

Highway Cabinet Member Decision Session

Thursday 12 December 2013 at 10.00
am

To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

Sheffield

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**HIGHWAY CABINET MEMBER DECISION SESSION
12 DECEMBER 2013**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 10)
Minutes of the Session held on 14 November 2013
- 4. Public Questions and Petitions** (Pages 11 - 14)

 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Investing in Sheffield's Local Transport System: 2013/14 Update and 2014/15 Proposals** (Pages 15 - 32)
Report of the Executive Director, Place
- 6. Request for Pedestrian Crossing on Hutcliffe Wood Road** (Pages 33 - 42)
Report of the Executive Director, Place
- 7. Malin Bridge Jobconnector** (Pages 43 - 52)
Report of the Executive Director, Place
- 8. Report on Objections and Comments to Proposed Traffic Regulation Orders (TROs) in the former Northern and North East Community Assembly Area** (Pages 53 - 76)
Report of the Executive Director, Place
- 9. Objections to a Proposed Traffic Regulation Order to Introduce Parking Restrictions at Various Locations with Cross Lane (Crookes) and Woodholm Road (Ecclesall)** (Pages 77 - 88)
Report of the Executive Director, Place
- 10. Objections to a Proposed Traffic Regulation Order to Introduce a One-Way Traffic System on Etwall Way** (Pages 89 - 96)
Report of the Executive Director, Place
- 11. Lower Don Valley Cycle Route Improvements Sheffield Road/Raby Street - Traffic Regulation Order Consultation Results** (Pages 97 - 108)

Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 9 January 2014 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in

land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or

- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at -<http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests>

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email lynne.bird@sheffield.gov.uk

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 14 November 2013

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
John Bann (Head of Transport, Traffic and Parking Services), Cate Jockel (Senior Transport Planner), James Burdett (Highway Engineer) and Andrew Marwood (Highway Engineer)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 Councillor Leigh Bramall declared a personal interest in agenda item 7 'Hillsborough Permit Parking Review' as he owned a property on Lennox Road adjacent to Dixon Road referred to in the report.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session held on 10 October 2013 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

John Bann, Head of Transport, Traffic and Parking Services, reported that a petition, containing 45 signatures, had been submitted to the meeting of Full Council, held on 6 November 2013, requesting a change to the pedestrian crossing at Chancet Wood Drive and Greenhill Avenue. This would be included on the Outstanding Petitions List for future Sessions.

Outstanding Petitions

The Cabinet Member received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

5. MOSBOROUGH KEY BUS ROUTE: SIGNALISING THE JUNCTION OF BIRLEY MOOR ROAD AND OCCUPATION LANE

5.1 The Executive Director, Place submitted a report seeking Cabinet Member approval to implement the scheme to signalise the junction of Birley Moor Road and Occupation Lane as part of the Mosborough Key Bus Route works.

5.2 **RESOLVED:** That the design be approved and the scheme be implemented in 2013/14 including the placement of traffic signs using the Department for

Transport's Better Bus Area Fund Provision.

5.3 Reasons for Decision

- 5.3.1 The scheme is part of the Mosborough Key Bus Route – the 120 bus route – which is one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport service for all; and improving public transport in order to increase its usage. It aims to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. At this location, it was felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

5.4 Alternatives Considered and Rejected

- 5.4.1 Two other options were considered. One was to signalise the existing junction, incorporating the existing pedestrian crossing, without any mitigation for main road traffic other than signal technology (MOVA). This was cheaper than the budget estimate for the preferred option. However, it exacerbated existing delays and causes additional queues all round. (Cost estimate £164k, excluding Commuted Sum).
- 5.4.2 The other option considered was to signalise the existing junction, incorporating the existing pedestrian crossing, and provide a near-side passing space (i.e widen the carriageway) so that straight-ahead traffic inbound on Birley Moor Road could pass right-turning traffic. (Cost estimate £199k, excluding Commuted Sum). This option was only developed because the preferred option initially affected more SU equipment and was more costly. However, the preferred scheme cost has been reduced through amending the design but retaining the right-turn pocket.
- 5.4.3 The three options have been modelled by AMEY in respect of the impact on delay, queue length and reserve capacity at morning peak, evening peak and pedestrian crossing time (after school). It is considered that the preferred option is the best all-round option for signalising the junction, having the least impact on main road traffic.
- 5.4.4 The other alternative option would be to do nothing. However, it is felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

5.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

6. **BUS HOTSPOTS PROGRAMME: PROPOSALS FOR BOCKING LANE, RENEY ROAD AND RENEY AVENUE AT GREENHILL**

6.1 The Executive Director, Place submitted a report seeking approval to implement proposals as part of the Sheffield Bus Hotspots programme.

6.2 Mrs Riggott, a resident of Reney Avenue, commented that she acknowledged that double yellow lines were needed in the area to allow for the free running of bus services. However, the proposals did not go far enough to resolve the problem of insufficient parking spaces in the local area, particularly with a school, doctors and church nearby. The addition of double yellow lines on Reney Avenue would lead to additional parking problems on the road. There was a grassed area outside numbers 23 and 48 and a grassed verge opposite numbers 11-25 which could be used to create parking spaces.

6.3 Steve Jackson, a resident of Allenby Close, commented that he did not believe the proposals would resolve problems as the major problem was cars parking illegally and inconsiderately and this would not change. The reduction in visibility pulling out of Allenby Close as a result of the proposals would be an accident waiting to happen. He also believed that there were too many bus stops on Bocking Lane which added to the problem.

6.4 In response, Cate Jockel, Senior Transport Planner, reported that objections had been received from residents of Reney Avenue and the plans had been amended as a result. No objections to the proposals had been received from the school or the church. She acknowledged that there was a problem in the area as it was on a very frequent bus route. Additional parking bays had been introduced on Reney Road, although it was accepted that there would be less parking overall in the area.

6.5 James Burdett, Highways Engineer, commented that he was aware of the issues raised in relation to Allenby Close. He would speak to enforcement officers in respect of illegal parking in the area. There was a minimum of 2 metres from the wall to the kerbline so he believed the visibility when pulling out would not be a problem. The introduction of the bus stop clearway should keep the location free from parked cars.

6.6 **RESOLVED:** That:-

- (a) unresolved objections to the Traffic Regulation Order be overruled and the revised scheme be implemented;

- (b) any remaining objectors and other respondents be written to to inform them of this decision;
- (c) the Head of Transport, Traffic and Parking Services be requested to liaise with the South Yorkshire Passenger Transport Executive (SYLTE) as to the possibility of reducing the number of bus stops on Bocking Lane; and
- (d) the Head of Transport, Traffic and Parking Services be requested to investigate the possibility of the creation of additional parking on Reaney Avenue, particularly whether the Council land opposite the church hall could be used for parking.

6.7 Reasons for Decision

- 6.7.1 There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations.

6.8 Alternatives Considered and Rejected

- 6.8.1 Other options considered included (1) the originally advertised proposal of more waiting restrictions on Reney Avenue – which would have further improved traffic flow; and (2) not providing parking areas on Reney Road – which would have reduced scheme costs; as well as (3) the ‘do nothing’ alternative.

7. HILLSBOROUGH PERMIT PARKING REVIEW

- 7.1 The Executive Director, Place submitted a report outlining representations received following the advertisement of a Traffic Regulation Order (TRO) proposing waiting restriction adjustments for streets inside and outside the Hillsborough Permit Parking Scheme. The report set out the Council’s responses and recommendations.
- 7.2 Ashley Field, a resident of Winster Road, commented that he welcomed the report. However, he had concerns over the consultation process. He did not believe that 2-3 surveys in February/March was sufficient and should be split between the summer and the winter. He was aware that in London there was a system of permit parking for one hour and he believed that that system could operate in Hillsborough. He also questioned the rise in the price of permits which were above the rate of inflation.
- 7.3 Kathleen and David Crapper, residents of Clarence Road, stated that local residents did not wish to see a permit parking scheme on Clarence Road. A petition had been collated, containing 22 signatures in opposition to permit parking on Clarence Road. Residents were also concerned about the price of permits which they did not believe represented best value.

- 7.4 Mr Mayor and Alan Young, owners of a business on Winster Road welcomed the report as local residents and businesses did not wish to see a permit parking scheme on the road.
- 7.5 John Bann, Head of Transport, Traffic and Parking Services responded that there was real demand for a permit parking scheme in the Hillsborough area. Where a scheme was introduced, people then often found other roads to park on which often caused problems for other residents and led to further demands for a permit parking scheme. In relation to surveys, there was a cost implication for undertaking more of them. The suggestion of a single hour permit parking scheme was sound when the problems were caused by commuters but that was not always the case in the Hillsborough area. In respect of the costs of permits, £36 was the cost when schemes were first introduced and there was a need to restore them to that price because of budget pressures. This cost did not cover the cost of enforcing the schemes.
- 7.6 Councillor Leigh Bramall added that there were no plans to increase the cost of permits further. It was a difficult balancing act to meet the needs of all residents when deciding whether to introduce a permit parking scheme.
- 7.7 Pam Cooper and Yvonne Glover, representing Lily's Sandwich Shop at the junction of Burrowlee Road and Penistone Road, then made representations to the Cabinet Member. They commented that staff at the shop had been experiencing unnecessary aggravation from customers frustrated at parking issues near the shop. Lily's had displayed notices to try and persuade people to park in the car park towards the back of the shop. The core hours for the shop were 9.00am to 2.00pm so they did not believe that customers impinged on residents' parking.
- 7.8 The shop had not taken any permits and had freed up 4 spaces for parking. They had requested that they be allowed to display an A Frame informing customers of the location of the car park but this had been refused by the Council. The sign at the rear of the shop alerting customers to the car park had been obscured by trees. They believed that allowing parking for 2 hours would encourage those attending the football matches to park there and half an hour was a suitable compromise.
- 7.9 In response, Andrew Marwood, Highways Engineer, reported that local residents had requested more limited waiting spaces in the area and that changing the parking bay was a step to far.
- 7.10 Councillor Leigh Bramall commented that he accepted the argument that half an hour parking would be more appropriate than 2 hours. He requested that officers look at trialling half an hour parking and investigate what else could be done to better sign the car park.
- 7.11 **RESOLVED:** That:-
- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the

scheme with the exception of Burrowlee Road;

- (b) the Head of Transport, Traffic and Parking Services be requested to investigate the introduction of limited waiting restrictions on Burrowlee Road in the first two parking bays adjacent to Penistone Road for half an hour or an hour with an exemption for permit holders through consultation with local residents and businesses;
- (c) any proposed extensions to the existing permit scheme not be progressed;
- (d) those who made representations be informed accordingly; and
- (e) the proposed parking restrictions be introduced.

7.12 Reasons for Decision

7.12. The recommendations reflect the views of local people on changes inside and
1 outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area. The changes would conclude the review process.

7.12. Officers have worked with residents/businesses of the area through two
2 consultations to develop the final scheme proposals.

7.12. Having considered the comments made through the review and TRO consultation
3 and made adjustments in line with resident suggestions it was considered that the reasons set out in the report for making parts of the TRO outweigh any unresolved objections.

7.13 Alternatives Considered and Rejected

7.13. Officers have considered the content of each individual comment received.
1 Requests to alter the proposals have been investigated and where feasible adjustments have been made. In particular some sections of double yellow lines have been reduced so that a balance between road safety benefits and parking demands can be achieved.

7.13. From the survey data provided in February and March it is clear that some of the
2 streets adjacent to the existing scheme still suffer from long stay parking problems with few spaces turning over to assist residents and local businesses. Based on these results and comments received during the review officers could have implemented an extension to the permit scheme. It has however always been the intention of the Council to implement a permit parking scheme in Hillsborough where a majority of residents responding to the consultation have been in favour of such measures. On that basis it is considered that implementing the measures would go against the wishes of many residents who expressed their opposition to the changes.



SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 December 2013

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Jane White 0114 2736135

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

NOVEMBER 2013

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	750	Mr Chris French, Riverside Café 80 Catch Bar Lane Hillsborough S6 1TA	11 10	Transport & Traffic Design & Delivery	ICMD	This request for changes to existing waiting restrictions will be given consideration via the Transport Planning Streets Ahead waiting restriction assessment process in 2014. Lead petitioner to be informed.
2.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11 10	Transport Planning	ICMD	This request for changes to the existing restrictions in the Highfields Permit Parking. This will be given consideration via the assessment of Permit Parking scheme request allocation.
3.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8 11	Transport Planning	ICMD	This request will be given consideration via the assessment of Permit Parking scheme around the City Centre.
4.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
5.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
6.	16	Requesting more parking spaces on Bellhouse Road (Epetition).	18 02	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead waiting restriction assessment process in 2015/16.

7.	178	Requesting a pedestrian crossing on Hutcliffe Wood Road.	05	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process in 2015.
8.	157	Requesting alterations to the parking facilities at the shopping precinct at Westwick Crescent	26	03	Transport & Traffic Design & Delivery	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process in 2014.
9.	344	Requesting road safety measures around Woodhouse West Primary School, Coisley Hill.	24	04	Transport Planning	ICMD	This request will be given consideration as part of the development of the 20mph speed limit areas.
10.	12	Request for speed bumps and 20mph zone on Blackbrook Road	18	06	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.
11.	196	Petition objecting to the lack of parking provision in Batemoor	03	07	Transport Planning	ICMD	Under Investigation – Referred to Sheffield Homes as the land in question is owned by Sheffield Homes.
12.	60	Requesting enforcement of the 20mph speed limit in Shiregreen	06	09	Transport Planning	ICMD	
13.	69	Requesting speed reduction measures on Albert Road	04	10	Transport Planning	ICMD	
14.	105	Requesting that Glover Road be made one-way	04	10	Transport Planning	ICMD	
15.	8.	Objection to a proposed traffic regulation order (TRO) on Pingle Road near Dobcroft Infant and Junior Schools.	15	10	Transport & Traffic Design & Delivery	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
16.	45	Requesting a change to the Pedestrian Crossing on Greenhill Avenue by Chancet Wood Drive	06	11	Transport Planning	ICMD	Under investigation. The request will given consideration via the Transport Planning Streets Ahead Enhancement assessment

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

NOVEMBER 2013

17	tba	Request for a Crossing on Yew Lane in the Southey Ward	28	11	13	Transport Planning	ICMD	process in 2016.
18	423	Request for a 20mph Zone in High Matlock, Stannington	11	12	12	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process in 2014 Susie Pryor is dealing with.

**SHEFFIELD CITY COUNCIL****Individual Cabinet Member
Report**

Report of: Executive Director, Place

Date: 12 /12/2013

Subject: Investing in Sheffield's Local Transport system:
2013/14 Update and 2014/15 Proposals

Author of Report: Dick Proctor Tel: 2735502

Summary: The purpose of this report is to report on progress in delivering the Council's overall transport capital programme in 2013/14; and to gain outline approval for the draft programme for 2014/15.

Reasons for Recommendations:

Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programmes for 2013/14 and 2014/15 and the current LSTF and BBAF programmes meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

Recommendations:

- Endorse the updated current 2013/14 Local Transport Plan programme;
- Approve the proposed allocations for the draft 2014/15 Local Transport Plan programme, as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year;
- Endorse the continued 2013/14 and 2014/15 programmes for Local Sustainable Transport Funds, the Better Buses Area Fund (BBAF) and the Better Bus Area (BB2) as approved by the Department for Transport.
- Note the differing levels of flexibility available for the various funding streams.
- Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Background Papers: Appendices A-D: Outline programme details by funding source

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Matt Bullock
Legal Implications
YES Cleared by Deborah Eaton
Equality of Opportunity Implications
YES Cleared by Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
All
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: 2013/14 UPDATE and 2014/15 PROPOSALS

1.0 SUMMARY

- 1.1 The purpose of this report is to report on progress in delivering the Council's overall transport capital programme in 2013/14 and to gain outline approval for the draft programme for 2014/15.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The LTP is a statutory document that sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years. It comprises a 15 year strategy document covering the Sheffield City Region (2011-2026), together with a series of annual capital programmes for South Yorkshire.
- 2.2 The LSTF programme is designed to assist economic growth by identifying the places where transport issues are causing concerns; to facilitate travel to work in these places, where currently connectivity is poor; and to increase the attractiveness and awareness of more sustainable modes. It will target people as they make key life choices (for example moving house, changing job, obtaining employment or training). Guidance required the bid to be developed in partnership in order to have a sustainable impact and to have partners from the public, private and voluntary sectors.
- 2.3 The BBAF programme sets out specifically how public transport will help support the economic development of South Yorkshire over the next two years. The programme has three core elements - Smart Ticketing; Smart Infrastructure; and Smart Management.
- 2.4 The BB2 capital programme is a five year national pilot initiative, and is at various stages of development and delivery. The core elements are similar to other LTP, LSTF and BBAF funded work, investing in improved infrastructure to increase efficiency and reduce the cost of bus operations on a number of key corridors (thereby reducing the need for Government direct grant assistance to operators).
- 2.4 The funding streams combine to form the Council's overall transport programme. This programme will help deliver our "Vision for Excellent Transport in Sheffield", enabling people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the city.
- 2.5 The transport programme will reinforce the "Excellent Transport" vision by ensuring that transport contributes to achieving many of the outcomes in the Council's Corporate Plan, and will help deliver the specific transport objectives in the Corporate Plan, namely:

- Thriving neighbourhoods
- Sustainable and Safe transport
- Reducing carbon emissions

2.6 The transport programme also makes a significant contribution to the Council's new Public Health role, and links to ongoing "Olympic Legacy" work via Sheffield's National Centre for Sport and Exercise Medicine, by promoting "Active Travel" (walking and cycling).

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

3.1 The priority in spending LTP, LSTF and Better Buses funds is to make it easier and safer for people to move around when walking, cycling or using public transport, particularly when travelling to work. The programme also aims for people to be well connected to local facilities and the wider transport network within and beyond the City. The programme is also strongly aligned with the 'Streets Ahead' project to improve the condition of the city's roads and pavements. These are priorities set out in 'Standing up for Sheffield', but they also fit well with the priorities in the LTP and the LSTF and Better Buses bids.

3.2 The broader work linked to Public Health initiatives can help improve the lifestyle and health of all Sheffield residents

3.3 The schemes and programmes proposed are very closely aligned to the 25-year Streets Ahead Highways Maintenance Programme. This enables maximum value-for-money whilst minimising the disruption caused by repeated roadworks.

4.0 TRANSPORT CAPITAL PROGRAMME REPORT

Introduction

4.1 Each year, the Council delivers a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main process used historically by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. Sheffield is part of the South Yorkshire Local Transport Partnership, led by the South Yorkshire Integrated Transport Authority (SYITA). Sheffield's share of the LTP was £3.35m in 2013/14, and is expected to increase to £4.48m for 2014/15.

4.2 In recent years the Government has also provided other dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF), Better Buses Area Fund (BBAF) and Better Bus Area (BB2) resources are now both available to the South Yorkshire Partnership following successful bids. "Pinch Point" funding has been awarded to

Sheffield City Council for improvements to Penistone Road. Additional future funding opportunities include an extension to LSTF, “Green / Cleaner” Buses and Cycling initiatives.

- 4.3 The Local Sustainable Transport Fund was introduced by Government to promote sustainable transport interventions that support economic growth whilst reducing carbon emissions. The South Yorkshire LSTF programme consists of two awards, the phase 1 “Key Component” award granted in August 2011 totalling £4.98m; and the Main Bid award granted (in full) in June 2012 totalling £24.60m. Both of these awards cover a period up to 31 March 2015. Sheffield is responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 4.4 The “Better Buses Area Fund” is a two-year South Yorkshire wide programme, approved by DfT in March 2012, with £4.91m shared across the four districts and SYPTE. This is due for completion in March 2014.
- 4.5 A second “Better Bus Area” fund (BB2) was awarded to the Sheffield Bus Partnership in February 2013 in recognition of the ground-breaking Voluntary Agreement between the principal bus operators, SYPTE and the City Council that was launched in October 2012. This programme totals £18.3m spanning a five year period - £6.7m revenue activities (coordinated by SYPTE) and £11.6m capital investment. The Council is again responsible for leading on the delivery of these capital projects on behalf of the Sheffield Bus Partnership.
- 4.6 “Pinch Point” funds are another government initiative aimed at tackling congestion nationally. Sheffield submitted a bid for Pinch Point funding for improvements to Penistone Road, based on previous work aimed at improving access to employment sites along the Upper Don Valley. In May 2013, DfT awarded £3.013m for this scheme, to be used by 31st March 2015.
- 4.7 Since initial approval of the current 13/14 programme, processes and procedures relating to the interface between the capital programme and the Streets Ahead highways maintenance contract have significantly matured. This has included work on commuted sums, previously shown as a lump sum in the overall programme, and now calculated for each individual project. Details of the programme have also changed over the year so this paper provides an update on the overall make-up of the 13/14 programme.
- 4.8 The Council’s formal Capital Approval process requires full Cabinet sign-off for each funding stream programme as outlined above, and each scheme within these. The lower flexibility of some of these funding streams, and their mixed capital/revenue nature has created further complexity for delivery. This paper therefore sets out current priorities for funding allocations prior to the Council’s overall budgets being agreed early in the New Year.

- 4.9 As described above, the funding streams have different timescales of availability. This means there is a need to ensure complete spend of BBAF resources, followed by the great majority of LSTF funds, with the LTP programme forming a “balance” for other funding (because we have more local flexibility with this). The Pinch Point funds similarly must be expended by the end of March 2015, requiring good progress on design this year. Several schemes such as the Upper Don Valley cycle route involve a combination of (for example) LSTF and LTP funds, and in these cases it is important to fully use the LSTF funds first. The “use it or lose it” nature of other funds inevitably raises the risk of LTP underspend whilst prioritising other funds. This is currently the case with the 13/14 LTP programme
- 4.10 The SYLTP partnership wishes to ensure all of the sub-region’s 2013/14 and 2014/15 funding allocations are fully spent in order to demonstrate to Government that we can deliver the programme and hence encourage the DfT to maximise future allocations for South Yorkshire.
- 4.11 Another very significant influence on timing is the Streets Ahead programme. The Council’s contractor Amey is progressing an initial five-year “core investment period” and most roads and footways in the city will be improved during this time, the works being spread across 108 “zones” to facilitate this. Maximising opportunities to dovetail funding (and therefore value for money) whilst minimising disruption is therefore now central to the priorities for the Council’s overall transport capital programme over the next five years.

Local Sustainable Transport Fund Programme

- 4.12 The nature of the LSTF bidding process means that the programme is largely fixed, the bid having been endorsed by DfT. Some limited flexibility is possible, this programme management process being coordinated by the South Yorkshire Local Transport Partnership Team, reporting to SYITA.
- 4.13 The “Key Component” Programme features four packages of interventions, totalling £4.98m over four years. These are:
- an enhanced “wheels to work” package
 - a cycling package (both capital and revenue)
 - “Job Connector” bus services to improve access to employment
 - a behavioural change package
- 4.14 The “Main Bid” Programme totalling £24.6m over three years features:
- the Don Valley Enterprise Corridor (goes all the way from Sheffield to Rotherham town centre and includes the Enterprise Zone around Tinsley). This includes the Sheffield – Woodhouse Key Bus Route.
 - the Barnsley Accessibility Improvement Corridor (linking the Barnsley Accessibility Zone to the North Dearne Villages of Thurnscoe, Goldthorpe and Bolton-upon-Deerne).
 - the Dearne Valley Enterprise Corridor (this covers the

southern part of the Dearne valley and includes the Enterprise Zone at junction 36 of the M1).

- the Doncaster Regeneration Corridor (which goes from Doncaster town centre towards Adwick), and
- a county-wide “Business and Employer Sustainability Toolbox” (BEST)

4.15 Each of these packages has been broken down into separate strands of activity which have capital and revenue allocations for the full term of the programme and are managed and coordinated by the South Yorkshire Transport Partnership team. Appendix A illustrates the overall City Council input to the approved LSTF programme.

Better Buses Area Fund Programme

4.16 The “competitive” nature of the BBAF bidding process means that this programme was also essentially predetermined. Programme management for BBAF is coordinated by the South Yorkshire Passenger Transport Executive (SYPTe), who again have some limited discretion for flexibility, reporting to SYITA.

4.17 The programme has three core elements: “Smart Ticketing” (led by SYPTe); “Smart Infrastructure” including continued progress (led by the City Council) on highway improvements to the Sheffield – Mosborough key bus route and on Ecclesall Road; and “Smart Management” of Sheffield’s roads through minor highway improvements and associated Traffic Regulation Orders to ensure that existing bus lanes, bus gates, bus stop clearways, no waiting / no loading, keep clear and no waiting restrictions are all clearly understood and can be easily enforced, including the use of four relocateable enforcement cameras

4.18 In this final year of the BBAF programme, the City Council is leading on the delivery of projects worth £991,000. These are summarised in Appendix B.

The “Better Bus Area” (BB2) Programme

4.19 This is a similar programme to BBAF, except that it is specific to the Sheffield District as “reward” for the launch of the ground-breaking Sheffield Bus Partnership. It comprises a new five year capital and revenue programme, the capital element of which increases year-on-year with revenue decreasing. The capital programme will be to focus on further infrastructure projects that improve the reliability, punctuality and cost-effectiveness of bus services, hence contributing to passenger growth. The programme is coordinated by the PTE but delivery of most of the infrastructure projects rests with SCC

4.20 Appendix C illustrates the current summary outline programme, but early work focusses on improvements to the Chesterfield Road corridor (including remodelling Meadowhead roundabout), to Penistone Road and Barnsley Road, and to the Sheffield - Gleadless key bus corridor.

- 4.21 Infrastructure investment again needs to tie into the Streets Ahead programme to minimise disruption and maximise value-for money. Further refinement of the programme will need to be agreed through the Bus Agreement Partners initially and will then be reported to the Cabinet Member and to SYITA as appropriate.

Penistone Road Pinch Point project

- 4.22 This is a specific project designed to tackle congestion problems at four key junctions along Penistone Road, thereby improving access to key employment and regeneration sites along the Upper Don Valley. In response to the Council's bid for funds, the DfT awarded £3.013m to be spent by March 2015. The project significantly overlaps the "BB2" Penistone Road proposals and both are being designed to closely align with Streets Ahead core maintenance work planned for 2014/15. The project is listed alongside the BB2 programme in Appendix C.

2013/14 Local Transport Plan Programme

- 4.23 The LTP capital settlement granted to SYITA in 2013/14 provided £3.35m to the City Council. This allocation was confirmed at the SYITA meeting on 4th April 2013, the Council's Cabinet Highways Committee having approved a provisional programme on 12th December 2012. Individual schemes have then been progressed through the Council's Capital Approval Process throughout the year. A similar timescale is envisaged next year following today's report.
- 4.24 Subsequent to the December 2012 Cabinet Highways Committee, an additional £1.5m of LTP funds became available having been carried over from the previous year, leading to a total LTP programme value of approximately £5m. Appendix D illustrates the updated allocations for the current year's LTP programme, taking on board changes to processes and procedures relating to the Streets Ahead maintenance programme. Members are asked to note and approve these revisions.
- 4.25 A summary of the types of schemes currently being delivered in the 2013/14 LTP programme is therefore as follows:

2013/14 LTP Programme by Block Allocation	£ million
Road Safety schemes	0.965
Action linked to "Streets Ahead" Programme	1.425
Action for Pedestrians	0.551
Action for Cyclists	0.491
Traffic management schemes	0.638
Public Transport measures	0.371
LTP management, monitoring, development and other small scale initiatives	0.095
Total (£4.377m currently available)	4.420

Proposed 2014/15 Local Transport Plan Programme

- 4.26 For 2014/15, approximately £4.48m will be allocated for LTP Integrated Transport measures to Sheffield and subsequently endorsed by SYITA. For good programme planning purposes this now requires allocating across a number of priorities.

In the coming year, there will be a number of **commitments for continuing existing initiatives**. These include:

- Accident reduction schemes - additional funding for more schemes to improve road safety, from existing lists of known problem sites.
- 20mph speed limits outside schools and in residential areas – implementing an agreed programme of 20mph areas where needed across the city, plus associated parking restrictions such as zig-zags outside school gates. The key priority remains on reducing child casualties.
- The citywide programme of projects under the banner of “Enhancements to the Streets Ahead Programme”, including pedestrian crossings, refuge islands, school entrance schemes – focussed on the twenty zones where Amey are programmed to be working next year;
- Another city-wide programme, again linked to Streets Ahead, of smaller scale opportunities such as provision of dropped crossings, guard rails, removal of old street clutter etc – identified jointly with Amey for each zone and with input from ward Councillors;
- Another city-wide programme, again linked to Streets Ahead, of small scale cycling opportunities;
- Cycle Routes - continued progress on a programme of on-street facilities and off-road “Green Routes”, encouraging more people to try different ways of travelling to work and adopt healthier lifestyles whilst avoiding congestion. The LTP investment also enables development work for future bids for DfT funding such as “Cycle Ambition Grant”; “Cycling Cities” etc.
- Crookes /Nile Street pedestrian crossing - construction is planned for the summer holidays (July 2014)
- Sheffield Bus Agreement Work –the Council’s contribution to the Bus Partnership focuses on dealing with bus hotspots and developing Key Bus Routes to help prevent buses getting stuck in congestion and hence improve reliability and increase patronage.
- A residual contribution to the project management aspects of the Bus Rapid Transit (North) project in the Lower Don Valley, which now has approval for Government funding and is due to start on site in April 2014

- Traffic Management schemes – including small scale traffic signal enhancements and camera enforcement schemes
 - Permit Parking schemes – continued development and implementation of this programme, building on work already done with local communities.
 - Public Rights of Way improvements – a rolling annual programme
- 4.27 2014/15 will also see opportunities for new initiatives. These might include:
- Contributing to an emerging upgrade of the Hallam University / Knowledge Gateway area of the city centre, by investing in walking and cycle routes;
 - Jointly with the PTE, contributing to a new programme of bus stop upgrades, maximising the opportunity presented by Streets Ahead;
 - Investigating a 20 mph speed limit in the City Centre (with investigation work funded by the South Yorkshire Safer Roads Partnership)
 - Supporting East Midlands Trains in enhancing drop-off arrangements and cycle parking and access at Sheffield rail station
- 4.28 Arising from the above and recognising the overall imperative to align the Capital Programme as much possible with Amey’s “core” programme, the following Programme Blocks are proposed:

Draft 2014/15 LTP Programme by Block Allocation	£ million
Road Safety schemes	0.990
Action linked to “Streets Ahead” Programme	1.500
Action for Pedestrians	0.390
Action for Cyclists	0.550
Traffic management schemes	0.470
Public Transport measures	0.460
LTP management, monitoring, development and other small scale initiatives	0.120
Total (£4.480 provisionally available)	4.480

- 4.29 The provisional detailed LTP programme for 2014/15 is set out in Appendix D

Next steps

- 4.30 Subject to agreement at this meeting, approval to spend the allocations within the individually named schemes within the 2014/15 programmes will all be sought through the formal Capital Approval process.

Relevant Implications

- 4.31 For LTP funds, the central South Yorkshire ITA cash grant will be claimed from the South Yorkshire Integrated Transport Authority as expenditure is incurred throughout the year. Agreement has been reached with South Yorkshire partners about use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed, the eligibility of other funding streams for this purpose is still being discussed. The LTP programme allocations stated in this report form part of the third South Yorkshire Local Transport Plan (2011-2016) which is a statutory document. It should be noted that there is pressure to use LTP to cover a greater element of client costs in delivering this capital programme due to the budgetary situation.
- 4.32 For LSTF and Better Buses Funds, the central cash grants will be claimed from the South Yorkshire Passenger Transport Executive as expenditure is incurred throughout the year.
- 4.33 A full Equality Impact Assessment has previously been undertaken for the Transport Capital Programme in December 2012. The Programme makes a clear commitment to the development of an inclusive transport system that takes into account the needs of everybody. Of particular importance is making public transport easier to access and use and the promotion of more sustainable and cheaper modes of travel. The Programme aims to provide real travel choices and alternatives, in particular for the more disadvantaged groups in society. Everyone is affected by transport issues, the Programme is of universal positive benefit to all regardless of sexuality, ethnicity, religion, disability, gender and age.
- 4.34 Legal Implications: SYPTE as the Transport Authority for the metropolitan district of Sheffield is responsible for improving public transport and Sheffield City Council as the Highway Authority has the responsibility for local roads and traffic management and is under a duty to enable all traffic to flow freely by making sure roads are used efficiently and with reduced congestion. SYPTE is responsible for producing the LTP and the Council is accountable for ensuring that the Network Management Duties have been successfully undertaken. The Council also has the power to take steps to meet local transport needs in the light of local circumstances together with a power to enter into partnerships with bus operators in order to support more coherent planning and delivery of local transport.
- 4.35 There are also legal aspects to the recently launched Sheffield Bus Partnership in that the Council has committed itself to contributing to a five-year "Joint Investment Plan". The public transport programme, with details of bus-related projects listed in the appendices, forms the core of this Council commitment.

- 4.36 The schemes outlined above will enable the Council to fulfil its statutory duties.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programmes for 2013/14 and 2014/15 meet the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP whilst maximising the opportunities presented through the "Streets Ahead" Programme.
- 5.2 For LSTF, Better Buses and Pinch Point funding, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programmes for 2013/14 and 2014/15 and the current LSTF and BBAF programmes meet the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

7.0 RECOMMENDATIONS

- 7.1 Endorse the updated current 2013/14 Local Transport Plan programme;
- 7.2 Approve the proposed allocations for the draft 2014/15 Local Transport Plan programme, as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year;
- 7.3 Endorse the continued 2013/14 and 2014/15 programmes for Local Sustainable Transport Funds, the Better Buses Area Fund (BBAF) and the Better Bus Area (BB2) as approved by the Department for Transport.
- 7.4 Note the differing levels of flexibility available for the various funding streams.
- 7.5 Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Simon Green
Executive Director, Place

25 November 2013

Appendix A: The 2013/14 and 2014/15 LSTF Programme:

(SCC involvement: Lead and / or Delivery)

Programme Block	Scheme	2013/14 allocation (£000's)	2014/15 allocation (£000's)
Cycling Package	• Blackburn Valley cycle route	12	0
	• Upper Don Valley Cycle Route	50	0
	• SY Bike Boost	40	40
	• SY Cycling Training	37	37
	• SY Repair and ReCycle	25	25
Behavioural Change Package	• Targetted Safer Sustainable Travel Campaigns	70	70
Don Valley Enterprise Corridor	• SYITS (South Yorkshire Intelligent Transport System)	329	221
	• Cycle Route - Lower Don Valley - SCC	388	TBC
	• Plugged In South Yorkshire (Don Valley) - SCC	106	108
	• Sheffield –Woodhouse Key Bus Route (PTE led)	605	344
Business and Employer Sustainability Toolbox (BEST) (Behavioural Change)	• ECO Academy – Eco-driving Sheffield – SRP	155	198
	• ECO Academy – Young Driver Training – SRP	138	134
	• Walkboost – workplace – SCC	302	445
	• Walkboost – Walk to work – SRP	82	62
	• Cycleboost –Park that Bike - SCC	58	47
	• Cycleboost –Workplace Dr.Bike - SCC	96	41
	• Cycleboost –Bike Leasing (Bikeboost) - SCC	244	168
	• Cycleboost –Workplace Adult training - SCC	171	91
	• Travel Training (2) - SCC (Children and Young Peoples Service)	146	101
	SY Marketing and Communications – Safer Sustainable Travel – SRP (Safer Roads Partnership)	167	124
	• SY Marketing and Communications – Young People's Travel Training – SRP	72	51
Total)		3293	2300+

Appendix B: The 2013/14 “Better Bus Area Funds” Programme

Programme Block	Scheme	2013/14 allocation (£000's)	2014/15 allocation (£000's)
Smart Infrastructure	• Ecclesall Road Corridor	83	N/A
	• Sheffield – Mosborough Corridor	609	N/A
Smart Management	• Improved clarity and enforcement of peak period waiting restrictions	184	N/A
	• Improved clarity and enforcement of bus gates	115	N/A
Total		991	N/A

Appendix C: The 2013/14 and 2014/15 “Better Buses Area” (BB2) Programme

Programme Block	Scheme	Current 2013/14 allocation (£000's)	2014/15 allocation (£000's)
More Efficient Infrastructure	• Chesterfield Road Corridor (Meadowhead)	842	TBA
	• Chesterfield Road Corridor (Heeley area)	50	TBA
	• Penistone Road Corridor	50	TBA
	• (Penistone Road – separate “Pinch Point funding but heavily linked to BB2 programme)	900	2113
	• North Sheffield Corridor – Phase 2	50	TBA
	• Sheffield –Gleadless Corridor	250	250
	• City Centre Urban Traffic Control Programme	50	TBA
	• Citywide Bus Hotspots	50	250
Improved Passenger Facilities	• Audio-Visual on-bus information systems	50	TBA
Total		2,292	4500 (prov.)

Appendix D
Sheffield's updated 2013/14 LTP Programme, and draft proposals for 2014/15

SY Cost code	SCC BU ref	PROGRAMME BLOCK ALLOCATION	DESCRIPTION	revised 2013/14 allocation (after SYITA review Oct'13)	DRAFT Proposed 2014/15 allocation
		Public Transport Programme			
S034	94177	Ecclesall Road Smart Route Package	Package of traffic management measures, jointly funded with SYPTE and match funding LSTF – including parking management work	£57,000	£50,000
S085	93092 94445	Sheffield Bus Agreement (incl Hotspots)	SCC contribution to Sheffield Bus Partnership - focuses on dealing with bus hotspots and developing Key Bus Routes to help prevent buses getting stuck in congestion and hence improve reliability and increase patronage.	£270,000	£200,000
		Bus stop upgrades aligned to Streets Ahead work	New allocation co-funded jointly with SYPTE to maximise Streets Ahead opportunities for modification and improved accessibility	£0	£200,000
S077	93887	Sheffield Bus Rapid Transit North Contribution	Continued contribution to management of (successful) major scheme development and delivery	£44,000	£10,000
S095		Network Management Programme			
	94310	Chesterfield Road Package	final removal of bus pre-signals on Meadowhead; various other minor traffic management measures	£11,000	£40,000
	93110	Meadowhead roundabout contribution to BB2 scheme	SCC contribution to the broader network management improvements at this strategic junction	£100,000	£50,000
		Traffic signals enhancements	annual programme of equipment upgrades in alignment with Amey signals maintenance work (13/14 increase funded by 12/13 carryover)	£44,000	£20,000
		Streets Ahead related revisions to waiting restrictions etc	provision of new programme in response to continued public requests for small scale revisions of waiting restrictions (yellow lining schemes)	£10,000	£50,000
	93095	Taxi facilities	Continuing a rolling programme of schemes, including the provision of new ranks (13/14 increase funded b 12/13 carryover)	£27,000	£25,000

	94449	Driving Me Crazy	completion of previous programme, now superceded by PFI related	£16,000	£0
		HGV work	Continuing the current HGV routing study and developing early measures to promote freight routes – increase needed to cover extended public liaison work	£80,000	£25,000
		City Centre coach parking study	Feasibility work to provide solution to long-term problem	£0	£10,000
S096		Inner Ring Road related measures	residual commitments – now completed	£50,000	£0
S092		SCC Permit Parking Programme	Permit Parking schemes – continued development and implementation of this programme (<i>currently £300,000 allocated against “S092” at South Yorkshire level</i>).		
	92846	Hillsboro PPS Review	No further requirement in 14/15	£70,000	£0
		TRO enforcement upgrades, equipment		£100,000	£100,000
	94366	St Vincents / St Georges PPS		£40,000	£25,000
	92746	Upperthorpe PPS		£80,000	£25,000
		Park Hill / Atlas PPS		£10,000	£100,000
		Accessibility Programme			
S091		SCC Streets Ahead Accessibility Opportunities (small schemes)	City wide programme linked to Streets Ahead, of smaller scale opportunities such as provision of dropped crossings, guard rails, removal of old street clutter etc	£800,000	£800,000
S097	var.	SCC Streets Ahead Accessibility Enhancements (larger schemes)	Citywide programme, including pedestrian crossings, refuge islands, school entrance schemes – focussed on the zones where Amey are programmed to be working	£625,000	£700,000
S094		SCC "Action for Pedestrians" Programme (includes Crookes/Nile St; PROWIP)	<i>(currently £530,000 allocated against “S094” at South Yorkshire level)</i>		
		Public Rights of Way Improvement Plan	Ongoing programme to fulfil statutory requirement	£120,000	£120,000
		Crookes / Nile St	pedestrian crossing - construction is planned for the summer holidays (July 2014). 13/14 spend is advanced diversions	£80,000	£250,000

		East Bank Road	Complete in 13/14	£147,000	£0
		Psalter Lane	complete	£76,000	£0
	93399	Porter Valley crossing facilities	Largely design work in 13/14	£38,000	£20,000
		Community Assemblies - Completion Programme	All carryover from 12/13 – all now commissioned	£100,000	£0
		Road Safety Programme	<i>(currently £655,000 allocated at South Yorkshire level)</i>		
S075		SCC Accident Savings Programme	Continued citywide strategy to reduce killed and seriously injured (KSIs) on the roads - from existing lists of known problem sites		£300,000
	93661	Prince of Wales Road / Greenland Road	Design making good progress (£15000)	£110,000	
	93351	Wordsworth Avenue	design only in 13/14, to enable environmental aspects to be addressed (£5000)	£115,000	
	93655	Monteney School	Substantially complete - (£90,000)	£120,000	
		KSI early action work	Contingency fund	£10,000	£10,000
	92769	Accident savings scheme development	to refine future priorities	£10,000	£10,000
	93970	Speed Indication Devices (SIDs) Programme	Rolling annual programme of devices, linked to discussions with ward Councillors	£70,000	£70,000
		School Keep Clear (SKC) Programme	Rolling programme of introducing enforceable restrictions to advisory “zig-zag markings” at schools, geared to align with 20mph work and Amey programme	£200,000	£150,000
S083	94438	road safety audit work	Work required to respond to the outcome of Stage 3 (as built) Road safety Audits	£40,000	£40,000
S087	97985	SCC 20mph Speed Limit schemes Programme	Citywide strategy to develop 20mph speed limits across local areas, aligned to Streets Ahead Programme. Sizeable ongoing programme	£300,000	£400,000
		Development of potential City Centre 20 mph speed limit	Reviewing potential funding options from South Yorkshire Safer Roads Partnership	0	£10,000
		Cycling Programme			

S098	93370	SCC Streets Ahead Cycling Enhancements	City-wide programme, again linked to Streets Ahead, of small scale cycling opportunities (late to start this year, processes now operational);	£100,000	£200,000
S086		SCC other Cycling projects	Programme of both on-street and off-road routes, encouraging more people to cycle safely. Investment also enables development work for future bids for DfT funding such as "Cycling Cities" etc (£363000 approved at SY)		
	93557	Connect 2	complete	£86,000	£0
	92741	Upper Don Valley		£80,000	£80,000
	90703	Blackburn Valley	recent progress on land issues plus surveys and development of phase 2 options	£85,000	£80,000
	92903	Lower Don Valley	Continued progress of largely off-road route; mostly funded through LSTF	£14,000	£10,000
	92913	Little Don route	Local contribution to Peak Park / Barnsley "Cycle Ambition Fund" initiative	£0	£100,000
		City Centre Signing	complete	£10,000	£0
	92872	City Centre Cycle Ring Route	will be completed this year, no funding requirement in 14/15	£100,000	£0
		Green Routes Network Development	New allocation to enable development work - includes various surveys	£20,000	£80,000
		Miscellaneous			
		Regeneration and Development Partnership activity	New Contribution to emerging "Knowledge Gateway" project - investing in walking and cycle routes	£50,000	£100,000
S076		Sheffield Air Quality Programme	Scale of next year's requirement to be confirmed	£45,000	£20,000
		TOTALS		£4,560,000	£4,480,000
		(resources available)		(currently) £4,377,000	Provisional: £4,480,000



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 09/05/2013

Subject: Request for pedestrian crossing on Hutcliffe Wood Road

Author of Report: Gay Horsfield Tel: 2735828

Summary: The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years. This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

Reasons for Recommendations:

Hutcliffe Wood Road is due in the Streets Ahead programme in Year 4, 2016. Approximately 12 months in advance of this, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome will not be known until that time and it is recommended that the petitioners be informed of this new process.

Recommendations: See above.

Background Papers: Appendix A - Letter to Councillors (including Assessment Criteria)

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by:
Legal Implications
NO Cleared by:
Equality of Opportunity Implications
NO Cleared by:
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
Site of the petition
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

PETITION RESPONSE

1.0 SUMMARY

- 1.1 All requests for highways improvements will be considered in a timetable aligned to the programme for the Streets Ahead project, using the assessment criteria approved by councillors.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years. This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money, and, in line with the Corporate Plan 2011-2014. If the facilities are provided they will contribute to the creation of a safer residential environment and a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 If a facility is built it will help promote sustainable transport. This will contribute to the delivery of:
- the '*sustainable and safe transport*' objective of the Corporate Plan;
 - a 'Great Place to Live'
 - the Council's Vision For Excellent Transport In Sheffield

4.0 REPORT

Accident Data

- 4.1 At the time of the assessment the most recent accident data available for last five years will be extracted for the petition site. (Should a road safety issue become apparent in advance of the assessment, officers are made aware of this and the scheme is assessed separately on accident saving criteria.)

Assessment and Streets Ahead Programme

- 4.2 There are currently over 1200 requests for local accessibility improvements to the transport network across Sheffield. These include requests for pedestrian crossings, traffic calming, footpath improvements, danger reduction schemes and school entrance schemes. In recent years, Local Transport Plan funding has only allowed for a relatively small number of schemes to be progressed each year. All requests are scored using agreed assessment criteria, see Appendix B.
- 4.3 All requests are added to a file and mapped. This map is available to view on the Sheffield City Council website. No requests are deleted until an appropriate solution has been found.

- 4.4 The Streets Ahead core investment programme provides a unique opportunity to step up the implementation of these types of schemes where we can dovetail with the maintenance programme. This has the benefit of potentially reducing scheme costs allowing us to maximise the limited resources we have available, as well as limiting disruption on street, and perhaps most importantly demonstrating a coordinated approach to the public. The Council has therefore adopted this close alignment of the Transport Capital and the Streets Ahead programmes for the foreseeable future.
- 4.5 All scheme requests for all Streets Ahead Zones and any other roads due to be maintained in a particular financial year are selected approximately 12 months in advance of this programme. These requests are then sorted by highest assessment score. Potential schemes are discussed with local members. The number of schemes progressed are then determined by the amount of money available for that financial year and their feasibility.

Assessment Criteria

- 4.6 The petition site will be assessed using the approved criteria. If applicable pedestrian numbers, vehicle counts and/or speeds may also need to be checked.
- 4.7 If the petition site is in an area or zone not yet treated then the request will be assessed and considered at a later date alongside all other transport requests in that zones. If the petition site is in a zone that has already been through the Streets Ahead project then no action will be considered until the five year moratorium has passed.
- 4.8 Hutcliffe Wood is in the Streets Ahead zone 'A18 Dore' currently programmed for Year 4 (2016). This request is therefore proposed to be assessed sometime in mid 2015.

Relevant Implications

- 4.9 No legal, financial or equality implications have been identified as no course of action has been recommended at this time.

Conclusion

- 4.10 Once the detailed assessment has taken place the request will be considered along with all the other requests for the financial year. If the requests score highly enough, and it is feasible to improve conditions at this location, then the most suitable form of improvement will implemented.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 These will not be considered until the request has been scored.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years.

7.0 REASONS FOR EXEMPTIONS

7.1 Not applicable.

8.0 RECOMMENDATIONS

8.1 Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme. (Petitions no longer to be reported to Cabinet Highways Committee but a register to be kept alongside all other requests received.).

8.2 Assess and score the petition request which will be prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, in the time scale discussed above.

8.2 The lead petitioner is informed of the decision, in that the request will be assessed in 2015 alongside all other requests in that Streets Ahead zone..

Author	Gay Horsfield
Job Title	Transport Planner
Date	22 November 2013

DEVELOPMENT, ENVIRONMENT AND LEISURE
Development Services

Director: Les Sturch, MRTPI
Room G32A · Town Hall · Surrey Street · Sheffield · S1 2HH

Email: john.bann@sheffield.gov.uk
Officer: John Bann

Tel: (0114) 273 6030
Date: 30 May 2013

Dear Councillor

Delivering Small Highway Schemes with Streets Ahead

I am writing to update you on the Council's revised processes for prioritising new highway scheme requests and for programming new highway works in future years, based around the new Streets Ahead "core investment programme" of maintenance works. Over the next five years, Amey have developed their programme on a "zonal" basis. There are just over 100 zones across the city and Amey will be working on around 20 per year. Each Ward comprises several of these zones.

There are currently over 1200 requests for local accessibility improvements to the transport network across Sheffield. These include requests for pedestrian crossings, traffic calming, footpath improvements, danger reduction schemes and school entrance schemes. In recent years, Local Transport Plan funding has enabled a relatively small number of schemes to be progressed each year, prioritised using the Council's approved priority assessment criteria, or by the Community Assemblies for their local funding allocations (which have now ceased).

Over the next five years, the Streets Ahead core investment programme provides a unique opportunity to step up the implementation of these types of schemes, because we can dovetail improvements with the maintenance programme. This has the benefit of potentially reducing scheme costs allowing us to maximise value for money with the limited resources we have available, as well as limiting disruption on street, and perhaps most importantly demonstrating a coordinated approach to the public.

Scheme Prioritisation

All scheme requests are registered on a single list, and are now plotted on a "GIS-based" map compatible with Streets Ahead webpages. This enables scheme requests within particular "zones" to be easily viewed with outline details including their priority score.

Scheme requests have been prioritised as follows:

- Every year, all requests in zones due to be maintained the following year are assessed and scored.
- The requests are sifted further using officers' knowledge of the requests, and local conditions.

- Due to the short timescales in Year 1 (2013/14), deliverability has of necessity been given high priority to enable design and construction to align with the planned maintenance works by Amey.
- Schemes are selected purely on their priority assessment score and deliverability, therefore some zones may not have any schemes selected if none score highly.

The short list of schemes for Year 1 is attached to this letter and they are being progressed in line with the Streets Ahead Project.

The initial selection of Year 2 (2014) schemes has now started. Once a number of feasible and deliverable schemes have been shortlisted, all ward Councillors for the relevant zones will be contacted and we will be meeting with you to discuss local issues and scheme priorities. Officers will present schemes selected and not selected, and the basis for the sifting, giving local members the opportunity to input to the process. It is proposed to continue this process for the next five years, until the end of the initial “core investment period”

Further details of the Priority Assessment process

The assessment criteria used by the Council have been agreed and have been in use for several years now. Assessment scores are compiled from a series of questions, each of which is scored as follows:

Priority Assessment Criteria	Scoring Range
IMPACT ON NUMBER OF PEDESTRIAN & CYCLIST ACCIDENTS	Each question is scored between +2 and -2: +2 significant positive +1 slightly positive 0 neutral -1 slightly negative -2 significantly negative
DEGREE OF FEAR AND INTIMIDATION	
TO WHAT DEGREE IS IT A MAJOR WALKING ROUTE	
IMPACT ON CONDITIONS FOR WALKING	
IMPACT ON ACCESS TO LOCAL AMENITIES (SHOPS, SCHOOLS, DOCTORS etc)	
IMPACT ON PUBLIC TRANSPORT	
IMPACT ON INAPPROPRIATE DRIVER SPEEDS	
IMPACT ON CYCLING	
IMPACT ON PEOPLE WITH DISABILITIES	
TOTAL SCORE	

The scheme request list is now available on the Council’s website in a map format, which also shows the Streets Ahead programme
<https://www.sheffield.gov.uk/roads/works/schemes/transport-service-requests/Scheme-request-map.html>

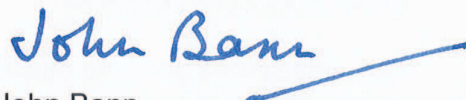
During the core investment period, we intend to assess the great majority of requests in batches to align with Amey's preparation for each zone, unless unusual or urgent circumstances indicate the need for immediate action (for example, where there might be scope to include the request within a bigger, strategic project, or a clear road safety danger occurs or is identified).

As the core investment period progresses, it is likely that we will receive requests for zones which have already been completed. These requests will need to be assessed to determine whether there is a need for immediate action (assumed to be rare and relate to significant road safety issues). The more normal course of action will be to defer them until the end of the core investment period when the process for prioritising requests will need to be considered again.

In light of the increasingly difficult budget position we can no longer fund minor traffic orders (such as double yellow lines), reducing our ability to respond to local requests.

I hope this helps explain how the Council aims to make best use of combining transport improvement funds with the Streets Ahead maintenance programme over the next five years. Please don't hesitate to contact Gay Horsfield or Gemma Carl at transport@sheffield.gov.uk if you would like further guidance on this process.

Yours sincerely



John Bann
Head of Transport, Traffic and Parking Services

Streets Ahead Year 1 (2013/14) – Priority Minor Highway Schemes

Streets Ahead Zone	Location	Description
B65 Wybourn	Manor Lane	Pedestrian crossing of Manor Lane. Location still being established.
A04 Grimesthorpe	Page Hall Road at Barretta Street	Convert existing hump to raised plateau to assist pedestrians crossing Page Hall Road
	Burngreave Road at junction with Minna Road	Junction improvements and improved crossing point for pedestrians
	Tyler Street at pedestrian entrance to Meadowhall Interchange	Pedestrian crossing to improve access to Meadowhall Interchange
	Tyler Street at Barrow Road	Add pedestrian crossing facilities to the existing traffic signals
A05 Totley	Greenhill Parkway, at Reney Road	Pedestrian island to help school children cross the road, at Greenhill School
	Greenhill Parkway (including Fox Lane)	Measures to assist pedestrians crossing at points along Greenhill Parkway. Feasibility only.
A11 Mosborough	Owlthorpe Greenway	Footway improvements
	Owlthorpe Greenway at Holbrook Avenue	Provide footway and bus stop improvements
	Station Road / Moss Way	Measures to improve safety and flow of traffic
	Rotherham Road, Halfway	Widen existing pedestrian island to assist pedestrians crossing
	Holbrook Avenue at Eckington Way	Crossing facilities at junction
B17 Parson Cross	Southey Green Road at junction with Halifax Road	Pedestrian island and build outs to help pedestrians cross and improve access to the shops.
B57 Meadowhead	Chesterfield Road / The Dale (Woodseats)	Junction narrowing to make it easier for pedestrians to cross The Dale

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SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 12th December 2013

Subject: 'MALIN BRIDGE JOBCONNECTOR'

Author of Report: Cate Jockel

Summary:

This report seeks Cabinet Member approval to implement the scheme to improve bus/tram interchange at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

Reasons for Recommendations:

The proposal is in the best location for interchange between bus and tram at Malin Bridge. It will provide convenient, accessible and safe interchange between the Supertram Link bus service and the tram, as well as with the other bus services that use this bus stop. The impact on traffic of the existing temporary stop will be removed. The new location will be monitored and reviewed to see what, if any, impact the new provision has on local traffic management.

Recommendations:

To implement the scheme to improve interchange between bus and tram at Malin Bridge, using the Department for Transport's 'Local Sustainable Transport Fund' provision.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Matt Bullock
Legal Implications
YES Cleared by Deborah Eaton
Equality of Opportunity Implications
YES Cleared by Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Hillsborough
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

REPORT TO THE CABINET MEMBER FOR BUSINESS, SKILLS AND DEVELOPMENT

12 DECEMBER 2013

'MALIN BRIDGE JOBCONNECTOR'

1. SUMMARY

- 1.1 This report seeks Cabinet Member approval to implement the scheme to improve interchange between bus and tram at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The scheme is one of the improvements being progressed as part of the 'Don Valley Enterprise Corridor', one of four corridors in South Yorkshire which are the focus of the Local Sustainable Transport Fund (LSTF) programme across the county (entitled 'A Sustainable Journey to Work'). It will improve interchange between bus and tram at Malin Bridge, building on the introduction of the Supertram Link bus, to encourage growth in use of the tram network to access areas of employment along the Don Valley.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project contributes towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':
- better public transport provides socially-inclusive access to jobs;
 - better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness;
 - better public transport increases public transport use and contributes to the "sustainable and safe transport" objective.

4. REPORT

Background

- 4.1 The 'Don Valley Enterprise Corridor' is one of the corridors that the LSTF programme is focussing on. This corridor has been the focus of a number of regeneration initiatives to revive the area, as one of the key drivers for wider growth in the City Region. The overarching transport problems identified in the corridor are the quality, reliability and capacity of transport links into Rotherham and Sheffield, the connectivity between these urban centres and the links to areas of employment. The focus is to build upon existing public transport capacity and connectivity. The LSTF funding for this scheme is held by South Yorkshire Passenger Transport

Executive (SYPTTE) which has commissioned the City Council to progress the design and construction of highway works.

4.2 The Malin Bridge tram terminus is located at the western end of Hillsborough, adjacent to a gyratory road system which links routes from Stannington, Loxley and Rivelin with Holme Lane, which then leads to Hillsborough centre and onwards to the City Centre and beyond. Immediately adjacent to the terminus (northern side) is a large residential area (part of Hillsborough). Adjacent to the terminus (southern side), across Holme Lane, is the Malin Bridge Park and Ride site which provides interchange between car and tram. The location is shown in Appendix A.

Proposals

4.3 Discussions over possible terminus points for a feeder service to the tram at Malin Bridge began in early 2010 in advance of the bus link service commencing in November 2010. Because of site and highway constraints, as well as funding, it was not possible to provide a permanent terminus point in the timescale available. To allow the service to commence operation, a bus stop was provided on Loxley New Road, close to its junction with the service road adjoining the tram terminus. This was not seen as a permanent solution due to the impact on traffic management and congestion around this gyratory and also because of the impact on residents. The successful bid for LSTF funding for the 'A Sustainable Journey to Work' programme provides the opportunity to remedy this situation.

4.4 Several different locations for a permanent solution have been investigated since 2010. These have included the service road and the Park and Ride, as well as various locations around the gyratory, including the extension of the existing bus layby adjacent to the tram stop to allow the bus to stop within it and wait time. There are pros and cons to all of these locations.

4.5 A number of meetings have been held between officers and Local Members in advance of the recent local consultation. Members were concerned that a location within the gyratory system will continue to impact on traffic management and congestion and were, in principle, in favour of taking part of the Park and Ride site for this terminus point. However, there are a number of reasons why the Park and Ride site is not a suitable location. In particular, it would provide worse interchange for passengers between the bus and tram than the current bus stop does - both in terms of distance to walk and the need to cross Holme Lane - and it would remove a large proportion of parking spaces for Park and Ride. (While the Park and Ride is not currently full, it is reasonably well used and it is City Council policy to expand both the tram network and the Park and Ride network). Officers and Members therefore agreed that there should be public consultation on extending the existing bus layby adjacent to the tram stop.

4.6 This proposal is to extend the existing bus lay-by so that it can accommodate two buses rather than one. The Supertram link bus would then use a new short length of bus lane to turn back towards Stannington. Other buses will continue towards Hillsborough just as they do now. This facility will provide excellent interchange between bus and tram (as good as is possible in this location) and should remove the impact on traffic management and congestion and residents

caused by the current bus stop location. A Plan of the proposed scheme is attached as Appendix B. This is the plan that was sent out as part of the local consultation.

4.7 The Traffic Regulation Order (TRO) for this scheme was advertised on 20th September this year. Local consultation was also carried out at the same time, with letters and plans delivered to Local Councillors, local residents, the emergency services and the usual standard consultees.

4.8 Five responses have been received. South Yorkshire Police has raised no comments or issues. The CTC Right to Ride Sheffield supports the proposed scheme, following confirmation that cyclists would be allowed to use the bus lane. One resident responded to ask why the bus terminus couldn't be located in the Park and Ride. This has been explained and nothing further has been received. Two responses were generally supportive but were not happy with the bus stand proposed on Holme Lane. One was a resident, concerned that this will cause delays along Holme Lane. The other was a local business (the Motor Company) which is concerned about this impacting on transporter deliveries to the site: it has no alternative location for this.

4.9 The bus stand was included in the advertised TRO so that, if two Supertram link buses should be at the terminus at the same time, one would progress to this bus stand to wait time, so freeing up the second bus stop in the lay-by for other services. It would then come back around the gyratory system to the stop. This already happens at the moment without a bus stand and both respondents agree that it does not currently cause a problem. For that reason, it will not be included in the scheme and the current situation will continue. There are, therefore, no objections.

4.10 In addition, First Bus has ceased using the lay-by as a timing point for its high frequency service here (from the end of October 2013). This was negotiated through the Sheffield Bus Partnership and significantly reduces the potential for two buses to be waiting time in the lay-by.

4.11 Local Members remain concerned that, at this location, the proposed scheme could continue to impact on traffic management and congestion in the local area. The whole length of Holme Lane around the gyratory and through to Hillsborough Corner, and beyond into Bradfield Road and Middlewood Road, is a very sensitive one in traffic terms. It is, therefore, the intention that the scheme will be monitored and enforced after implementation. This will be done through a re-locatable camera to monitor and enforce the bus lane and a traffic management camera to monitor traffic movement in the area, including how the bus lay-by is operating. This will link well with a new development being progressed through the Sheffield Bus Partnership (funded through the Better Buses Area Fund): both Stagecoach Bus and First Bus will have operational staff located at Urban Traffic Control with direct radio contact to every First & Stagecoach bus. They will therefore be able to make immediate intervention if any problems occur. This is currently intended to be live in January 2014.

Summary

4.12 This proposal is to extend the existing bus lay-by so that it can accommodate two buses rather than one. The Supertram link bus would then use a new short length of bus lane to turn back towards Stannington. Other buses will continue towards Hillsborough just as they do now. This facility will provide excellent interchange between bus and tram (as good as is possible in this location) and should remove the impact on traffic management and congestion and residents caused by the current bus stop location. There were two objections to the Holme Lane bus stands and so that will not be progressed, with the current informal situation continuing. As a result, there are no outstanding objections.

Relevant Implications

4.13 Financial: The budget estimate for the civils scheme is £95,600: this excludes Statutory Undertakers costs, monitoring and enforcement costs and commuted sums. The scheme has been amended since that estimate was provided and the cost will have increased. The scheme is funded through the Local Sustainable Transport Fund where there is up to £135,125 available for the main scheme. The LSTF bid included match funding from Stagecoach Bus in the form of the provision of the Supertram Link buses. On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The worst case revenue budget impact has been estimated as £25,000 over 25 years (i.e. £1,000 p.a.): the ongoing cost of ensuring that the scheme functions to its full potential will be revised as the detailed design is completed. The source of the funding for this element of the scheme is still to be confirmed and as such the works (which are scheduled to commence in quarter 4 of 2013/14 financial year) cannot commence until this situation is resolved. Discussions are progressing between the City Council and SYPTE to achieve this.

4.14 Equalities: An Equalities Impact Assessment has been signed off for the scheme as generally positive for all Sheffield people regardless of age, sex, race, faith, disability, and sexuality. It is particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts were identified.

4.15 Legal: The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include facilitating the flow of traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with, alongside the local consultation. The Council should consider and respond to any public objections received. In making decisions of this nature, the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied, it is acting lawfully and within its powers.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 As described in paragraph 4.4 above, several different locations for a permanent solution have been investigated since 2010. These have included the service road and the Park and Ride, as well as various locations around the gyratory, including the extension of the existing bus layby adjacent to the tram stop to allow the bus to stop within it and wait time. There are pros and cons to all of these locations and these were discussed between officers and Local Members. Following that, it was agreed to progress to public consultation on extending the existing bus layby adjacent to the tram stop. The other alternative option would be to do nothing and leave the bus stop in the existing 'temporary' location but this does impact on traffic management and congestion around this gyratory, as well as local residents.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposal is in the best location for interchange between bus and tram at Malin Bridge. It will provide convenient, accessible and safe interchange between the Supertram Link bus service and the tram, as well as with the other bus services that use this bus stop. The impact on traffic of the existing temporary stop will be removed. The new location will be monitored and reviewed to see what, if any, impact the new provision has on local traffic management.

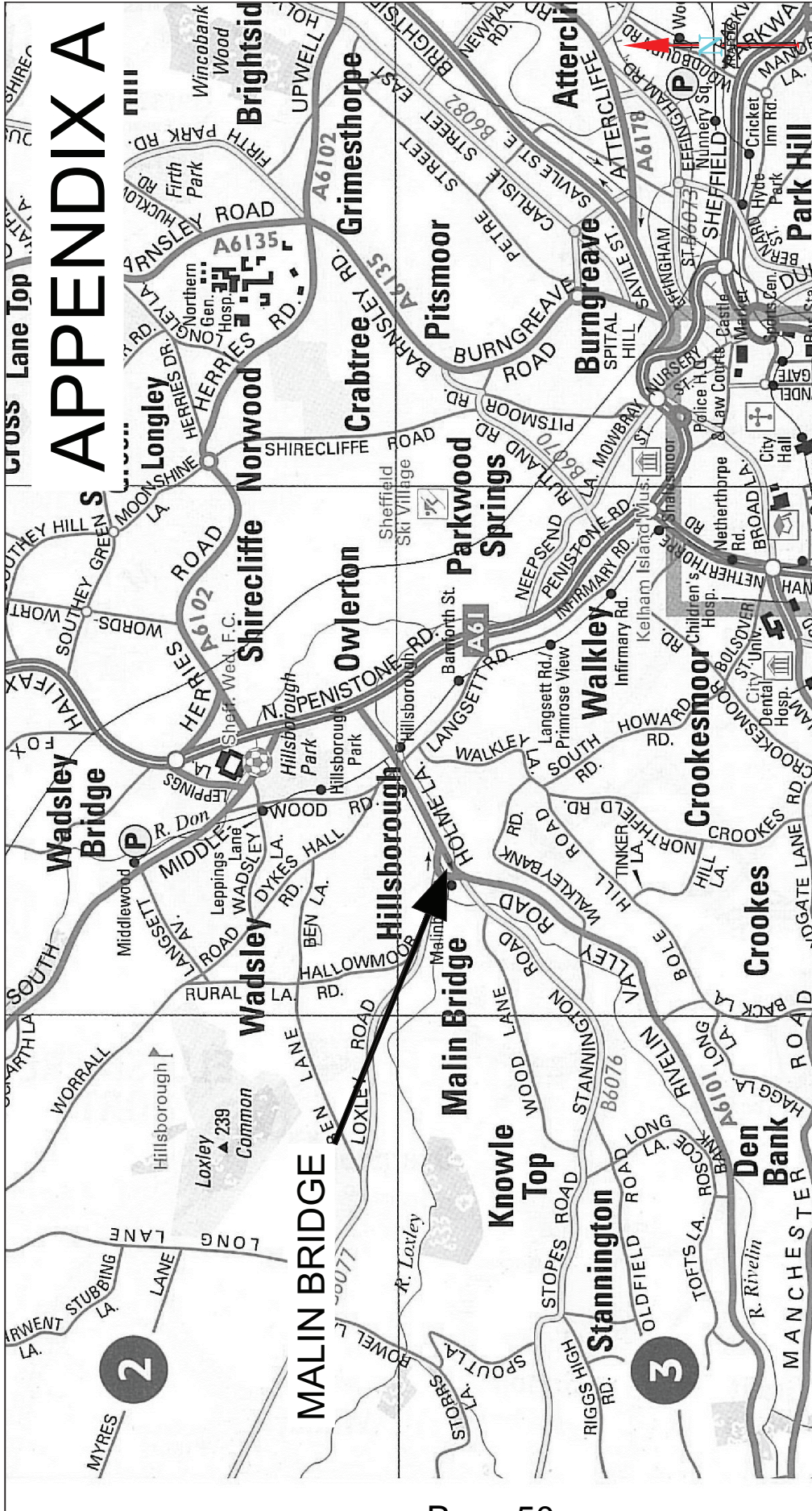
7. RECOMMENDATIONS

7.1 To implement the scheme to improve interchange between bus and tram at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

Simon Green

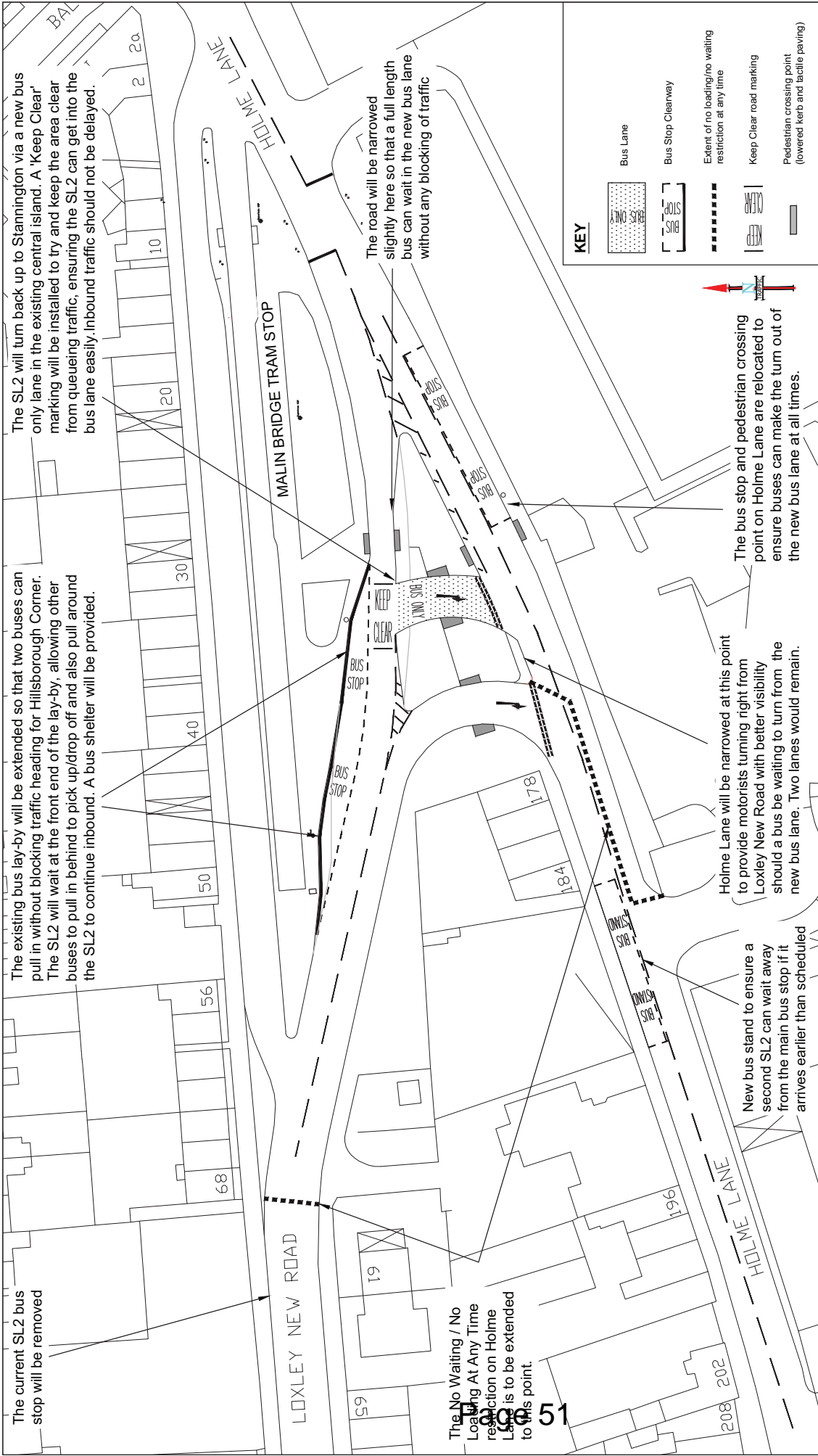
Executive Director, Place

14 November 2013



APPENDIX A

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION</p> <p>SCHEME DESIGN</p> <p>2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Traffic.Management@sheffield.gov.uk Regeneration and Development Services Director: David Caulfield, RPT</p> <p>A Service Area of Place Sheffield City Council</p>	<p>Client</p> <p>SHEFFIELD CITY COUNCIL</p>	<p>Drawing No.</p> <p>SD-HW04128-P1</p>	<p>Scheme</p> <p>Mainin Bridge Job Connector</p>	<p>Scale</p> <p>NTS</p>	<p>Scale</p> <p>A4</p>	<p>DATE</p> <p>NOV 13</p>	<p>SCHEME DESIGN</p>
	<p>Do not scale from this drawing</p> <ul style="list-style-type: none"> Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816, 2013 	<p>Drawing Title</p> <p>Appendix A Location Plan</p>	<p>AUTHOR</p> <p>JWB</p>	<p>CHECKED</p>	<p>DATE</p> <p>NOV 13</p>	<p>DATE</p> <p>NOV 13</p>	<p>SCHEME DESIGN</p>



The current SL2 bus stop will be removed

The existing bus lay-by will be extended so that two buses can pull in without blocking traffic heading for Hillsborough Corner. The SL2 will wait at the front end of the lay-by, allowing other buses to pull in behind to pick up/drop off and also pull around the SL2 to continue inbound. A bus shelter will be provided.

The SL2 will turn back up to Stannington via a new bus only lane in the existing central island. A 'Keep Clear' marking will be installed to try and keep the area clear from queuing traffic, ensuring the SL2 can get into the bus lane easily. Inbound traffic should not be delayed.

The No Waiting / No Loading At Any Time restriction on Holme Lane is to be extended to this point.

The road will be narrowed slightly here so that a full length bus can wait in the new bus lane without any blocking of traffic

Holme Lane will be narrowed at this point to provide motorists turning right from Loxley New Road with better visibility should a bus be waiting to turn from the new bus lane. Two lanes would remain.

The bus stop and pedestrian crossing point on Holme Lane are relocated to ensure buses can make the turn out of the new bus lane at all times.

New bus stand to ensure a second SL2 can wait away from the main bus stop if it arrives earlier than scheduled

KEY

- Bus Lane
- Bus Stop Clearway
- Extent of no loading/no waiting restriction at any time
- Keep Clear road marking
- Pedestrian crossing point (lowered kerb and tactile paving)

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p>		<p>Client SHEFFIELD CITY COUNCIL</p>	
<p>AUTHOR JWB</p>		<p>Scheme Local Sustainable Transport Fund</p>	
<p>CHECKED</p>		<p>Drawing Title Malin Bridge - SL2 Bus Stop Proposed Scheme</p>	
<p>A Service Area of Place Sheffield City Council</p>		<p>Drawing No. SD/HW04128/P3</p>	
<p>Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816, 2012</p>		<p>Scale 1/500</p>	
<p>Sheffield City Council</p>		<p>Date SEPT 2013</p>	
<p>SCHEME DESIGN</p>		<p>A3</p>	

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Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Health and Development

Date: 12 December 2013

Subject: **To report on objections and comments to proposed Traffic Regulation Order (TROs) in the former Northern and North East Community Assembly Area**

Author of Report: Nel Corker, Traffic Regulations Group,
Tel 0114 2736157

Summary: **The purpose of this report is to inform Members of the results of the consultation on the Traffic Regulation Order.**

Reasons for Recommendations:

- The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council
- Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.
- Officers consider that the reasons set out in this report outweigh the objections but accept that the length of the waiting restrictions should be reduced at Langsett Road South, Middlewood Drive and Middlewood Drive East. The new proposals are shown on plans located in Appendix G, H and I. Requests for further waiting restrictions should be assessed at Bevan Way, Hillcrest Road and Eastgate if necessary once the proposed restrictions have been implemented. Further requests in the areas collated from the responses are to be submitted as a small scheme request to be assessed.

Recommendations:

- Make the Traffic Regulation Order for Ash View as advertised
- Make the Traffic Regulation Order for Hillcrest Road as advertised
- Make the Traffic Regulation Order for Langsett Road South with the reduced length of restriction
- Make the TRO for Middlewood Drive with the reduced length of restriction
- Make the TRO for Middlewood Drive East with the reduced length of restriction
- Inform all respondents accordingly

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
I No Cleared by: M Bullock 20.11.13
Legal Implications
No Cleared by: Deborah Eaton
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
North and North East
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

Report to the (insert Title of Decision Maker)

REPORT TITLE

1.0 SUMMARY

1.1 To report the receipt of objections to the proposed Traffic Regulation Order (TRO) associated with several waiting restrictions in the former North and North East Community Assembly Areas and set out the Council's response.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The introduction of a TRO to restrict waiting would enable improved road safety for passing traffic, access and junction visibility at several sites in the former Northern and North East Community Assembly Areas.

2.2 The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield* with proposals that respond to customer comments about travel and parking conditions in the areas.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is expected that enforcement of the waiting restrictions will have a significant effect in the control of parking and improve the safety of different modes of transport especially pedestrians and vulnerable road users.

4.0 MAIN BODY OF THE REPORT

4.1 The former Community Assemblies received numerous requests from local residents who are concerned with problems caused by parking in certain locations in the area. These requests were assessed and the highest priority locations received funding.

4.2 The purpose of the advertised Traffic Regulation Order is to enable control of parking at 17 different locations and to enable the enforcement of a 'school keep clear'.

4.3 At 12 locations, no objections were received and the Orders here will be made in accordance with delegated powers.

4.4 At 5 locations – Ash View, Hillcrest Road, Langsett Road South, Middlewood Drive and Middlewood Drive East – there have been objections to the Orders. A comment was received asking for further restrictions at Bevan Way/Burns Drive. The proposed waiting restrictions at these 6 locations are shown in plans included in Appendices B, C, D, E and F. A summary of the all comments received and objections are

included in Appendix A.

Consultation Results

4.5 Ash View- Chapeltown (Appendix B)

A resident of Ash View has raised concerns that the proposed waiting restrictions outside his home on Ash View are not adequate. Reference was made to a parked ice cream van restricting visibility when parents/children are crossing the road to/from the school entrance at the end of the school day in the warmer months. The TRO proposes waiting restrictions outside the school gates and at the nearby junctions around Windmill Hill School. Officers considered the current parking arrangements when preparing the TRO. The proposed double yellow line waiting restriction at the junction of Chestnut Drive/Ash View allows for parents/children to cross to the school entrance and avoid the guard rail outside the school gate and it is longer than the restrictions at the other junctions. Although the ice cream van may be larger than the average vehicle, it is accepted that extra caution is required whilst crossing any road as more often than not this will be alongside parked vehicles of various sizes, also at the end of a school day pupils will be crossing from the opposite side of the road to the ice cream van. No further objections were received regarding the proposals. An extension to the waiting restrictions is therefore not considered necessary.

Bevan Way/Burns Drive-Chapeltown (Appendix C)

A Tenant Representative of John Tricket House asked for further waiting restrictions on Bevan Way from Burns Drive to the Bus Stop so the bus could manoeuvre into and out of the layby. It was also requested that the tactile dropped crossing is moved on Burns Drive to where the road was narrower to help the elderly/visually impaired residents cross the road. The proposed waiting restrictions control the parking at the junction which can cause conflict for all road users. There is significant parking demand in the area due to the local shops, chemist and Doctors surgery. The Bus Stop has a 'clearway' marking and a single yellow line exists opposite, these road markings are faded and sometimes ignored by motorists. The TRO will be made as there is no objection to the proposals. A small scheme request form for the additional waiting restrictions and tactile crossing improvements will be submitted and assessed as part of the Streets Ahead delivery programme. The existing faded road markings details have been sent to the Councils contractors to be maintained so to improve compliance.

Hillcrest Road – Deepcar (Appendix D)

A resident on Hillcrest Road objected to the current proposals stating that further restrictions were required on the opposite side of Hillcrest Road (west side) so any displaced vehicles did not just move from the east to the west side. The proposed restrictions enable the control of parking on the east side of Hillcrest Road on the inside of a bend, on a hill, which is a bus route. Parked vehicles at this location have caused conflict between road users and prevented the bus from turning off Carr Road onto

Hillcrest Road. It is proposed to 'make' the TRO including the proposed restrictions and monitor the situation. A small scheme request form for additional waiting restrictions will be submitted and assessed if any further problems with access occur.

Langsett Road South- Oughtibridge (Appendix E1 and E2)

Five objections were received to the proposals to introduce a 1 hour limited parking bay on Langsett Road South outside the local shops. Many of the objectors were businesses located alongside the proposed restrictions and one business at the northern end supported the proposals. Overall it was felt that turnover is sufficient at the moment and limiting the parking time would cause problems for the businesses who operated with longer appointment times and could cause displacement parking at dangerous locations. Officer observations have found that turnover does occur and parking was available at the times of various site visits. However, some short term parking would improve turnover and prevent any weekend long term parking at the northern end. It is proposed to 'make' the TRO with the proposed 1 hour limited parking bay reduced to a single bay at the northern end. Further restrictions were not perceived as necessary by the majority of businesses in the area.

Middlewood Drive – Wadsley Park Village (Appendix F1 and F2)

Four objections were received from residents on Middlewood Drive regarding the proposed waiting restrictions opposite their homes. Many residents were concerned about any displacement parking causing problems elsewhere. It is noted that some residents wish to park vehicles on the road at this location close to their homes and displacement parking could cause problems elsewhere on this access road. However, the road here has several bends, and access and visibility needs to be maintained. It is proposed to 'make' the TRO with the proposed waiting restrictions reduced in length to form a passing place that will improve both the access and visibility of oncoming traffic on the bend. A shorter length is unlikely to cause problems with displacement parking. Many additional requests were received for the area and these will be included in a small scheme request for the area including a request for a 20mph speed limit.

Middlewood Drive East – Wadsley Park Village (Appendix G1 and G2)

A resident of Middlewood Drive East has objected to the proposed waiting restrictions on Middlewood Drive East as they would prevent him from parking outside his house. Further waiting restrictions have also been requested at this junction on the south west side of Eastgate. The waiting restrictions proposed at this location control the parking at a junction which is also a right angled bend. Any vehicle parking close to the junction on the south west side forces passing vehicles to drive on the opposite side of the road straight after the right angled bend when forward visibility is restricted. It is noted that residents wish to park outside their own homes but all properties have a garage and off street parking. It is proposed to 'make' the TRO with the waiting restrictions reduced on Middlewood Drive East, to allow for a vehicle to park in front of the end property/garage but maintain the junction protection. A small scheme

request form for additional waiting restrictions on Eastgate will be submitted and assessed if necessary. Many additional requests were received for the area and all these will be included in a small scheme request for the area including a request for a 20mph speed limit.

4.6 Relevant Implications

The works budget estimate for the individual scheme locations, including the Traffic Regulation Order process is £8,000, and the whole life maintenance payment of £3000. The schemes are funded from the South Yorkshire Local Transport Plan, as allocated to the Northern Community Assembly for small schemes. This funding has been carried over from the allocation from 2012/13.

4.7 Fundamentally these proposals are equality neutral, affecting all local people equally regardless of age, sex, race, faith, disability, sexuality etc. However the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative impacts have been identified.

4.8 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The proposed TRO is the best solution to the parking problems that exist at these locations. The parking at these locations cannot be controlled by enforcement by Parking Services Officers until the TRO is made. No alternatives have therefore been considered, but adjustments made in where considered necessary in response to public comments.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council

6.2 Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.

6.3 Officers consider that the reasons set out in this report outweigh the

objections but accept that the length of the waiting restrictions should be reduced at Langsett Road South, Middlewood Drive and Middlewood Drive East. The new proposals are shown on plans located in Appendices E2, F2 and G2. Requests for further waiting restrictions should be assessed at Bevan Way, Hillcrest Road and Eastgate if necessary once the proposed restrictions have been implemented. Further requests in the areas collated from the responses are to be submitted as a small scheme request to be assessed.

7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order for Ash View as advertised
- 7.2 Make the Traffic Regulation Order for Hillcrest Road as advertised
- 7.3 Make the Traffic Regulation Order for Langsett Road South with the reduced length of restriction
- 7.4 Make the Traffic Regulation Order for Middlewood Drive with the reduced length of restriction
- 7.5 Make the Traffic Regulation Order for Middlewood Drive East with the reduced length of restriction
- 7.6 Inform all respondents accordingly

Author Simon Green
Job Title Executive Director
Date 21.11.13

APPENDIX A

CONSULTATION

Local residents

The proposals were advertised for 3 weeks, ending 20th September 2013. On street notices were erected and a number of letters were sent to individual residences whose frontages would be affected by the proposals.

Wide consultation

The consultation included all the affected businesses, statutory consultees, relevant local councillors and Community Assembly members

SUMMARY OF RESIDENTS COMMENTS

Ash View – Waiting Restrictions and ‘School Keep Clear’ no stopping on entrance markings restriction outside Windmill Hill Junior School – 1 support and an objection from a resident of Chestnut Drive.

The resident feels the restrictions should extend further along Ash View at its junction with Chestnut Drive in a north easterly direction. This is to help parents and children to cross the road to the school entrance opposite without their view of oncoming traffic being obstructed by a parked ice cream van who currently parks there.

Bevan Way/Burns Drive, Chapeltown – Waiting restrictions at the junction – 1 support and a comment from the tenant Representative of John Tricket House, asking for further restrictions from Burns Drive to the Bus Stop outside the Surgery to help the bus pull in and also asking for the dropped kerbs to be relocated on Burns Drive.

Carr Road/Hillcrest Road/St Johns Road – Waiting restrictions at the junction and extending along Hillcrest Road – 2 support and an objection from a resident on Hillcrest Road, asking for further restrictions on the west side of Hillcrest Road as the parked vehicles opposite where the double yellow line waiting restriction is proposed will move to the west side making the exit from the driveway blind and dangerous.

Langsett Road South – Waiting restrictions and 1hour limited waiting parking 8am-6.30pm – 1 support from a local business and 5 objections from businesses and residents on Langsett Road South.

Support 1

- People park outside the shop and leave cars there for over 24hrs and over weekends, whilst they go fishing all day which affect his business.
- Thinks the double yellow line will also help with deliveries
- Also requested signage for the parking for the village.

Objection 1

- Do not want the TRO to penalise the businesses that run by appointments.
- The initiator of the request could have the problem solved by a single short stay parking space.
- Restrictions are along a row of businesses that the current parking arrangement allows them to stay successful and customers can get parked during their appointment time.
- There are mostly spaces available during all times of the day (sent in photographs)
- The village doesn't have great parking facilities but they work and without it people will park elsewhere and this will cause other issues further along the road.

Objection 2

- Would be extremely unhappy if the waiting restrictions took effect. It would be very detrimental to our business.
- We have numerous daily appointments lasting over an hour and do not feel this is fair to our clients.
- The current parking has constant turnover so we do not see why things should change.

Objection 3

- Objection from residents of 35-41 Langsett Road South, concerned that if parking is restricted people will park further up the road and move the problem towards a dangerous corner near the Travellers Rest.
- Lived here since 1986 and never had any problems so can not see why there needs to be any change.

Objection 4

- Runs a shop and have lived on the road for 30 years, they have not been aware of serious parking problems although like all towns and villages there is never enough 'convenient' parking. It is possible that the proposed restrictions could make parking more difficult.
- They have concerns that the restrictions would simply be ignored and this could cause serious problems and disagreements. As they say 'if its not broken don't fix it'.

Objection 5

- lives on Langsett Road South and in all this time have never has issues with the parking during the day (photographs taken showing the spaces available)
- The one hour parking will only move cars further up the road which could give problems on the bend.
- In other areas nobody takes any notice of the time limit.

Middlewood Drive – Waiting restrictions – 4 objections from residents on Middlewood Drive

Objection 1

- Concerned about the extent of the double yellow line and displaced cars causing a problem elsewhere i.e. in front of the driveways, and this will restrict visibility when egressing off driveways
- Only just moved in and not seen any problems with the parked cars

Objection 2

- It will be unsafe and inconvenient to park cars on the drive, the proposed double yellow line will leave an area opposite so cars could be parked on both sides of the road. Restricting visibility. The road is also narrow so it is difficult and inconvenient to park on the driveway when other vehicles are parked opposite.
- If you decide to go ahead with the restrictions please consider extending the length opposite our house

Objection 3

- Can not understand where the complaint has come from as there is no problem. There have been no accidents and have not witnessed any 'near misses'. Some of the proposed waiting restrictions are in areas where no parking occurs.
- The problem here is speeding. There needs to be some speed abatement strategy and proper policing of the limit and perhaps make the whole area a 20mph limit.
- Only a limited number of cars park here in the day so there is no problem then.
- The waiting restrictions will not solve the problem and will just move it elsewhere. Concern about displacement parking occurring on the housing side of the road.
- There are no proposals to provide any alternative parking
- A better solution would be to realign the junction of Middlewood Drive East and Middlewood Drive so it provides better visibility for the impatient minority.
- The proposal will only benefit the poor drivers who do not slow down or anticipate oncoming traffic

Objection 4

- On average 5 cars park on the proposed area between 6pm and 7am and varying levels over the weekend.
- If proposed to maintain access along the road I would argue that these cars will only park 50 yards down the road and create exactly the same situation.
- The parked cars slow down the speed of passing vehicles, the speed bumps do little. If proposal happens this will encourage heightened speed and pose more risk to residents.
- The residents will only park on the opposite side of the road partially on the pavement and block pedestrian access.

Middlewood Drive – Waiting restrictions and change to junction layout – 1 objection from Middlewood Drive East and 5 support (with 3 requesting more waiting restrictions or other actions).

The objector feels that the issue has arisen due to a caravan being parked outside his property, but the caravan has now been sold so will no longer be parked there. The road has light use and is not used as a rat run, therefore they see this to be a complete waste of time, effort and money and it will affect the property as they will not be able to park outside their own home.

There were 5 supportive responses, several of these also suggested further restrictions in the area:

- Double yellow lines (or similar) at the other end of Eastgate where it meets Eastwood (2 people have suggested this)
- Double yellow lines (or similar) at the bottom of Middlewood Drive where it meets Middlewood Road at the traffic signals, including around and opposite the junction with Middlewood Chase (4 people suggested this)
- A yellow box at the above junction. Getting onto Middlewood Road in rush hour can be a nightmare due to queuing cars driving towards town leaving no space for cars joining from Middlewood Drive.
- Add further double yellow lines to the other corner of Eastgate/Middlewood Drive East. Vehicles often parked on that corner already causing passing vehicles to be on the other side of the road and the proposals will add to this. (2 people have suggested this)
- Further restrictions required at the top of Middlewood Drive East where there is already a problem with parked cars near the exit of Kingswood Hall.
- Will the Council evaluate the effectiveness of the proposals to ensure further problems don't occur due to displacement. Should this happen would more extensive restrictions be considered.
- All the roads in Wadsley Park Village would benefit from a 20mph speed restriction (3 people have suggested this)
- The speed bumps do little to slow speeds down and need to be bigger.



APPENDIX B




KEY

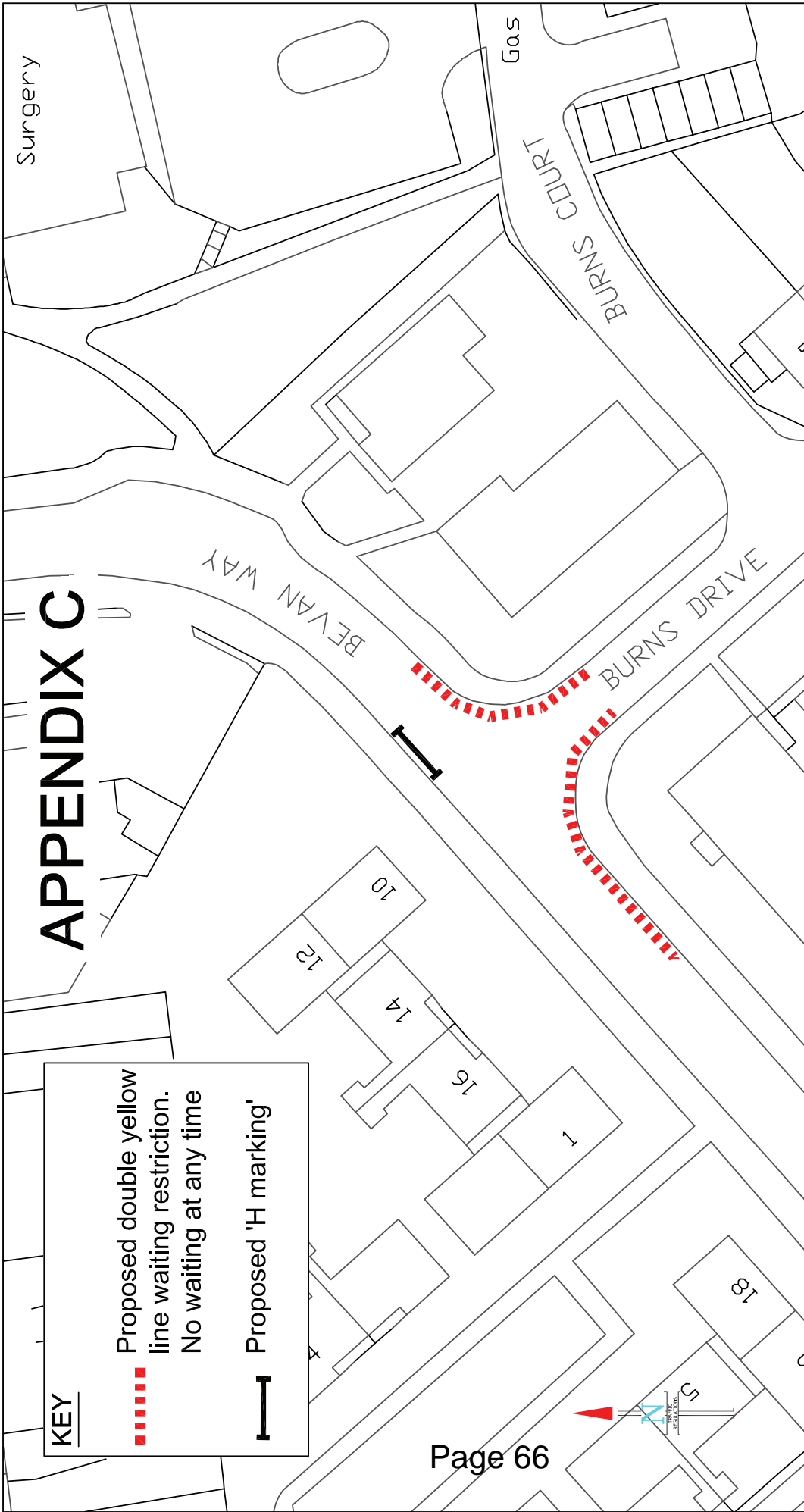
- Proposed double yellow line waiting restriction. No waiting at any time
- Proposed 'School Keep clear' (at any time on any day)

<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail: Traffic_Regs@Sheffield.gov.uk Director: I. Sturch M.A., T.P.J. Development Services</p> <p>A Service Area of the Directorate Place Sheffield City Council</p>	<p>Client SHEFFIELD CITY COUNCIL</p> <p>Scheme ASH VIEW</p> <p>Drawing Title PROPOSED RESTRICTIONS Traffic Regulations Drawing</p>	<p>Drawing No. TR/17/N/AV</p> <p>Scale 1 / 1250</p> <p>A4</p> <p>0 10 20 Millimetres Date</p>	<p>Sheffield City Council</p> <p>TRAFFIC REGULATIONS</p>

APPENDIX C

KEY

-  Proposed double yellow line waiting restriction.
-  No waiting at any time
-  Proposed 'H' marking'



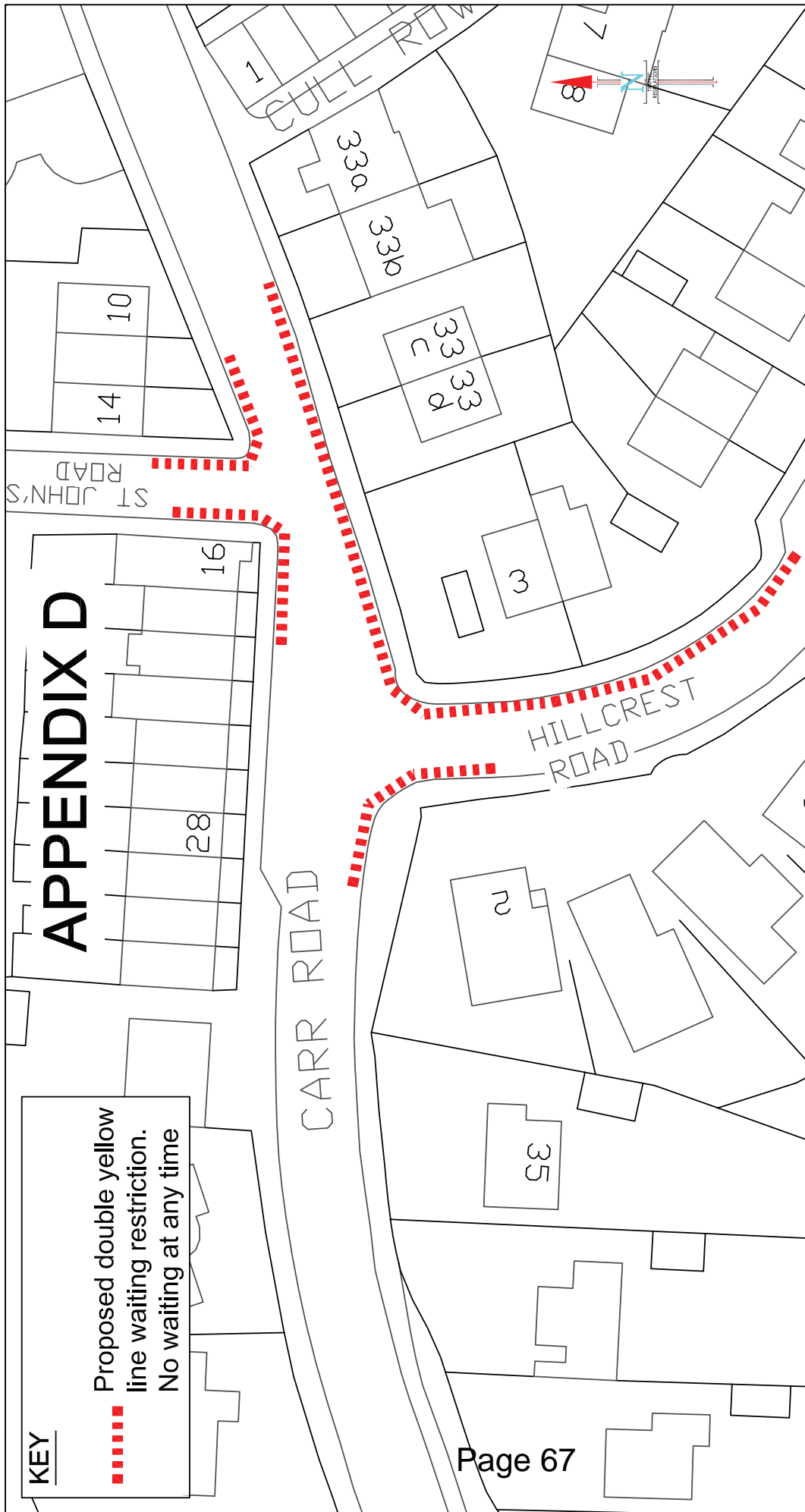
<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reg@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate Place Sheffield City Council</p>		<p>Client SHEFFIELD CITY COUNCIL</p> <p>Scheme BEVAN WAY/BURNS DRIVE, CHAPELTOWN</p> <p>Drawing Title PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing</p>		<p>Drawing No. TR/17/N/BW</p> <p>Scale 1 / 500</p> <p>A4</p> <p>0 10 20 30 Millimetres Date</p>		<p>TRAFFIC REGULATIONS</p>
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KEY

Proposed double yellow
line waiting restriction.
No waiting at any time



APPENDIX D



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TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
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Development Services

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MAY 2013
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Client

SHEFFIELD CITY COUNCIL

Scheme

CARR ROAD/HILLCREST ROAD/ST JOHNS ROAD

Drawing Title

PROPOSED WAITING RESTRICTIONS
Traffic Regulations Drawing

Drawing No.

TR/17/N/CR

Scale

1 / 500

A4

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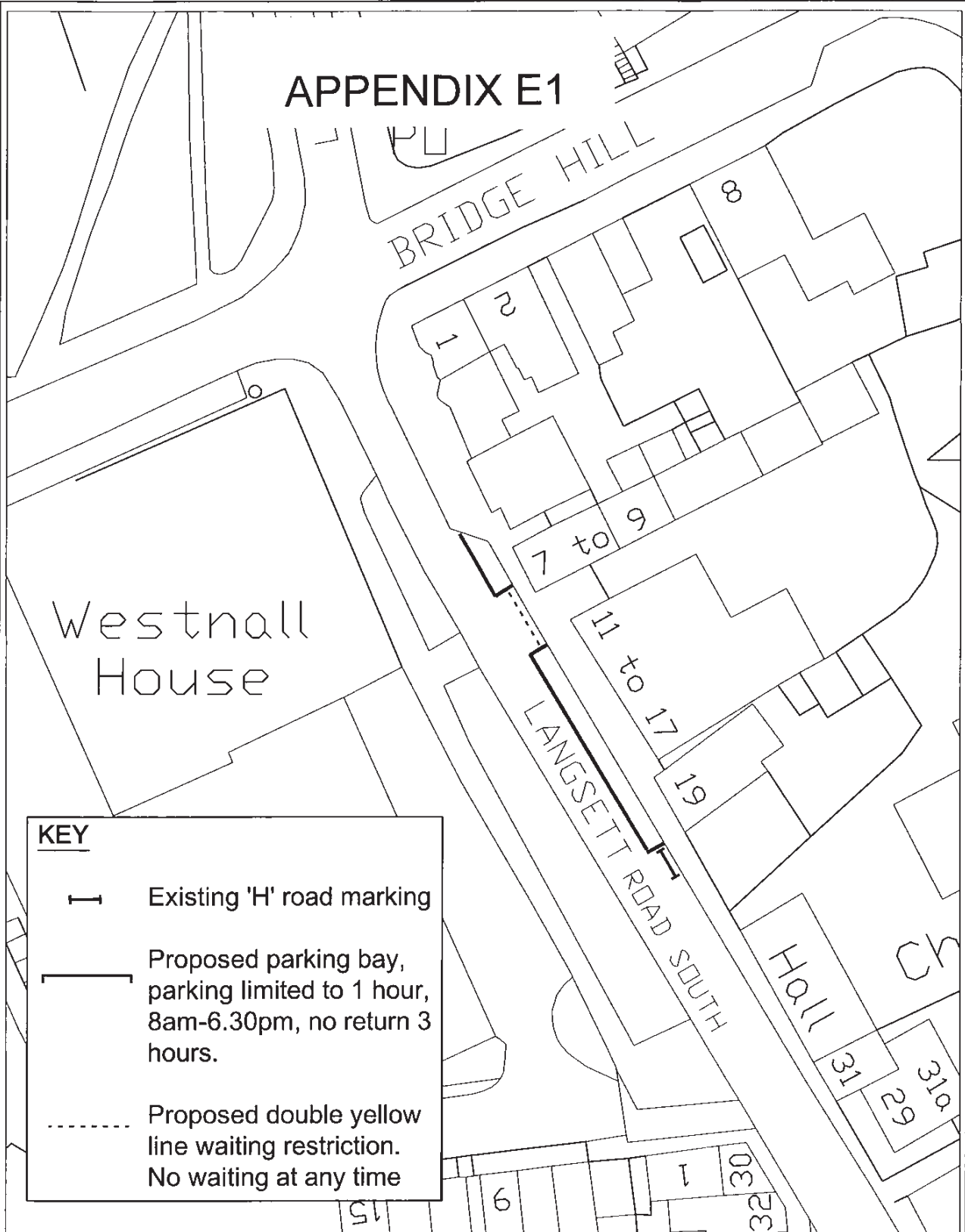


Date






TRAFFIC
REGULATIONS

APPENDIX E1



KEY

-  Existing 'H' road marking
-  Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.
-  Proposed double yellow line waiting restriction. No waiting at any time

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
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 Development Services

Client
SHEFFIELD CITY COUNCIL

Scheme
LANGSETT ROAD SOUTH

Drawing Title

WAITING RESTRICTIONS
 Traffic Management Drawing

Page 68

Drawing No.
TR/20/07/LS

Scale
1/500



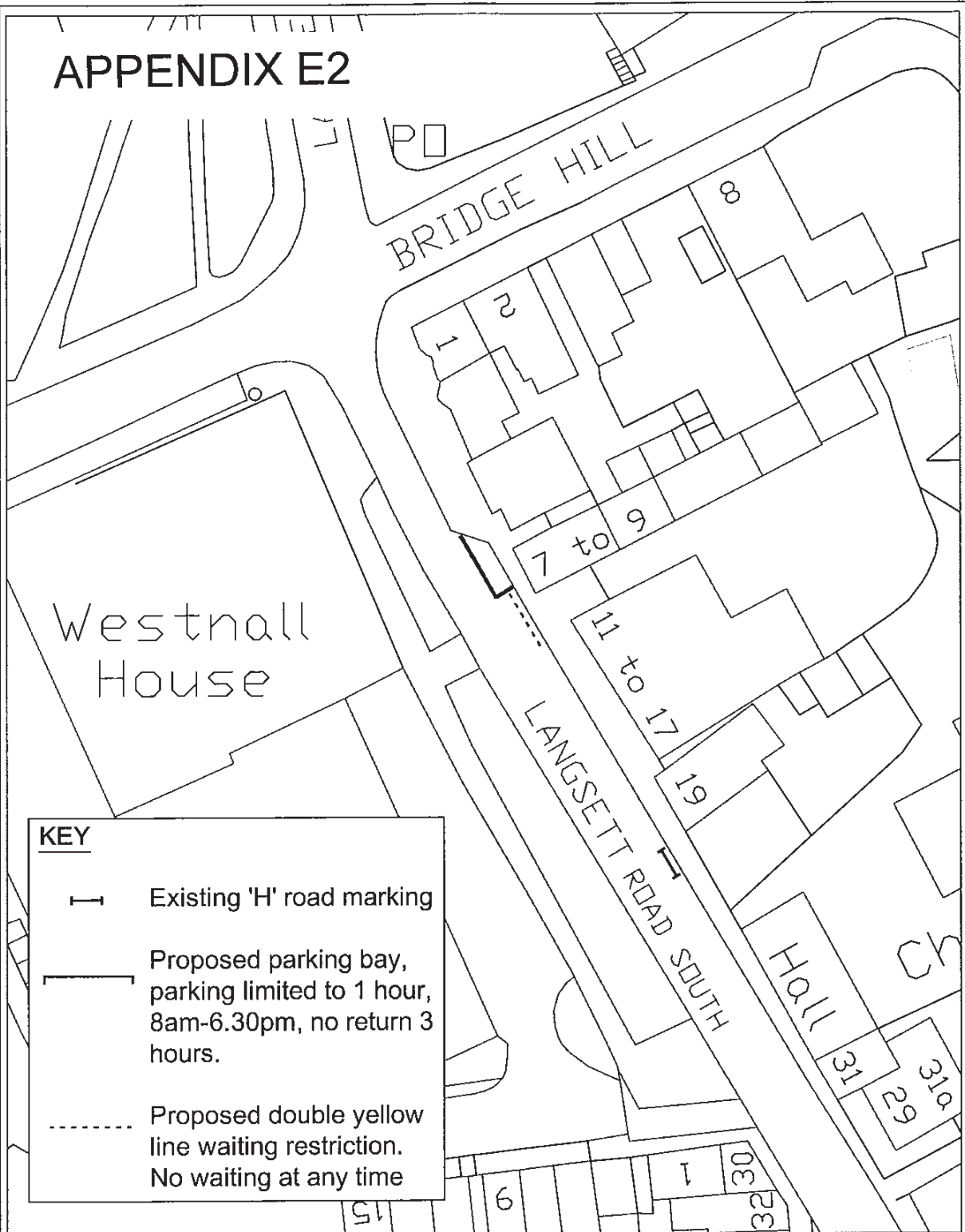
Date
 21/04/13

Sheffield
 City Council






SCHEME DESIGN

APPENDIX E2



KEY

-  Existing 'H' road marking
-  Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.
-  Proposed double yellow line waiting restriction. No waiting at any time

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Scheme
LANGSETT ROAD SOUTH v2

Drawing Title
WAITING RESTRICTIONS
 Traffic Management Drawing

Drawing No.
TR/20/07/LS V2

Scale
1/500

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0  30
 Millimetres

Date
 24/04/13



SCHEME DESIGN

CAD FILE NAME: TR/20/07/LS

KEY

- Proposed double yellow line waiting restriction.
- No waiting at any time

APPENDIX F1



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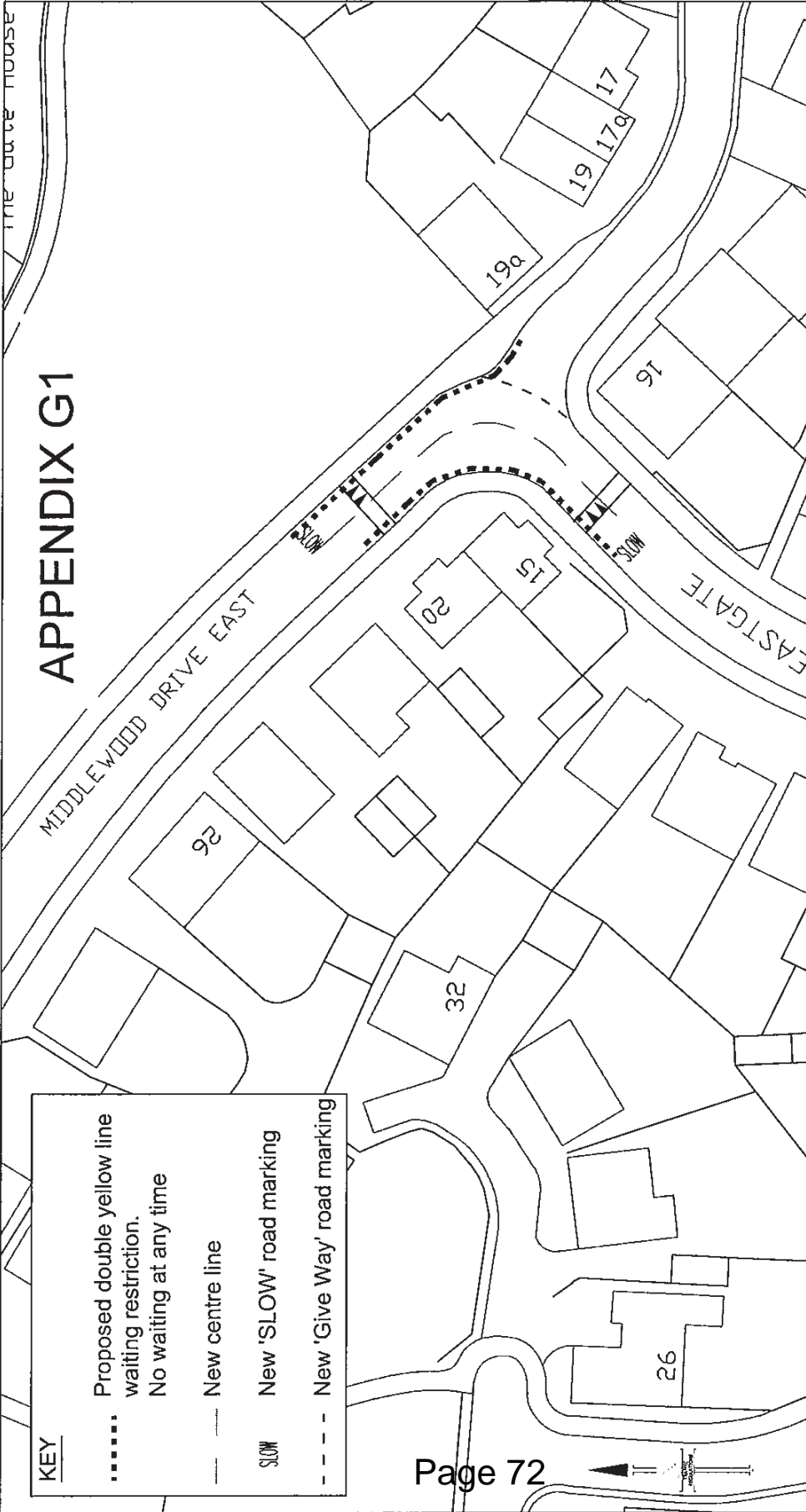
APPENDIX F2

Glenwood House



KEY
 Proposed double yellow line waiting restriction.
 No waiting at any time

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			TRAFFIC REGULATIONS	
Client SHEFFIELD CITY COUNCIL		Scheme MIDDLEWOOD DRIVE		
Drawing Title PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing		DRAWN NC	CHECKED NC	MAY 2013
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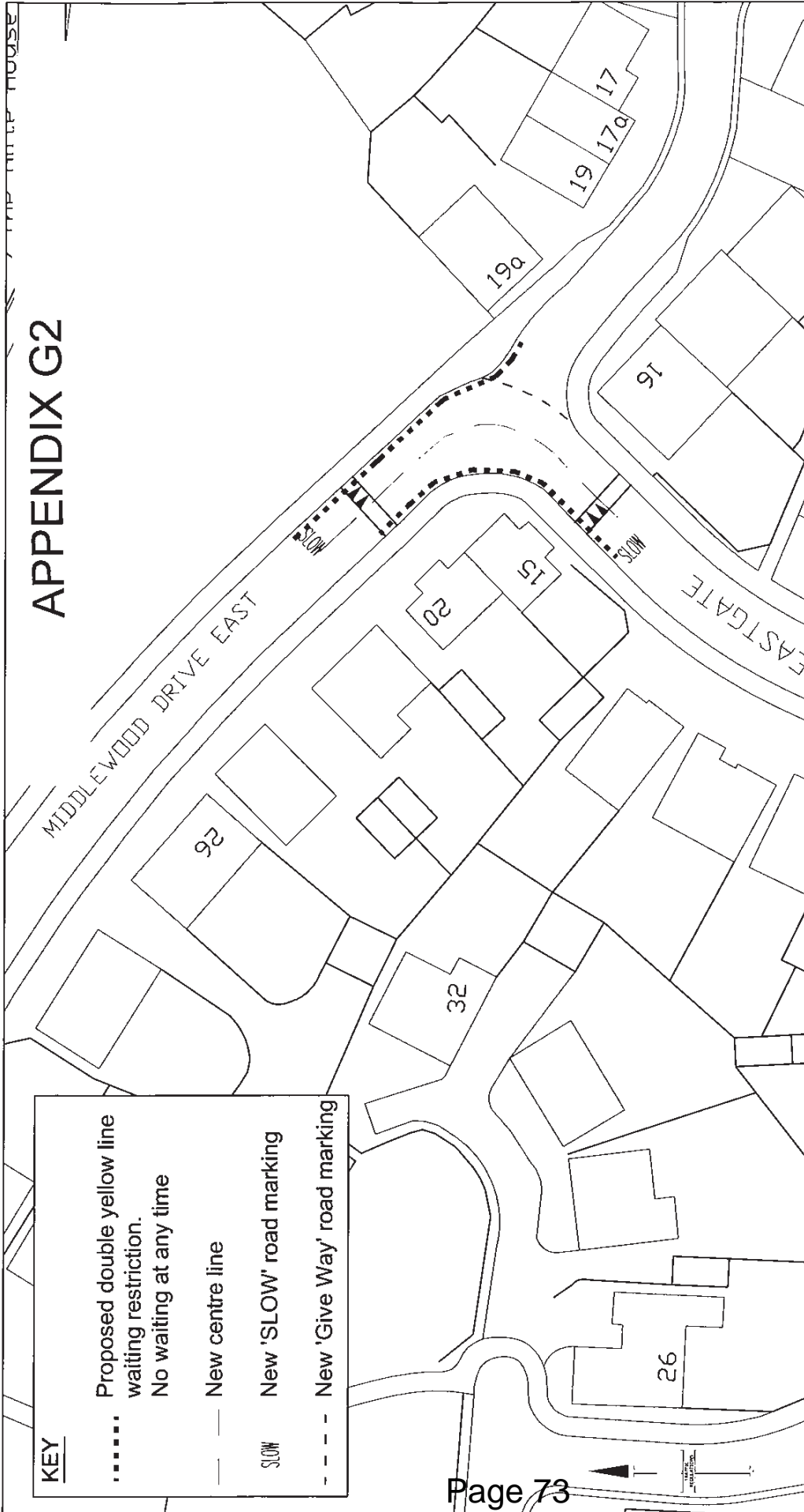


APPENDIX G1

KEY	
	Proposed double yellow line waiting restriction.
	No waiting at any time
	New centre line
	New 'SLOW' road marking
	New 'Give Way' road marking

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CABROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic.Regis@Sheffield.gov.uk Director: L Sturch, M.A.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask © Crown copyright. All rights reserved. 10018816. 2010	SHEFFIELD CITY COUNCIL MIDDLEWOOD DRIVE EAST/EASTGATE PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No. TR/17/N/MDE Scale 1 / 500 A4 Date	 TRAFFIC REGULATIONS
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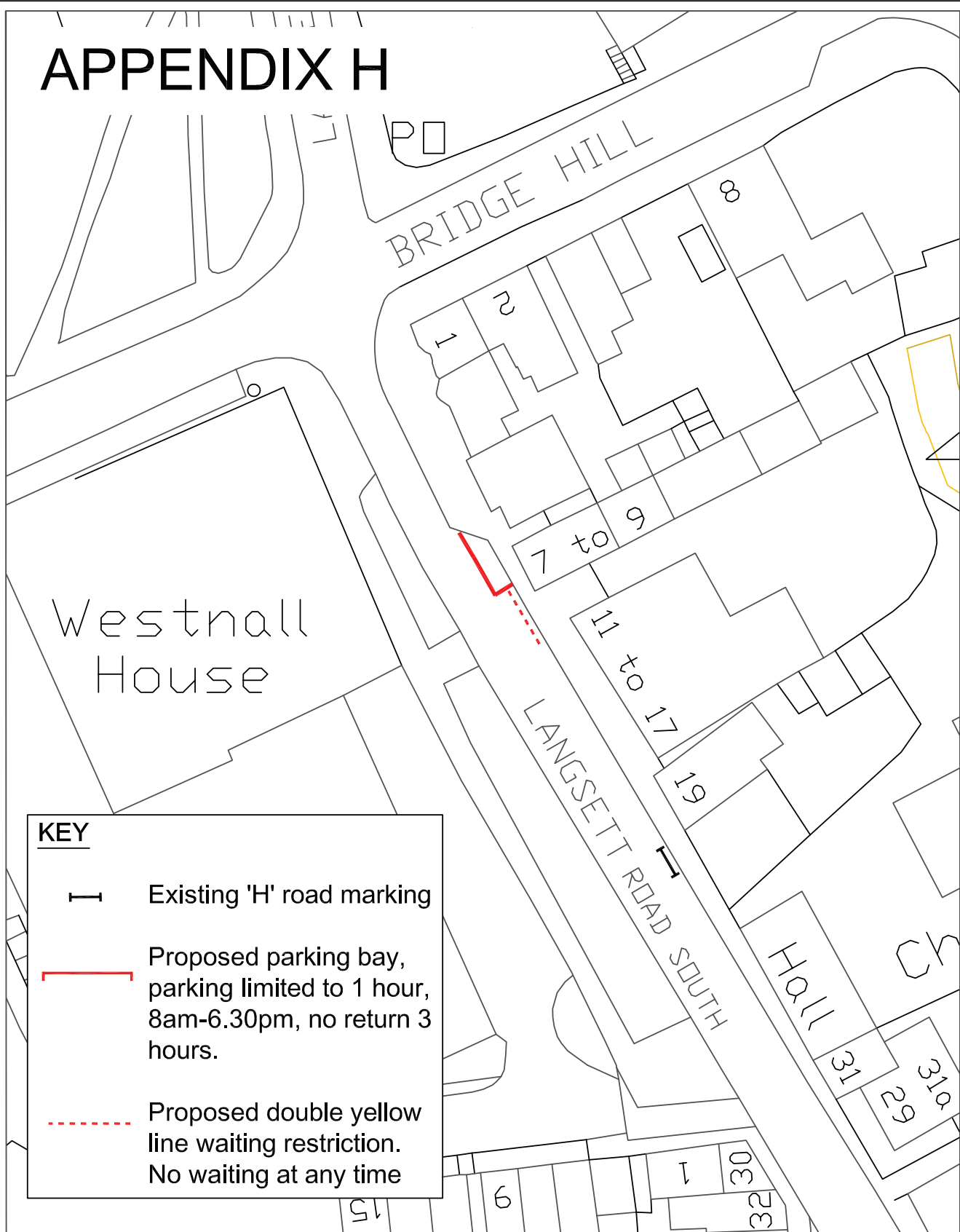
APPENDIX G2



KEY	
.....	Proposed double yellow line waiting restriction.
————	No waiting at any time
———	New centre line
SLOW	New 'SLOW' road marking
- - - -	New 'Give Way' road marking

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic.Reg@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • © Crown copyright. All rights reserved. 10018816.2010	SHEFFIELD CITY COUNCIL MIDDLEWOOD DRIVE EAST/EASTGATE PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No. TR/17/N/MDE v2 Scale 1 / 500 A4 0 10 20 30 Millimetres Date	Sheffield City Council TRAFFIC REGULATIONS
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APPENDIX H



KEY



Existing 'H' road marking



Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.



Proposed double yellow line waiting restriction. No waiting at any time

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN

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Scheme
LANGSETT ROAD SOUTH v2

Drawing Title
WAITING RESTRICTIONS
Traffic Management Drawing
Page 74

Drawing No.
TR/20/07/LS V2

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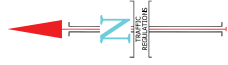


Date
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SCHEME DESIGN

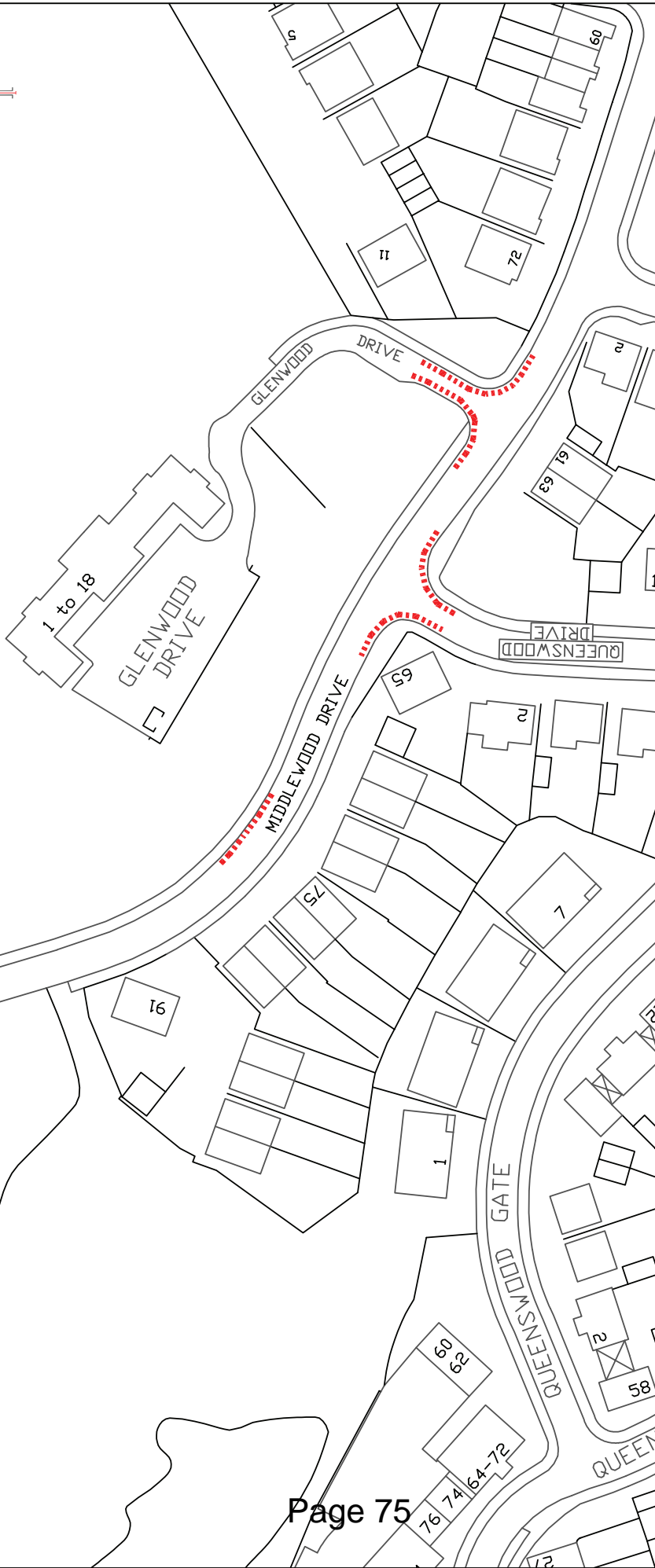
APPENDIX I - REVISED PROPOSALS



KEY

- Proposed double yellow line waiting restriction.
- No waiting at any time

Glenwood House



DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic.Reg@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask © Crown copyright. All rights reserved. 1008816. 2010	DRAWN: NC CHECKED: MAY 2013	Client: SHEFFIELD CITY COUNCIL Scheme: MIDDLEWOOD DRIVE Drawing Title: PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No.: TR/17/N/MDA V2 Scale: 1 / 1000 A4 0 Millimetres Date:	SHEFFIELD City Council TRAFFIC REGULATIONS
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Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 December 2013

Subject: Objections to a proposed Traffic Regulation Order to introduce Parking Restrictions at various junctions with Cross Lane (Crookes) and on Woodholm Road (Ecclesall)

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the objections and other responses received to the advertised Traffic Regulation Order(TRO) to introduce parking restrictions at locations for small highway schemes being promoted by the former South West Community Assembly.

Reasons for Recommendations:

- The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.

Recommendations:

- Uphold in part the objections to the proposed traffic regulations on the junctions of Cross Lane with Forres Avenue, St Thomas Road and Truswell Road, Crookes and on Woodholm Road, Ecclesall and introduce the revised proposals as shown in the plans included in Appendices C-1 and C-2 to this report.
- Overrule the objections to the proposed traffic regulations on the junctions of Cross Lane with Arran Road and Forres Road and introduce the restrictions as shown in the plan included in Appendix B-2 to this report.
- Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984: and
- Inform all the respondents accordingly.

Background Papers

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by:
Legal Implications
YES/NO Cleared by:
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Crookes and Ecclesall
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER PROPOSING PARKING RESTRICTIONS AT VARIOUS JUNCTIONS WITH CROSS LANE (CROOKES) AND ON WOODHOLM ROAD (ECCLESALL)

1.0 SUMMARY

- 1.1 The report sets out the objections received to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions at two locations for small highway schemes being promoted by the former South West Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes outlined in this report respond to requests for action from local residents.
- 2.2 The proposed waiting restrictions should have a positive impact on road safety by improving visibility, manoeuvrability and access for motorists, residents and pedestrians.
- 2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals in response to the comments/views which have been expressed.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The schemes included in this report should meet the objectives of addressing the issues which have been raised by residents.
- 3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

4.0 REPORT

- 4.1 A TRO to prohibit parking at several junctions with Cross Lane, Crookes and on Woodholm Road, Ecclesall in order to facilitate traffic movements and access on residential roads and to improve safety and visibility at junctions was formally advertised/consulted upon between the 3rd and 24th May this year. The advertising consisted of a notice in the 'Sheffield Star' newspaper, notices posted on street and letters delivered/posted to properties immediately adjacent to the proposals. The TRO is being promoted by the former South West Community Assembly. Objections from members of the public have been received to the proposed schemes and are contained in this report.
- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals. No objections have been received.

- 4.3 The relevant Ward Members of the former South West Community Assembly were contacted regarding the responses, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members for Crookes have stated that they would like to overrule some of the objections to the Cross Lane proposals but uphold in part the other objections and introduce reduced revised restrictions at certain junctions. So far no feedback has been received from the Ward members for Ecclesall about the Woodholm Road proposals. If any is received, this will be reported verbally at the meeting.
- 4.4 The details of the responses received for each of the schemes is set out in Appendix A. The original proposed scheme plans are set out in Appendix B and revised proposal plans are included in Appendix C. In summary, objections were received for all of the proposals, concerning the extent of the proposed restrictions and their impact on parking.

Relevant Implications

- 4.5 The works budget estimate for the individual scheme locations, including the Traffic Regulation process is £4000, which excludes the whole life maintenance payment. The schemes are funded from the South Yorkshire Local Transport Plan, as allocated to the former South West Community Assembly for small highway schemes. The funding has been carried over from the budget allocation for the financial year 2012/13.
- 4.6 On completion of the works, the schemes will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.
- 4.7 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with mobility problems.
- 4.8 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can prohibit parking on the highway.
- 4.9 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with.

- 4.10 As objections have been received, the Council is under an obligation to consider them and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.
- 4.11 On the basis that the Council has properly considered the objections internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications ; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 for a motor vehicle to wait on the sections of highway which are the subject of this report.

5.0 ALTERNATIVES CONSIDERED

- 5.1 These schemes have been designed to meet local needs/priorities as identified by former Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the former Assembly.
- 5.2 Two of the schemes have been amended to try and address the concerns raised by residents.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- 6.2 Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents concerns and aspirations.

7.0 RECOMMENDATIONS

- 7.1 Uphold in part the objections to the proposed traffic regulations on the junctions of Cross Lane with Forres Avenue, St Thomas Road and Truswell Road, Crookes and on Woodholm Road, Ecclesall and introduce the revised proposals as shown in the plans included in Appendices C-1 and C-2 to this report.
- 7.2 Overrule the objections to the proposed traffic regulations on the junctions of Cross Lane with Arran Road and Forres Road and introduce the restrictions as shown in In the plan included in Appendix B-2 to this report.
- 7.3 Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act,1984.
- 7.4 Inform all the respondents accordingly.

Simon Green
Executive Director, Place

8 November 2013.

APPENDIX A - Summary of TRO Advertising/Consultation Results

Cross Lane at its Junctions with Forres Avenue, St Thomas Road and Truswell Road

1.0 Scheme Information

- 1.1 The purpose of the proposed parking restrictions is to prevent vehicles parking and improve visibility and access for other motorists and road users. A plan of the advertised proposals is included in Appendix B-1.

2.0 TRO Advertising/Consultation Results

- 2.1 Five responses were received of which three are objections and two are generally in support of the proposals.

3.0 Details of Objections

- 3.1 Two of the responses are from consulted residents and one is from a local resident and they all have similar views. They fully support the proposed 10 metres restrictions on Cross Lane, the main thoroughfare, because they consider it is needed to provide better visibility for motorists egressing from the side roads. However they feel there is no such need for this length of restriction on the side roads where there is no through traffic and the proposals will have a detrimental effect on parking for the residents, particularly those immediately adjacent to the restrictions. It is felt that it is essential to balance the need for safety with the need for parking in these residential areas where the majority of properties have no off-street parking facilities and therefore have no option but to park on street.
- 3.2 One resident who has submitted four letters expressing his views on this issue is an elderly gentleman who has lived in the same property on the corner of St Thomas Road and Cross Lane for 38 years and considers the proposals most objectionable. He states that he parks his car a short distance away from the junction to help other motorists entering St Thomas Road and considers that by doing so his parked vehicle does not cause any problems. He feels that the current proposals will not allow him to park at the front or side of his property and will also result in a devaluation of his property. He also considers that the restrictions on St Thomas Road and all the other side roads will have a negative knock-on effect for other residents on these roads where parking is at a premium, particularly during University term times, and this will cause ill-feelings among neighbours. He considers that the proposals are excessive and would rather see the funding used to introduce measures to combat speeding vehicles on Cross Lane which he feels is the main problem in this area or to repair the potholes. The problem of speeding traffic on Cross Lane has also been raised by the other consulted resident who has objected and he states that it is a serious long standing problem of many years and feels that some action is needed before there is an accident.
- 3.3 Each of the objectors has put forward a compromise proposal for consideration. Two of them are suggesting that 10 metres of restriction be retained on Cross Lane but the length of restriction on Forres Avenue and St Thomas Road be reduced from 10

metres to 5 metres. The other objector is suggesting that instead of 5 metres, the length of restriction on the side roads be reduced to 3.5 metres.

4.0 Details of Supportive Responses

- 4.1 Consulted residents of a property on St Thomas Road have stated that they do not object to the proposals in principle because they are aware of inconsiderate parking on the junctions in this area. Although their property is not located right on the junction, the proposed 10 metres of restrictions will finish halfway across the front of their property and this will mean they will not be able to park their vehicle directly in front of their property. They are concerned that if their next door neighbour chooses not to cooperate and park her vehicle further down to compensate for their loss of frontage, this will cause them problems. In the light of this, they have asked if it is possible for the lines to only extend 8 metres from the junction and this will avoid any adverse knock-on effects for other residents who park their vehicles on the road. While they appreciate that this is a somewhat selfish request they hope that it will be looked at sympathetically and that some flexibility will be possible.
- 4.2 Consulted residents of a property on Forres Avenue say that they welcome any proposal for making Cross Lane safer and more amenable but they feel that the current proposals may have the effect of encouraging traffic to travel even faster. They consider that as Cross Lane is used by many unaccompanied school children as their route to school, a more effective solution would be the introduction of speed reducing measures. While they realise that this would be a lot more expensive, they feel it would be more popular than what is currently being proposed.

5.0 Officer Assessment and Recommendation

- 5.1 As the Highway Authority, it is considered that the City Council should be seen to promote the introduction of the minimum of 10 metres of double yellow lines at any junction to endorse guidance given to motorists in the Highway Code about parking at junctions. Our recommendation is therefore to overrule the objections and implement the scheme as advertised.
- 5.2 In the light of the objections, the potential alternatives available are to either reduce the length of the proposed restrictions and/or reduce the severity of the restriction from 'At any Time' to a lesser time. Because the restrictions are on junctions we consider that it is essential that parking should not be allowed at any time and therefore we do not consider it would be appropriate to introduce a less severe restriction. However, a reduction in the length of the restrictions is something which could be considered but it is not something which would be supported by Officers for the reasons stated in the previous paragraph.

6.0 Former South West Community Assembly Recommendation

- 6.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses and they have stated that, in light of the views expressed by the residents, they wish to uphold in part the objections to the proposed restrictions on St Thomas Road and are recommending the implementation of the revised reduced proposals as detailed in the plan included in Appendix C-1 to

this report. Their view is that a reduction in the length of the restrictions to 5 metres can be justified on St Thomas Road where the properties are small terraced houses with no off-street parking facilities but not on Forres Avenue where the properties are much larger and have off-street parking.

Cross Lane at its junctions with Forres Road (2 junctions) and Arran Road

1.0 Scheme Information

- 1.1 The purpose of the proposed parking restrictions are to prevent vehicles parking and improve visibility and access for other motorists and road users. A plan of the advertised proposals are included in Appendix B-2.

2.0 TRO Advertising/Consultation Results

- 2.1 1 objection has been received from a consulted resident of Forres Road

3.0 Details of Objection

- 3.1 The resident considers that the proposed restrictions adjacent to his property will exacerbate the current problems he has with vehicles parking and obstructing his driveway. He states that his neighbours already obstruct his vehicular access on a daily basis and with parking already at capacity, especially in the evenings, considers that residents will have less parking options available to them if the restrictions are introduced and this will increase the likelihood of obstructive parking across his dropped kerbs.
- 3.2 He is also concerned that the restrictions will force residents of Forres Road to park their vehicles on Cross Lane making this much busier thoroughfare more congested and with vehicles parked on both sides of the road will reduce the width to a single lane for moving traffic. He considers that this will result in vehicles being parked partly on the pavement creating access and movement problems for pedestrians.
- 3.3 Finally, he feels that the double yellow lines are unnecessary because any cases of obstruction can easily be dealt with by South Yorkshire Police who have powers to take appropriate action to deal with such matters as they arise.

4.0 Officer Assessment and Recommendation

- 4.1 The same comments and options as stated for the previous junction locations on Cross Lane also apply in this case. A site investigation has been carried out and this has revealed that once the 10 metres of parking restriction has been introduced on Forres Road adjacent to the objector's property, there is a gap of approximately 5 metres between the end of the restrictions and the start of the objector's driveway. This is sufficient space for a car to park without causing any obstruction to the driveway. However, as a gesture of goodwill, the Members may wish, as part of the scheme, to include the provision of a white H-marking across the objector's driveway to help alleviate the obstruction problems he is experiencing. In light of the above, we recommend that the objections are overruled and the scheme be introduced as advertised.

5.0 Former South West Community Assembly Recommendation

- 5.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses and have confirmed their support for the officers' recommendation and introduce the advertised proposals as detailed in the plan included in Appendix B-2 to this report. The members have also agreed to include the introduction of an H-marking adjacent to the driveway of No. 96 Cross Lane which is located on Forres Road.

Woodholm Road near the junction of Button Hill

1.0 Scheme Information

- 1.1 The proposals are to extend the existing double yellow lines on both sides of Woodholm Road to prevent vehicles parking and improve access for residents and other motorists and road users. A plan of the advertised proposals are included in Appendix B-3 to the report.

2.0 TRO Advertising/Consultation Results

- 2.1 Nine responses were received. Two are objections, five support the proposals and two have views/comments about the proposals.

3.0 Details of Objections

- 3.1 These responses are from a consulted resident on the even numbered side of Woodholm Road and one from a resident whose property is on the same side of the road but just beyond the extent of the proposed restrictions.
- 3.2 The consulted resident feels that these proposals will penalise the residents by preventing them from parking outside their own properties at any time to solve a part-time problem of unreasonable parking by parents of pupils attending Mylnhurst School for a short period of time in the mornings and afternoons. He also considers that the proposals will result in a transfer of parking further along Woodholm Road causing additional problems because of the limited parking space available. He states that the existing double yellow lines are constantly abused by the parents and he feels that extending the lines will not make any difference. He feels that the problems could easily be solved by carrying out a continuous enforcement of the existing lines for a period of two weeks. He requests that the residents are not made losers as a result of these proposals.
- 3.3 The second resident questions why the proposed restrictions extend so far along Woodholm Road from its junction with Button Hill as he feels that they only need to be half their current length to provide a safe parking distance for a road junction of this nature. He also considers that the proposed 'At any Time' restriction is unnecessary to deal with the current parking problems and a single yellow line with peak hour restrictions Monday to Friday would suffice. He also feels that the double yellow lines on both sides of the road will force motorists to park further along the road nearer to the pedestrian access for Mylnhurst School creating additional safety

hazards at school opening/closing times. As an alternative proposal he has suggested that the double yellow lines should be retained on the odd numbered side of the road with a single yellow line on the even numbered side with morning and afternoon peak hour restrictions. He feels that this will optimise the balance of improving road safety while minimising any inconvenience to the residents.

4.0 Details of Supportive Responses

- 4.1 3 of the responses are from consulted residents, 1 from the Facilities Manager of Mylnhurst Preparatory School & Nursery and 1 from the Sisters of Mercy, Mylnhurst Lodge.
- 4.2 The consulted residents are all elderly and live on the odd numbered side of Woodholm Road. They consider that the proposed restrictions will be much appreciated and will alleviate access difficulties to their properties caused by inconsiderate parking associated with Mylnhurst School/Sports Complex.
- 4.3 Mylnhurst School are supportive of the scheme and consider that the proposals will address their main issues of concern, namely the safety of their pupils and the safe movement of traffic, particularly emergency vehicles, buses and refuse collection vehicles. However, they are concerned that the extent of the proposals will have an adverse knock-on effect for residents further along Woodholm Road and neighbouring roads primarily Mylnhurst Road and Button Hill. They are therefore suggesting two alternative proposals for consideration which they feel will achieve the aims of the scheme but have less impact on the residents by retaining spaces outside their properties in the evenings and at weekends. They would like to see the restrictions either reduced to a single yellow line with timed restrictions at the busiest times of the day i.e. 8 am – 9am & 3pm – 4pm.or the double yellow lines along just one side of the road.
- 4.4 The Sisters of Mercy are supportive of any measures which will help ease the traffic congestion at this location, particularly at the peak times of the day. In fact they would like to have seen more restrictions introduced than those currently proposed but feel that unless they are enforced it will not make any difference to the current situation.

5.0 Details of Responses with Views/Comments

- 5.1 These responses are both from consulted residents on the even numbered side of Woodholm Road. The first resident states that the parking problems are confined to the working day during school terms with very little problems in the evenings or at weekends. They therefore consider that the current proposals to extend the double yellow lines on both sides of the road for an arbitrary distance is not an appropriate solution. They feel that double yellow lines should be extended on one side of the road to ease congestion for motorists and buses. However, they consider that extending the double yellow lines on the even numbered side of the road would seriously inconvenience these residents and force them to park further up Woodholm Road aggravating the problems and causing unnecessary friction between neighbours. They also state that the properties Nos 1-7 all have wide, long driveways and would not be inconvenienced by the proposed restrictions.

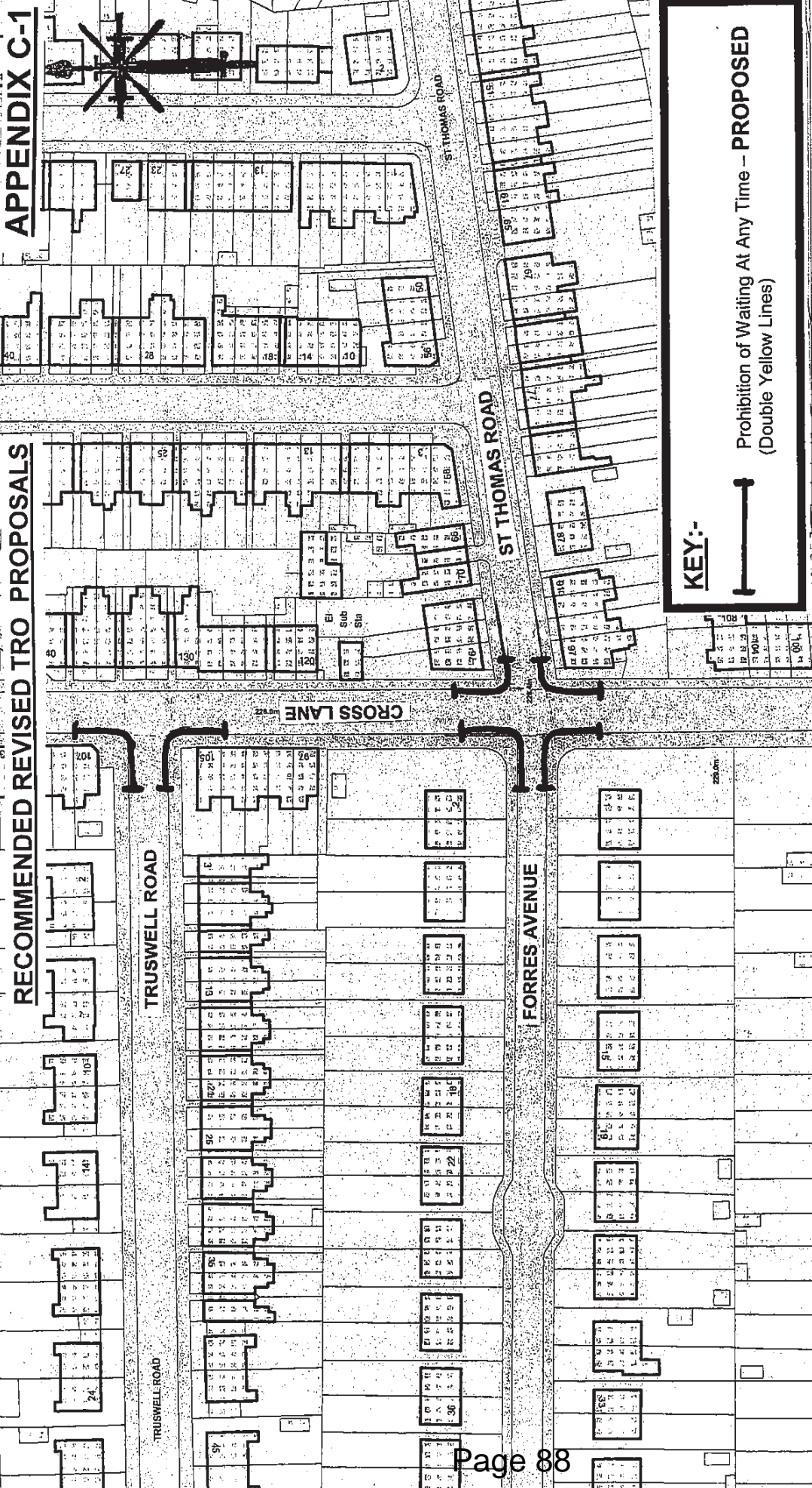
5.2 The second respondent is a long standing resident of Woodholm Road who has seen traffic congestion increase over the years. He states that all residents were aware of the nearby nursery and school when they bought their properties and haven't had a significant problem with the daily picking up/dropping off associated with this at the start and end of the day. However, since the development of a full blown commercial business within the Mylnhurst site in recent years which operates from 9am to 9pm weekdays and 9am to 5pm Saturday and Sunday this has led to the current congestion problems on the road. He considers that our proposals will go some way to resolve the problems but feels they are flawed in that residents will be penalized by the loss of parking spaces adjacent to their properties; customers of the Sports and Leisure Centre will abuse the restrictions; and it will result in displacement of parking further along Woodholm Road and on to adjacent roads in the area.

6.0 Officer Assessment and Recommendation

6.1 The responses indicate that while there is general support for the additional restrictions on the odd-numbered side of Woodholm Road, the additional double yellow lines on the even numbered side of the road may cause considerable parking problems for the residents on this side of the road. In view of this it would appear sensible to retain the restrictions on the odd numbered side of the road and either omit the proposed restrictions on the opposite side of the road or introduce a less severe restriction to prevent parking at peak times, as suggested by several of the respondents. On balance, taking account of the width of the road, we consider that omitting the restrictions on the even numbered side of the road is the best option and therefore we recommend that the revised proposals as shown in the plan included in Appendix C-2 to this report be introduced.

7.0 Former South West Community Assembly Recommendation

7.1 The relevant Ward Members of the former South West Community Assembly have been forwarded details of the responses for their consideration but to date no feedback has been received. Their views will be reported verbally at the meeting.



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**CROSS LANE JUNCTIONS WITH FORRES AVENUE,
ST THOMAS ROAD AND TRUSWELL ROAD -
PROPOSED PARKING RESTRICTIONS
TRAFFIC REGULATION PLAN REVISED**

Sheffield
City Council





Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 December 2013

Subject: Objections to a proposed Traffic Regulation Order to introduce a One-Way Traffic System on Etwall Way

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the objections and other responses received to the advertised Traffic Regulation Order (TRO) to introduce a One-Way Traffic System on Etwall Way in respect of a small highway scheme being promoted by the former North East Community Assembly.

Reasons for Recommendations:

- The Traffic Regulation Order for the scheme included in this report is considered necessary to introduce the vehicle access and movement restrictions at the location in question with a view to resolving problems which have been brought to the attention of the City Council.
- Local Ward Councillors and officers have given due consideration to the views of all the respondents and feel that the proposed scheme meets the aspirations of local residents.

Recommendations:

- Overrule the objections to the proposed traffic regulations on Etwall Way and introduce the one-way traffic system as shown in the plan included in Appendix B to this report.
- Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984:
- Inform all the respondents accordingly.

Background Papers

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by:
Legal Implications
YES/NO Cleared by:
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Firth Park
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER TO INTRODUCE A ONE-WAY TRAFFIC SYSTEM ON ETWALL WAY

1.0 SUMMARY

- 1.1 The report sets out the objections received to the advertised Traffic Regulation Order (TRO) to introduce a one-way traffic system on Etwall Way in respect of a small highway scheme being promoted by the former North East Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The scheme outlined in this report responds to requests for action from local residents.
- 2.2 The proposed one-way traffic system should have a positive impact on road safety for all road users by preventing vehicles using a residential road as an alternative route to avoid a traffic signal controlled major road junction.
- 2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals in response to the comments/views which have been expressed.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The scheme included in this report should meet the objectives of addressing the issues which have been raised by residents.
- 3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

4.0 REPORT

- 4.1 A TRO to introduce a one-way traffic system on Etwall Way between Hatfield House Lane and Bowfield Road in order to regulate traffic movements and vehicle access was formally advertised/consulted upon between the 1st and 22nd March this year. The proposal is set out in a plan included as Appendix A. The advertising consisted of a notice in the 'Sheffield Star' newspaper, notices posted on street and letters delivered/posted to properties immediately adjacent to the proposals. The TRO is being promoted by the former North East Community Assembly. Objections have been received for the proposed scheme contained in this report.
- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals and a formal objection has been received from South Yorkshire Police.
- 4.3 The relevant Ward Members of the former North East Community Assembly were contacted regarding the responses, in accordance with the procedure agreed

between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members representing the Firth Park area have stated that they would like to overrule the objections and introduce the proposals as advertised.

- 4.4 The details of the responses received are set out in Appendix B. In summary, most local residents support the proposal with one considering it not needed. The Police objection relates primarily to lack of resources to enforce and that such measures are not necessary.

Relevant Implications

- 4.5 The works budget estimate for the individual scheme location, including the Traffic Regulation Order process, is £8000, which excludes the whole life maintenance payment. The scheme is funded from the South Yorkshire Local Transport Plan, as allocated to the former North East Community Assembly for small highway schemes. This funding has been carried over from the budget allocation from the financial year 2012/13.
- 4.6 On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.
- 4.7 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with mobility problems.
- 4.8 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can regulate traffic movements on the highway.
- 4.9 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with.
- 4.10 As objections have been received, the Council is under an obligation to consider them and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.

- 4.11 On the basis that the Council has properly considered the objections internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications ; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 for a motor vehicle to contravene the access and movement restrictions on the section of highway which is the subject of this report.

5.0 ALTERNATIVES CONSIDERED

- 5.1 The scheme has been designed to meet local needs/priorities as identified by former Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the former Assembly.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Order for the scheme included in this report is considered necessary to introduce the vehicle access and movement restrictions at the location with a view to resolving problems which have been brought to the attention of the City Council.
- 6.2 Local Ward Councillors and officers have given due consideration to the views of all the respondents and feel that the proposed scheme meets the aspirations of local residents.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the proposed traffic regulations on Etwall Way and introduce the one-way traffic system as shown in the plan included in Appendix A to this report.
- 7.2 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- 7.4 Inform all the respondents accordingly.

Simon Green
Executive Director, Place

7 November 2013

APPENDIX B - Summary of TRO Advertising/Consultation Results

1.0 Scheme Information

- 1.1 The purpose of the proposed one-way traffic arrangement is to prevent vehicles travelling on Hatfield House Lane using Etwall Way as an alternative route to Barnsley Road to avoid a traffic signal controlled junction. A plan of the advertised proposals is included in Appendix B.

2.0 TRO Advertising/Consultation Results

- 2.1 Fifteen responses were received of which two are objections and thirteen are supportive of the proposals. Fourteen of the responses are from residents of Bowfield Court, a residential care home located in this section of Etwall Way. Thirteen of the residents are supportive of the proposal but one resident is objecting to it. The other objection is from South Yorkshire Police.

3.0 Details of Objections

- 3.1 The resident of Bowfield Court feels that the proposed one-way is unnecessary and considers that Etwall Way is mainly a quiet road and there is not enough traffic to warrant the proposed changes. The objector also does not welcome any disruption and considers that the current arrangements work better for family and friends when visiting by car.
- 3.2 The objection from South Yorkshire Police is one which they have made previously regarding the introduction of one-way streets in a residential estate environment. They consider that they are not effective and do little to improve road safety and in many cases have been proven to have a negative effect on safety. They have submitted the following points which they consider to be universally acknowledged as issues relating to such schemes.
- Some traffic will simply be diverted on to other less suitable streets.
 - Residents may have to access their street by an alternative and less convenient route which may involve the use of other neighbouring streets.
 - Traffic speeds generally increase due to drivers' perception that there is no opposing traffic.
 - Without physical traffic calming there may be an increase in accidents and their severity.
 - Some, particularly short sections of one-way streets, are likely to be contravened by drivers thereby requiring police enforcement.
 - Complications occur at minor accesses and junctions where signing is difficult and likely to be ignored.
 - Pedal cyclists are at greater risk in such situations, particularly children who have limited understanding of one-way systems.
- 3.3 Finally they state that the introduction of these proposals is likely to place additional demands on already stretched police resources in respect of enforcement and dealing with any possible complaints associated with the new arrangement.

4.0 Details of Supportive Responses

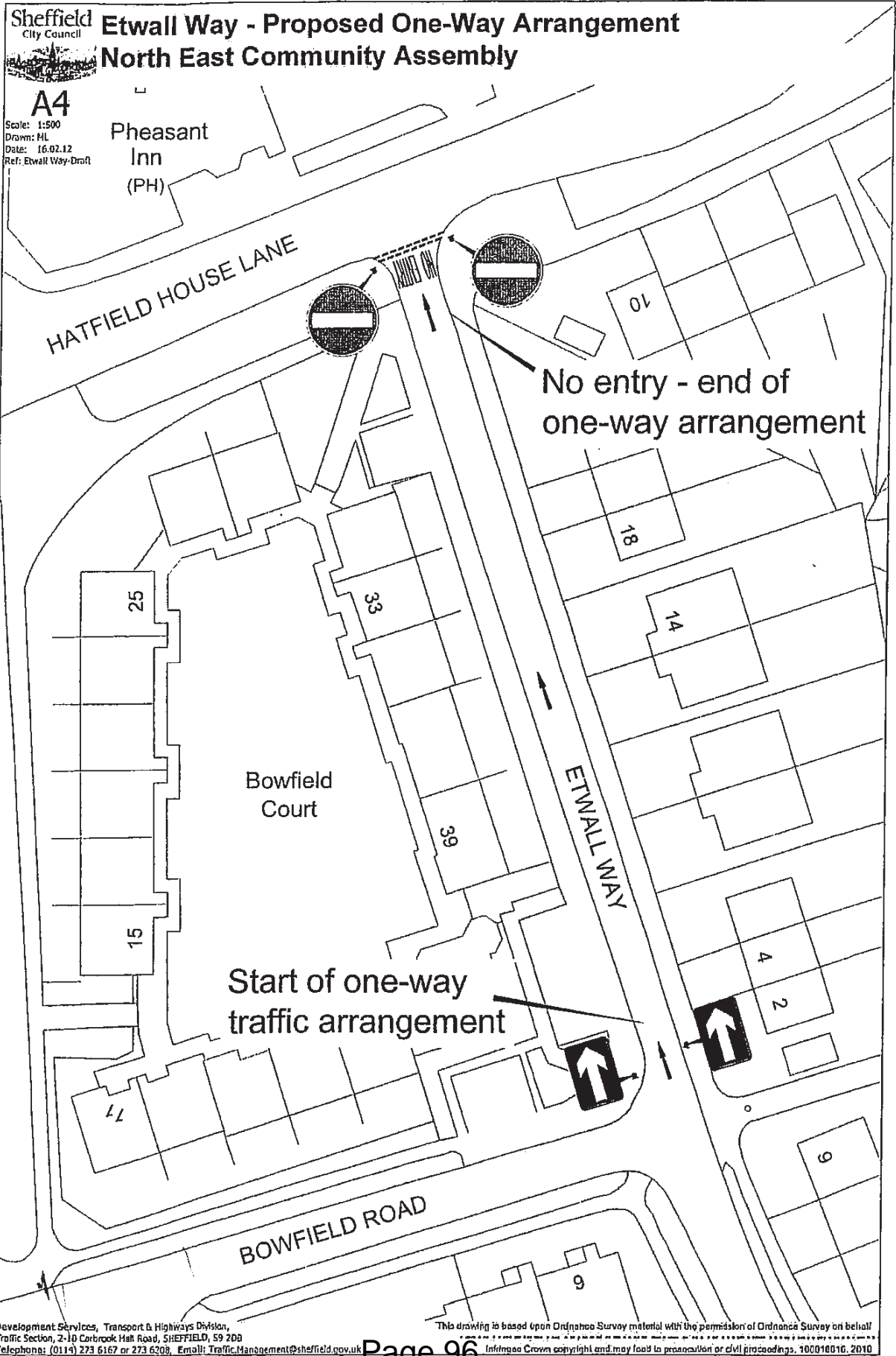
- 4.1 The thirteen residents of Bowfield Court in support of the proposed scheme consider that it will have the desired effect of preventing Etwall Way being used as an alternative route to Barnsley Road and possibly prevent a serious accident occurring. They also consider that this section of road is too narrow for two-way traffic and the proposal will make it much safer for all road users.

5.0 Officer Assessment and Recommendation

- 5.1 In light of the objections, particularly those from South Yorkshire Police, alternative locations for the proposed one-way system were suggested to the Police with a view to determining whether this would make a difference or have a bearing on their views/objections to the proposal in principle. However, they have responded by stating that, irrespective of where the one-way system is located, they would still lodge a formal objection to such proposals.
- 5.2 While we understand the concerns of the Police regarding this type of scheme we do not feel that many of the points of objection made can be justified in this instance. Although it is accepted that there is a possibility that some problems may arise once the scheme is implemented we feel that the benefits of the proposed one-way system far outweigh any potential problems.
- 5.3 In the light of this, our recommendation is therefore to overrule the objections and implement the scheme as advertised.

6.0 Former North East Community Assembly Recommendation

- 6.1 The relevant Ward Members of the former North East Community Assembly have been forwarded details of the responses and they have stated that the current proposals were put forward for progression following discussions with the local community over several years. They also state that considerable pressure was put on them at two public meetings for some action to be taken to resolve the dangerous situation on this narrow stretch of road. They are therefore of the strong opinion that the objections should be overruled and the proposed scheme be introduced as advertised.





SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 12 December 2013

Subject: Lower Don Valley Cycle Route Improvements
Sheffield Road / Raby Street
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

To encourage more cyclists to use the 'Lower Don Valley (LDV) Cycle Route', various improvements have been developed for the section between Tinsley and the City Centre. One of the proposals involves creating a 'shared' footway on Sheffield Road.

This report presents the objections received following the advertisement of a Traffic Regulation Order (TRO) proposing waiting restrictions for Sheffield Road and Raby Street in Tinsley which will complement the proposed shared footway.

Reasons for Recommendations:

- The TRO will deter inconsiderate parking on the footway which is to become a shared footway for cyclists and pedestrians.
- The TRO will also prevent inconsiderate parking practices on Sheffield Road close to existing traffic islands
- The road safety audit undertaken for the proposed cycle improvement scheme recommended that inconsiderate parking practices were addressed before the scheme was implemented.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the waiting restrictions proposed for Sheffield Road and Raby Street.
- 7.2 Inform those who made representations accordingly.

7.3 Introduce the proposed parking restrictions as part of the cycle improvement scheme.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock 21/11/2013
Legal Implications
Cleared by: Deborah Eaton 21/11/2013
Equality of Opportunity Implications
Cleared by: Ian Oldershaw 18/11/2013
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Tinsley
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

LOWER DON VALLEY CYCLE ROUTE IMPROVEMENTS – SHEFFIELD ROAD / RABY STREET, TINSLEY:
REPRESENTATIONS MADE BY RESIDENTS IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION.

1.0 SUMMARY

1.1 This report sets out responses by officers to objections received in relation to the advertised Traffic Regulation Order (TRO) for parking restrictions on Sheffield Road and Raby Street in Tinsley. It is anticipated that the proposed double yellow lines will address current parking problems and complement the proposed shared cycle / footway in this location.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The proposed waiting restrictions should improve visibility and accessibility for non-motorised users. It is anticipated that reducing the amount of inconsiderate parking will improve road safety, thus helping to create '*safe and secure communities*'

2.2 Removing footway parking will not only enhance the proposed link for cyclists and pedestrians to the LDV route but also to other facilities / amenities in the local area.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that once the proposals are in place they will improve the link for cyclists between the residential area of Tinsley and the Lower Don Valley. The improvements will provide a safe link for all age groups to access the wider cycle network.

3.2 The proposed scheme will better manage parking machines in the area and improve road safety by removing inconsiderate parking at junctions and on footways.

3.3 Encourage healthier travel options by reducing reliance on cars.

4.0 REPORT

Introduction

4.1 The LDV Cycle path is a popular route with cyclists and pedestrians. While there are good links for pedestrians from Tinsley to the locks, currently the cycle route ends at Sheffield Road. This is a busy 'A' class road connecting Sheffield and Rotherham. The current access from the residential area of Tinsley is therefore considered unattractive for cyclists. The context for this scheme in relation to the LDV Cycle Path is shown on the plan in Appendix 'A'

- 4.2 To encourage more cyclists to use the LDV route various improvements have been developed for the section between Tinsley and the City Centre. One of these involves the creation of a shared footway (which cyclists and pedestrians can use) between Raby Street and the access to the cycle path adjacent to the Sheffield and Tinsley canal. The full proposals are shown in the plan included, Appendix A.
- 4.3 As part of the proposals it is essential that the footway and junctions are kept clear from parked vehicles to maintain access and visibility. Double yellow lines (no waiting at any time) have been proposed which would cover a section of Sheffield Road and its junction with Raby Street.
- 4.4 A road safety audit has been completed as part of the design process. During the site visit the audit team witnessed a number of dangerous vehicle manoeuvres and examples of inconsiderate parking, probably related to nearby facilities. An extract from the safety audit has been included in Appendix 'B' highlighting the main concerns.

TRO Consultation (August / September 2013)

- 4.5 A letter and plan of the proposals was delivered to approximately 40 properties on Sheffield Road and Raby Street. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star.
- 4.6 During the consultation period a total of 2 e-mails and 1 letter of objection were received as well as a petition containing 44 signatures.
- 4.7 A summary of the main reasons for objection contained in the letter/e-mails and petition are as follows:

Letters and E-mails:

- 'Residents are already struggling to park outside their homes'.
- 'The amount of parking was dramatically reduced when Sheffield City Council approved the permission to build the offices across from Raby Street'.
- 'In favour of the cycle route but reject the proposals for double yellow lines as they will further reduce parking spaces for residents and the mosque'.
- 'Would like the Council to consider alternatives such as parking bays, widening the footways, introduce traffic calming, work with the office owners to allow parking on their land.'

Petition (44 signatures):

- 'Since the opening of the new offices on Sheffield Road which were given permission without any consultation to residents, parking for residents and the mosque has been dramatically reduced causing major problems for local people'.
- 'In support of the cycle improvements but not the double yellow lines'.
- 'Understand that cycling must be encouraged but there must always

be a reasonable balance where alternative parking arrangements can be provided, one suggestion being that the Council creates parking bays by purchasing land to widen the road.'

Officer Responses

- 4.8 While officers understand that parking at certain times can be difficult on Sheffield Road and Raby Street (especially at times when there is prayer / events at the mosque) this does not make obstruction of footways in the area acceptable.
- 4.9 The double yellow lines are only proposed in locations where vehicles should not be currently parking i.e. within 10 metres of a junction, on footways / build outs or causing an obstruction to through traffic as indicated in the Highway Code.
- 4.10 One letter indicates that the local Imam does remind people attending the mosque to park safely. However it is clear from recent site visits that this message is not being adhered to. The proposed double yellow lines would therefore enable the Council to take enforcement action to better manage parking practices in the local area.
- 4.11 There are currently no parking restrictions in front of or opposite the mosque, with the exception of a bus clearway. Forming laybys would not increase the number of spaces there. The purchase of private land would also add a significant cost to this relatively low cost scheme. This is a development site and is not likely to be acquired by agreement.
- 4.12 In addition to the cost associated with the implementation of further traffic calming, any further measures are considered to be beyond the scope of this particular scheme. Officers have only been asked to address the current challenges facing cyclists traveling between Tinsley and the LDV cycle route. The suggestions put forward by residents will however be added to the Council's scheme request list and investigated as part of the Council's parking improvements programme.
- 4.13 The business park / offices off Sheffield Road are privately owned and how the owners / managers choose to operate their car park is entirely up to them. This issue would not be something that the Council could influence and it is suggested that residents liaise directly with the owners / managers with any solutions / proposals.

Other Consultees

- 4.14 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in August 2013. No objections were received.

Summary

- 4.15 The current link from the residential area of Tinsley to the Lower Don Valley cycle route is unattractive for cyclists. The proposed scheme seeks to improve this in the form of a shared footway / improved signing and crossing points.
- 4.16 To complement the scheme double yellow lines have been proposed to address current and prevent future parking problems. The parking issues have been highlighted as a concern by the road safety audit.
- 4.17 The double yellow lines have only been proposed where vehicles should not be parking according to the highway code. These have been met by significant objection from local residents.
- 4.18 Officers have been unable to resolve any of the objections and consider the alternatives put forward unfeasible or too costly for the budget available.
- 4.19 In the interests of road safety it is recommended that the double yellow lines are implemented as part of the cycle improvement scheme.

Relevant Implications

Finance

- 4.20 This scheme is one part of the proposed improvements to the LDV cycle route and is fully funded from the Local Sustainable Transport Fund (LSTF) main bid allocation. A sum of £350,000 has been allocated to this work to cover consultation, legal adverts and the phased implementation of the improvements for the whole route.

Equality

- 4.21 An Equality Impact Assessment has been conducted and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as they improve access. No negative equality impacts have been identified.

Legal Implications

- 4.22 The Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the possible alternatives put forward by residents to address parking concerns. For the reasons outlined in 4.8 to 4.13 officers consider that these are unfeasible and do not address the current / future problems associated with parking on footways.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO will deter inconsiderate parking on the footway which is to become a shared footway for cyclists and pedestrians.
- 6.2 The TRO will also prevent inconsiderate parking practices on Sheffield Road close to existing traffic islands
- 6.3 The road safety audit undertaken for the proposed cycle improvement scheme recommended that inconsiderate parking practices were addressed before the scheme was implemented.

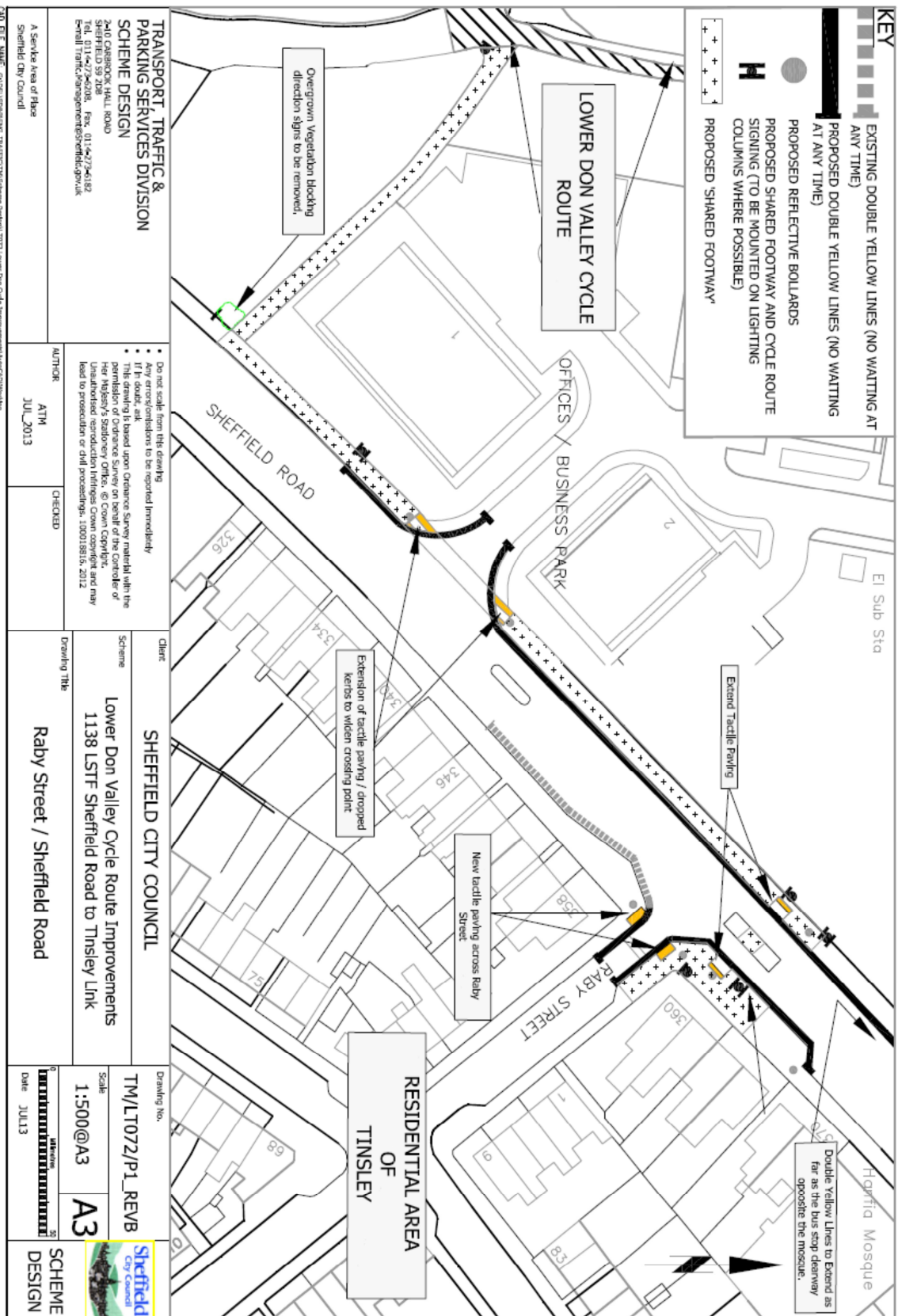
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the waiting restrictions proposed for Sheffield Road and Raby Street.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the waiting restrictions as part of the cycle improvement scheme.

Simon Green
Executive Director, Place

14 November 2013

APPENDIX 'A' - SCHEME PLAN



APPENDIX 'B' – ROAD SAFETY AUDIT EXTRACTS

4.1 PROBLEM

Locations: Appendix B – Footway parking around Sheffield Road / Raby Street junction

Summary: Existing footway parking is rendering footways and crossings along proposed route difficult to use and dangerous; shared use status will exacerbate problems further and prevent cycle access

The areas shown on the problem location plan indicate where footway parking was prevalent during the Audit Site Visit. Parked vehicles were rendering the existing route very difficult to use for pedestrians. They were also seriously inhibiting access to the crossing points through the traffic island, and across Raby Street. This parking continued despite bollards provided along sections of the footway (see fourth paragraph).

Pedestrian / Driver inter-visibility at the crossings of Sheffield Road and Raby Street was also seriously inhibited by these parked vehicles, presenting a serious risk of pedestrian accidents.

The addition of cycles to this route could only worsen the situation. Presently pedestrians can barely pass through some of the gaps; cyclists would find these even more difficult to negotiate. There would be a high risk of cycles colliding with parked vehicles, and of cyclists colliding with pedestrians over some sections of the route. Similar risks at the two crossing points would exist for cyclists as pedestrians.

Given the day and time of the visit (Friday, approximately 2.30pm), and given that a previous site visit on 2nd July did not identify a parking problem it is assumed that the parking is associated with the local mosque (Hanfia Mosque, 372 Sheffield Road) and is restricted to times when there is a call to prayer. Nevertheless, when such parking occurs it is extremely dangerous. During the audit visit, one vehicle in particular showed the extreme levels of disregard for the safety of NMUs that exists here. The writer witnessed the vehicle entering the north-western footway of Sheffield Road at high speed through the existing pedestrian dropped kerbs / tactile paving on the north-eastern side of the access to the office units. The car then travelled north-east bound at speed along the footway (behind the bollards; route as indicated on the plan), before braking hard and stopping behind another car parked on the footway. This is unacceptably dangerous.

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