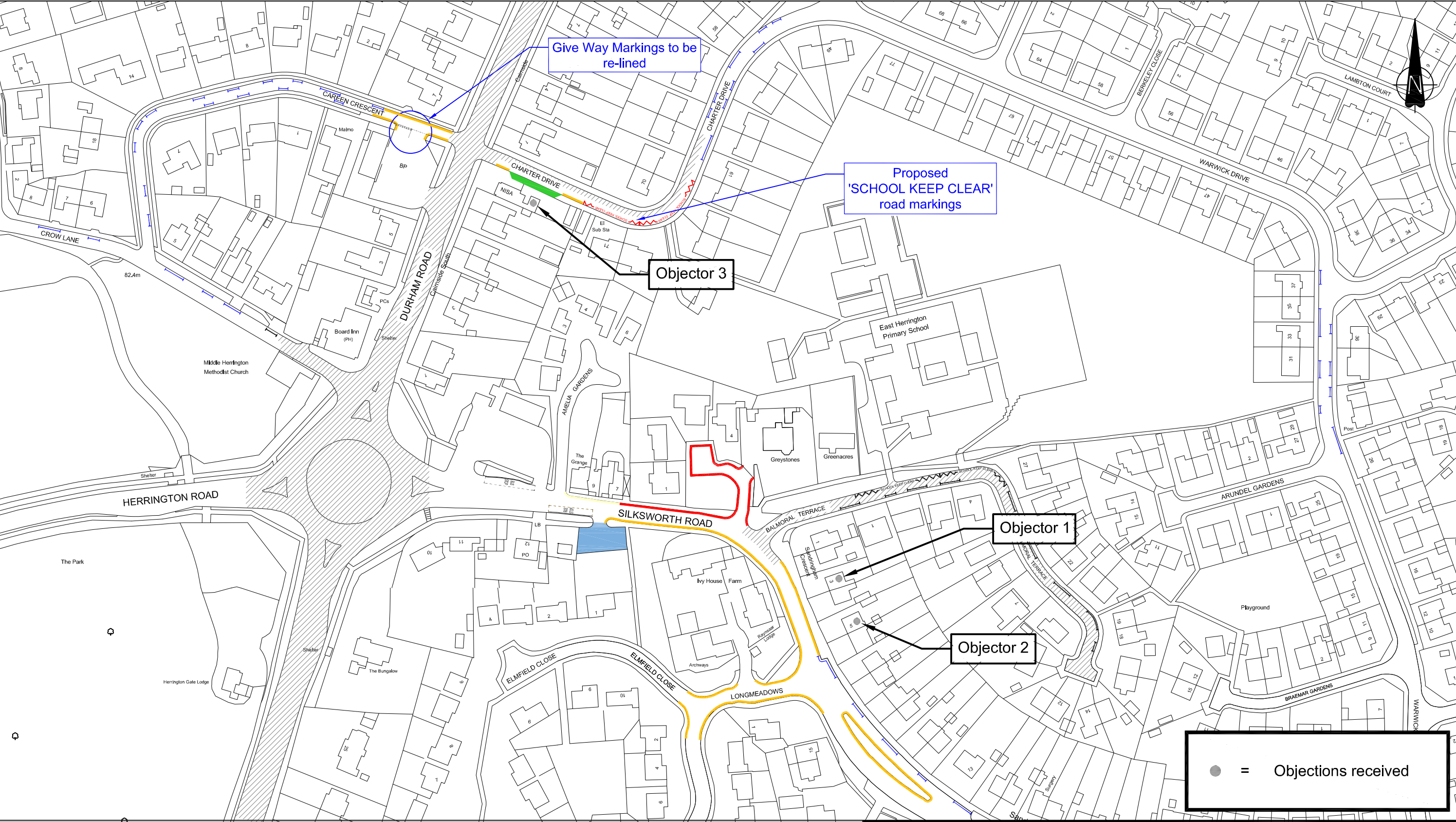
(ii) All objectors be advised accordingly of the decision.

(iii) The Executive Director of Commercial Development instruct the Head of Law and Governance to take all necessary steps to make and bring into effect the associated Traffic Regulation Order.

(iv) The Executive Director of Commercial Development take all necessary action to implement the physical works associated with City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order.


## **APPENDIX A**

### **Proposals in the Vicinity of East Herrington Primary Academy and Location of Objectors**



## APPENDIX B – Objection Summary and Consideration of Objection

	Objector	Nature of Objection	Consideration of Objection
1.	[REDACTED]	1) The objectors are concerned with access to their homes and with the safety of their families because the double yellow lines proposed outside their homes will mean them having to constantly access their driveways rather than being able to park on the highway outside.	1) The proposed No Waiting At Any Time (double yellow lines) restrictions outside numbers 1 – 5 Sandringham Crescent are intended to ease vehicular movement on Silksworth Road near the bend in the road and junctions with Balmoral Terrace and Longmeadows, to facilitating the passage of public service vehicles and to improve safety for all highway users, including residents who will benefit from greater visibility when accessing their properties in their cars.
2.	[REDACTED]		<p>Waiting restrictions will not prohibit loading and unloading which will allow delivery drivers or “tradesmen” to park where the restrictions are in place while loading/unloading. Additionally, blue badge holders will be able to park where the restrictions are in place for a maximum of 3 hours assuming they have correctly displayed their badge and clock. Other visitors will be able to park nearby and walk the short distance to these addresses.</p> <p>It should be noted that both objectors have driveways that are long enough to be able to park three cars and both objectors also have a garage within their property.</p>

		<p>2) The objector is concerned that the restrictions could negatively affect the marketable value of their property.</p>	<p>2) Whilst we cannot confirm or deny whether the objector's concerns are legitimate, it is worth noting that there is no statutory 'right' to park on the highway outside of your property.</p> <p>Section 122 of the Road Traffic Regulation Act 1984 does however place a duty on the Highway Authority; "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</p>
3.		<p>1) The objector is concerned because they will no longer be able to park near their home for longer than 20 minutes.</p>	<p>1) The limited waiting in the parking bay on Charter Drive will be for 8am to 6pm only, likewise, the 'school keep clear' markings are for Monday to Friday 8am to 5pm and therefore vehicles can be parked outside of these hours. There are also unrestricted areas of carriageway on Charter Drive less than one hundred metres from the entrance to the flat and any disabled driver/resident would be exempt from the restrictions.</p> <p>The double yellow lines will allow loading/unloading near the entrance to the flat and the shop's loading area but will deter potentially obstructive parking.</p> <p>The Highway Authority has a duty "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and there is no statutory 'right' to park on the highway outside of your property.</p>

## **APPENDIX C**

### **Objections in Full**



76744

[REDACTED]

E Waugh  
Head of Law and Governance  
PO Box 100, Civic Centre  
Burdon Road  
Sunderland  
SR2 7DN

5/9/2016

Dear Sir/Madam

I wish to formally object to the proposed restrictions being imposed in the immediate vicinity of my house in [REDACTED]

I refer to :- Project - East Herrington Primary Academy  
Title – Proposed Restrictions and H Markings  
Drawing no -TRS/14/ODD3B4B by C Cook dated August 2015

I am making this objection on the grounds that I had sent correspondence outlining my objections to a Mr Paul Lewins Network Operation Manager Sunderland City Council in March 2016.

My correspondence to Mr Lewins received no acknowledgement as requested and no reply to date.

I have included a copy of that correspondence for your consideration.

My objections are based around the safety and wellbeing of my family, my neighbours and anyone in the area as these restrictions will force us to constantly leave and enter our properties on to a very busy public highway. We regularly suffer from near misses while leaving and entering our properties and by not allowing us to park outside our properties the risk of accidents occurring rises greatly. It is my belief that this development would adversely affect highway safety or the convenience of road users in Silksworth Road and Sandringham Crescent.

As a long term resident of this property for over 30 years I feel I am well qualified and aware of the dangers of living on a blind bend.

We would welcome a site visit to see these daily difficulties which will only get worse if parking restrictions are imposed. I firmly believe an observation of the difficulties faced by

the residents of Sandringham Crescent at a mutually agreeable time would confirm the problems faced.

I also object to the planning notice:- The notice posted outside my house is also very vague. The only mention of Sandringham crescent is for Nos. 6-15.

From a telephone conversation with Chris Cook, whose name and contact is on the plans I was informed me that Nos. 1 - 5 are covered in the plan in a section headed:-

Schedule No 1.01 No Waiting at Any Time Silksworth Road, Silksworth Sunderland (?? we do not live in Silksworth)???

(1) the north side and then the east side and then north east side, from a point 4.0 metres of its intersection with the extended western property boundary of no. 1 Silksworth Road to a point 6.5 metres south east of its intersection with the extended shared party property boundaries of nos. 12 and 13 Sandringham Crescent.

Where does that cover my property? I asked Chris Cook to clarify how that point covered my property, he could not?

I find this notice vague and incorrect.

I look forward to your reply

Yours sincerely



Re :- Your correspondence TRS/14/0003848

Double Yellow line proposal for Sandringham Crescent East Herrington.

Your correspondence states "No waiting at any time (double yellow lines) on Careen Crescent, Charter Drive and Silksworth Road)" however the map show these double yellow lines outside of my house at Sandringham Crescent.

I note the proposals include "No waiting at any time" while other areas of the village of East Herrington show (which suffer many more problems with parking than we do)

No waiting at anytime and No loading Mon – Fri 8.30 – 9.30 am and 3 – 4 pm.

Why the disparity ?

1. I feel the introduction of Double Yellow lines "No waiting at any time "outside of my house at [REDACTED] will severely impact upon the lifestyle of my family and myself. We have three adult drivers in the house each with a car who have different work and leisure patterns.
2. Being unable to park outside my house at any time will cause potential hazards of accessing the drive with the regular movement of cars trying to get out on to the main road. This is already a hazard as the blind bend on the corner of Silksworth Road to Sandringham Crescent presents problems for us entering and leaving our drive.
3. Where will my visitors park? We have elderly and wheelchair bound family members and friends who visit us.
4. The introduction of Double Yellow lines can and will affect the resale value of my property.
5. Deliveries and Tradesmen where do they park? I have ongoing mobility issues where do medical staff who visit me park? If I need to move a car to allow one of our other cars to leave the drive, where do I park? The restrictions run from the A690 junction all along Sandringham Crescent. I cannot walk that far. Will you be providing me with a residents permit?
6. The restrictions on parking being introduced on Silksworth Road will only move the problem to outside my house and my neighbours' houses. Are the rules for parking on the pavement to be enforced? If not then the above will happen. However if this applies to me, then as I have stated, the frequent moving of vehicles on and off my drive will present a regular major traffic and pedestrian hazard. I have had many close calls with traffic using the B1286 coming around the bend. This happens during reversing on to my drive and also leaving my drive.
7. The proposal to introduce double yellow lines in this area is a complete overreaction by the council based on the complaints by a small number of people in the area.

8. The parking problem could be alleviated if only the school took some responsibility to educate and inform the parents of the consequences of their inconsiderate parking.
9. After following the debate closely and attending the public meetings at the school we found the attitude of the Headteacher most alarming as she not only turned up late at the first meeting but was reluctant to take part in the debate.
10. This was an account that was discussed and agreed with by our local councillor.
11. The apathy shown by the Headteacher is concerning, as we will have to live with this situation constantly not just during pick up and drop off times.
12. Again I reiterate that a solution could be reached much easier if the school would act upon their duty of care to their own pupils. This situation is being caused by the inconsiderate parking of parents not residents.
13. We have experienced this parking problem many times, but have found previous headteachers to be much more proactive in communicating and resolving the issues with parents.
14. After all, as well as educating the children, as a Teacher myself I know the school also has a duty of care to the safety of the children.
15. Why not a programme of regular policing or traffic control personnel for a limited period to enforce current restrictions along with school input?
16. I have lived in this house for 30 years and I am aware that recent changes in legislation allows parents who may not live in the area to have the right to choose which school they send their children to. Most of these parents from outside the area will travel by car. Therefore I see this as a problem the school must get involved in. A proposal to develop the school grounds for drop off and pick up for these short periods of the day was raised at the first meeting. Why not develop this instead of introducing permanent measures that affect all residents day and night?

17. In conclusion my family and I are extremely upset at these proposals for all of the reasons above that will be severely detrimental to our lives.

We live in a village on the south tip of the city not in the city centre. Our street is not even listed on ordinance survey maps and Satellite Navigation devices and this proposal seeks to impose severe and constant parking restrictions on myself my family and my neighbours based on the complaints of residents not living in my street and inconsiderate drivers / parkers from outside the area who drop off and pick up for a very short period of each day.

This is a school based problem, not ours. The reluctance of the East Herrington Academy managers to deal with this problem is the root cause.

I welcome your response on the matter and inform you that a copy of this correspondence has been forwarded to my local councillor.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
5<sup>th</sup> September 2016

E. Waugh

I am writing to object to the parking restrictions being proposed to the road outside properties 1-5 Sandringham Crescent, East Herrington, which are shown on the drawing "Project – East Herrington Primary Academy". Title- Proposed Restrictions and H Markings, drawing no: TRS/14/ODD3B4B by C. Cook dated August 2015.

I am strongly objecting on the grounds of firstly: Safety as we would constantly have to reverse and drive onto a busy main road 24hours a day. Secondly: I feel my own private and social life would be greatly affected all due to a 15 minute problem during school drop off/ pick up. Where would guests, delivery drivers and visitors park when coming to my home? and all because Sunderland Council have decided to put Double Yellow Lines outside my home while only a small time restriction is being proposed on surrounding properties. I think you should re-think your proposals and start listening to the residents of the area affected.

Looking forward to your speedy reply

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

E Waugh  
Head of Law and Governance  
PO Box 100, Civic Centre  
Burdon Road  
Sunderland  
SR2 7DN

8/9/2016

Dear Sir/Madam

I wish to formally object to the proposed restrictions being imposed in the immediate vicinity of my house in 9A Cairnside South East Herrington.

I refer to :- Project - East Herrington Primary Academy  
Title – Proposed Restrictions and H Markings  
Drawing no -TRS/14/ODD3B4B by C Cook dated August 2015

I am making this objection on the grounds that the proposals to turn the parking area outside of my home into a Limited Waiting Parking Bay “20 mins, no return within 1 hour 8am to 6pm” will severely affect my lifestyle. As your drawing shows, the proposal in Charter Drive affects the only access and parking available to my property. I do not have access to off street parking or a garage.

I will be unable to park outside of my house for any period of time. Also new and existing restrictions will mean I will not be able to park anywhere within a mile from my home.

As I work from home, I spend most of my days in the property and not being able to park outside here via these proposals gives me an unrealistic situation where I would have to move my car every 20 mins and not return within 1 hour.

Will my wife and I be issued with residents parking permits to allow us to park outside our home? We both require a vehicle to enable us to carry on with our livelihoods.

I also have grave concerns for any visitors to my property and regard these proposals as a threat to my quality of life and to my employment.

Yours sincerely [REDACTED]  
[REDACTED]