

Highway Cabinet Member Decision Session

Thursday 16 January 2014 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.

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
16 JANUARY 2014**

Agenda

- 1. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 2. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 3. Minutes of Previous Session** (Pages 5 - 12)
Minutes of the Session held on 12 December 2013
- 4. Public Questions and Petitions** (Pages 13 - 18)

 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Boston Street - Proposed Bus Lane - Traffic Regulation Order Consultation Results** (Pages 19 - 32)
Report of the Executive Director, Place
- 6. Investing Camera Enforcement Income: Bus and Tram Lanes and Gates** (Pages 33 - 38)
Report of the Executive Director, Place
- 7. Responding to Petitions Requesting Transport, Traffic and Parking Services** (Pages 39 - 52)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 13 February 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 12 December 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
Simon Botterill, Team Manager, Traffic Management
Stan Collier, Senior Technician
Nel Corker, Highways
Andrew Marwood, Highways 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 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 14 November 2013 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 The Head of Transport, Traffic and Parking Services reported that petitions had been received (i) containing 197 signatures requesting traffic calming measures on Harborough Avenue, Manor Park, (ii) containing 45 signatures requesting a change to the pedestrian crossing at the junction of Chancet Wood Drive and Greenhill Avenue and (iii) containing 168 signatures in relation to problems caused by Stagecoach bus drivers parking their cars on Green Lane and The Common, Ecclesfield. Petitions (i) and (ii) would be referred to the Cabinet Member for Business, Skills and Development. Petition (iii) had been referred to the South Yorkshire Passenger Transport Executive for a response to the lead petitioner.

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

5.1 The Executive Director, Place submitted a report outlining progress in delivering the Council's overall transport capital programme in 2013/14; and seeking outline approval for the draft programme for 2014/15

5.2 **RESOLVED:** That the Cabinet Member:-

- (a) endorses the updated current 2013/14 Local Transport Plan programme;
- (b) approves 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;
- (c) endorses 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;
- (d) notes the differing levels of flexibility available for the various funding streams; and
- (e) instructs officers to seek appropriate financial approval for each project through the Council's formal Cabinet approval process.

5.3 Reasons for Decision

- 5.3.1 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.

5.4 Alternatives Considered and Rejected

- 5.4.1 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.
- 5.4.2 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. REQUEST FOR PEDESTRIAN CROSSING ON HUTCLIFFE WOOD ROAD

- 6.1 It was reported that this item had been withdrawn from the agenda.

7. MALIN BRIDGE JOBCONNECTOR

- 7.1 The Executive Director, Place submitted a report seeking Cabinet Member approval to implement the scheme to improve the 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.

7.2 **RESOLVED:** That the scheme be implemented 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.

7.3 **Reasons for Decision**

7.3.1 The proposal is 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 bus 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.

7.4 **Alternatives Considered and Rejected**

7.4.1 Several different locations for a permanent solution have been investigated since 2010. These have included the service road and the Park and Rode, 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 existing bus stop in the existing 'temporary' location but this does impact on traffic management and congestion around this gyratory, as well as local residents.

8. **REPORT ON OBJECTIONS AND COMMENTS TO PROPOSED TRAFFIC REGULATION ORDERS (TROS) IN THE FORMER NORTHERN AND NORTH EAST COMMUNITY ASSEMBLY AREA**

8.1 The Executive Director, Place submitted a report outlining the receipt of objections to the proposed Traffic Regulation Order associated with several waiting restrictions in the former Northern and North East Community Assembly areas and setting out the Council's response.

8.2 It was reported that written representations had been received from Mr Terry Mills, a local shop owner, who had requested that his representations be read out at the meeting. Mr Mills was in support of the original Traffic Regulation Order which had proposed 4 limited waiting parking days and did not support the revised proposal for 1 bay. He believed that spaces were at premium, with people, nearby residents and businesses not parking considerately and requested a minimum of 3 bays to allow more turnover of visitors to the shops.

8.3 **RESOLVED:** That:-

- (a) the Traffic Regulation Order for Ash View be made as advertised;
- (b) the Traffic Regulation Order for Hillcrest Road be made as advertised;
- (c) the Traffic Regulation Order for Langsett Road South be made as advertised with the reduced length of restriction;
- (d) the Traffic Regulation Order for Middlewood Drive be made with the reduced length of restriction;
- (e) the Traffic Regulation Order for Middlewood Drive East be made with the reduced length of restriction; and
- (f) all respondents be informed accordingly.

8.4 Reasons for Decision

- 8.4.1 The Traffic Regulation Order for the schemes included in the 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.
- 8.4.2 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.
- 8.4.3 Officers consider that the reasons set out in the 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 of the report. 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.

8.5 Alternatives Considered and Rejected

- 8.5.1 The proposed Traffic Regulation Order 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 Traffic Regulation Order is made. No alternatives have therefore been considered, but adjustments made where considered necessary in response to public comments.

9. OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER TO INTRODUCE PARKING RESTRICTIONS AT VARIOUS JUNCTIONS WITH CROSS LANE (CROOKES) AND ON WOODHOLM ROAD (ECCLESALL) - REVISED VERSION TO BE CONSIDERED AT THE MEETING

- 9.1 The Executive Director, Place submitted a report setting out the objections received to the advertised Traffic Regulation Order (TRO) to introduce parking

restrictions at three locations for small highway schemes being promoted by the former South West Community Assembly.

- 9.2 Trevor Jones, a resident of St Thomas Road, attended the meeting to make representations to the Cabinet Member. He stated that he was satisfied with the revised proposal on Cross Lane. If the original proposals had been agreed he would have had difficulty loading and unloading shopping. He believed the main problem on Cross Lane to be speed levels and this had been a problem even before the resurfacing of the road. As such he would like to see a 20mph speed limit on Cross Lane.
- 9.3 Anne Walker, also a resident of St Thomas Road and Russell Ward, resident of Forres Avenue, commented that they would not like to have seen the original proposal agreed and Mrs Walker stated that she was satisfied with the reduction in length of restriction to 5 metres on St. Thomas Road.
- 9.4 In response, Simon Botterill, Team Manager, Traffic Management, commented that speed cameras were only introduced on roads with an accident record. However, he noted the concerns raised and would investigate whether a 'smiley' speed restriction sign could be introduced. Speeds had been monitored since the resurfacing of roads throughout the City and, although it did not look as though speeds had increased to a great extent, it was still too early to draw conclusions.
- 9.5 20mph limits were being rolled out across the City. These were tied to accident levels and the Streets Ahead project. The proposals for the proposed restrictions Cross Lane were in line with the Highway Code, but had been reduced on St Thomas Road in recognition of the parking difficulties experienced there.
- 9.6 In relation to Woodholm Road, Mr Eyre, a resident of 7 Woodholm Road, stated that he accepted that if you lived near a school there would be issues related to parking, however the school was now being used as a community facility 7 days a week. Parking was available on the site but this was not actively encouraged and Woodholm Road effectively became the car park. The current headteacher of the school had informed Mr Eyre that they did not believe the parking problems were the responsibility of the school. This created poor visibility and cars often had to drive to the middle of the road before they could see oncoming traffic.
- 9.7 Mr Eyre stated that he had previously requested a permit parking scheme on Woodholm Road but this had been dismissed. He hoped that the proposed Traffic Regulation Order would be enforced.
- 9.8 In response, Simon Botterill commented that he recognised that the situation was unfortunate. However, the school did have to find ways to generate revenue. Officers were in the process of making the zig zag lines legally enforceable and the intention was to more rigorously enforce against people parking on them.
- 9.9 Problems caused by parking by School coaches would be investigated with the Children, Young People and Families portfolio. The Council did not have funding to provide H markings, in isolation, although this marking would be provided on Cross Lane at the request of Ward Councillors.

9.9 Mr Cartwright, Facilities Manager for the School reported that he was now meeting regularly with Councillor Diana Stimely, Ward Councillor for the area, to discuss issues and potential solutions. The school sent an email every term reminding people to park considerately, however they could not enforce where there were problems. A School Travel Advisor had also been into the school to discuss ways to resolve the problem.

9.10 **RESOLVED:** That:-

- (a) the objections be upheld, in part, 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 the revised proposals be introduced as shown in the plans included in Appendices C-1 and C-2 to this report;
- (b) the objections be overruled to the proposed traffic regulations on the junctions of Cross Lane with Arran Road and Forres Road and the restrictions be introduced as shown in the plan included in Appendix B-2 to the report;
- (c) the Traffic Regulation Order be made, as amended, in accordance with the Road Traffic Regulation Act 1984; and
- (d) all the respondents be informed accordingly.

9.11 **Reasons for Decision**

9.12 The Traffic Regulation Order for the schemes included in the report was 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.

9.13 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 were considered to be a balanced attempt to address residents concerns and aspirations.

9.14 **Alternatives Considered and Rejected**

9.14.1 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.

9.14.2 Two of the schemes have been amended to try and address the concerns raised by residents.

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

10.1 The Executive Director, Place submitted a report setting 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.

10.2 **RESOLVED:** That:-

- (a) the objections be overruled to the proposed traffic regulations on Etwall Way and the one-way traffic system be introduced as shown in the plan included in Appendix A to the report;
- (b) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act, 1984; and
- (c) the respondents be informed accordingly

10.3 **Reasons for Decision**

10.3.1 The Traffic Regulation Order for the scheme included in the 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.

10.3.2 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.

10.4 **Alternatives Considered and Rejected**

10.4.1 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.

11. LOWER DON VALLEY CYCLE ROUTE IMPROVEMENTS SHEFFIELD ROAD/RABY STREET - TRAFFIC REGULATION ORDER CONSULTATION RESULTS

11.1 The Executive Director, Place submitted a report setting 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 was anticipated that the proposed double yellow lines will address current parking problems and compliment the proposed shared cycle/footway in this location.

11.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 for the proposed waiting restrictions proposed for Sheffield Road and Raby Street;

- (b) those who made representations be made accordingly; and
- (c) the waiting restrictions be introduced as part of the cycle improvement scheme.

11.3 **Reasons for Decision**

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

11.4 **Alternatives Considered and Rejected**

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



SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 16 January 2014

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sarah Carbert 0114 2736135

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

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INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

JANUARY 2014

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	12	Transport & Traffic Design & Delivery	ICMD	This request for changes to existing waiting restrictions will be given consideration via the 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	12	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 Page 15	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8	11	12	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	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.
5.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05	12	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.
6.	16	Requesting more parking spaces on Bellhouse Road (Epetition).	18	02	13	Transport Traffic Design & Delivery	ICMD	This request will be given consideration via the Streets Ahead waiting restriction assessment process in 2015/16.
7.	178	Requesting a pedestrian crossing on Hutcliffe Wood Road.	05	03	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process in 2015.

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

JANUARY 2014

8.	157	Requesting alterations to the parking facilities at the shopping precinct at Westwick Crescent	26	03	13	Transport & Traffic Design & Delivery	ICMD	This request will be given consideration via the Streets Ahead Enhancement assessment process in 2014.
9.	344	Requesting road safety measures around Woodhouse West Primary School, Coisley Hill.	24	04	13	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	13	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	13	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	13	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
13	69	Requesting speed reduction measures on Albert Road	04	10	13	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
14.	105	Requesting that Glover Road be made one-way	04	10	13	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
15.	8.	Objection to a proposed traffic regulation order (TRO) on Pingle Road near Dobcroft Infant and Junior Schools.	15	10	13	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	13	Transport Planning	ICMD	Under investigation. The request will given consideration via the Transport Planning Streets Ahead Enhancement assessment process in 2016.
17.	tbc	Request for a Crossing on Yew Lane in the Southey Ward	28	11	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

JANUARY 2014

								Enhancement assessment process in 2014
18.	423	Request for a 20mph Zone in High Matlock, Stannington	11	12	12	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
19.	168	Request to stop Bus drivers parking cars on the Common at Ecclesfield.	26	11	13	Transport Planning	ICDM	Matter referred to SYPTE to take up with the operator Stagecoach.
20.	200	Traffic Calming on Harborough Avenue	12	12	13	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
21.	22	Request for a Review of the Permit Parking Scheme on Falding Street, Chapelton	22	08	13	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 16 January 2014

Subject: Boston Street
Proposed Bus Lane
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

The existing 'no entry except buses' which operates between 8am and 9.30am, Monday to Friday on Boston Street is frequently abused by general traffic, impacting on journey times for bus passengers both on Boston Street and London Road.

The aim of the proposed scheme is to change the current restrictions to a bus lane and limit the amount of traffic using Cemetery Road and Boston Street in the morning rush hour. It is anticipated that this will help buses move more freely on London Road. The bus lane, which will be enforced by camera, will also assist buses travelling on Boston Street. Limiting the amount of traffic would allow more green signal time to be given to London Road, encouraging general traffic to use more appropriate routes into the City centre.

This report presents the objections received following the advertisement of a Traffic Regulation Order (TRO) for the proposed bus lane.

Reasons for Recommendations:

- The TRO will deter general traffic from turning left out of Boston Street on to London Road which impacts on journey times for bus passengers.
- The TRO will extend the current hours of operation so that the restrictions start at 7.30am, assisting earlier buses on London Road and Boston Street.
- The TRO would allow camera enforcement of the new restrictions.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the bus lane proposed on Boston Street.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the proposed bus lane.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES - Cleared by: Matthew Bullock 06/01/14
Legal Implications
YES - Cleared by: Deborah Eaton 06/01/14
Equality of Opportunity Implications
NO - Cleared by: Ian Oldershaw 24/12/13
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
Boston Street / Cemetery Road / London Road
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

BOSTON STREET – PROPOSED BUS LANE REPRESENTATIONS MADE 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 the proposed bus lane on Boston Street. It is anticipated that the proposal will address the current abuse of the 'no entry except buses' signs which impacts on journey times for bus passengers on London Road and Boston Street.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The scheme is one of the improvements being progressed to better enforce the sub region's public transport facilities. This has been made possible by a successful bid to the 'Better Buses Area Fund' (BBAF). The two year fund, based on a South Yorkshire wide bid, led by the South Yorkshire Passenger Transport Executive (SYPTE) aims to enhance public transport facilities, making travel by public transport to and from Sheffield more reliable, reducing journey times and improving transport facilities for the people of Sheffield. The scheme and its enforcement will support the Sheffield Bus Agreement, which is aimed at increasing the attractiveness of public transport services across the city.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that once the proposals are in place they will improve the reliability of bus journey times both on London Road and Boston Street. The project contributes towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':

- 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.

4.0 REPORT

4.1 Boston Street links Cemetery Road with London Road. The proposal is to remove the current 'no entry except buses' signs on Boston Street which are frequently abused by general traffic and replace them with a morning peak time bus lane which would be enforced by cameras. Camera enforcement of bus lanes and bus gates started in Sheffield in 2007. Since then, there has been an ongoing programme, with new sites being prioritised with input from bus operators and the South Yorkshire Passenger Transport Executive.

- 4.2 Currently the 'no entry except buses' restriction operates between 8am and 9.30am, Monday to Friday, but is difficult to enforce in its current location due to the need to provide a suitable 'escape' route for general traffic. The new bus lane would still limit the amount of traffic using Cemetery Road and Boston Street, only allowing general traffic to travel straight ahead or turn right onto London Road. Limiting traffic on Boston Street would help buses travel more freely on London Road and assist buses turning out of Boston Street on to London Road. Allowing traffic to continue straight ahead or turn right into London Road is anticipated to minimise the impact on surrounding routes. Recent investment on Ecclesall Road (one of the alternative routes) in more adaptive signal strategies at the Moore Street roundabout has already started reducing journey times for all vehicles using the route. More details are included in 'Appendix D'.
- 4.3 The full proposals which can be seen in 'Appendix A' includes the bus lane signing and lining, adjustments to pedestrian facilities on Boston Street and Cemetery Road close to the bus lane and upgrade of both inbound and outbound bus stops including bus boarder kerbs and tactile paving.
- 4.4 Survey data collected in 2011 and presented in 'Appendix B' highlights the amount of abuse the current restrictions receive by general traffic. During the survey between 8.00am and 9.30am a total of 166 cars were counted turning left onto London Road, 7 went straight ahead and 144 turned right (all of these ignoring the 'no entry except buses' signs) therefore potentially causing delay for buses both on Boston Street and London Road.
- 4.5 In addition, bus journey time surveys between two points on London Road (junction with Abbeydale Road to Boston Street) were undertaken between 2007 and 2011. The information is presented in 'Appendix C' and highlights that, (with the exception of the final year), between 7am and 10.30am journey times between these locations have increased year on year. It is therefore considered that further enhancements to public transport facilities on this corridor will help to reduce future average journey times.
- 4.6 The proposed bus lane can only be introduced following the making of a Traffic Regulation Order (TRO). The order is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.

TRO Consultation (November 2013)

- 4.7 Local people and commuters travelling on Boston Street were made aware of the scheme proposals by a number of large yellow backed signs placed on lighting columns throughout the area. The sign gave a link to the Council's website where a plan of all the changes could be seen as well as further general background information on bus lanes and enforcement. A telephone number of the officer dealing with the scheme was also provided on the sign if people wanted to discuss the proposals in more detail. The signs were erected on-street for a period of 4 weeks.
- 4.8 The TRO was also advertised on street for a period of 4 weeks and detailed in the Sheffield Star.

- 4.9 During the consultation period a total of 16 e-mails objecting to the proposals were received as well as 4 e-mails supporting the changes.
- 4.10 A summary of the main reasons for supporting and objecting to the proposals together with officer responses can be seen in 'Appendix D'.
- 4.11 The information in 'Appendix D' was provided for all objectors. Following this additional information 4 objections remain, a summary of the reasons and officer responses can be seen below:
- 'The estimated cost of the works is an outrage'.
Officer Response: Further details are included in 'Appendix D'
 - 'This section of road is public highway and should remain so'. The road will remain a public highway, but will be restricted in who can use it at certain times of the day.
Officer Response: This is no change to the current situation
 - 'Plans will have no effect on congestion'.
Officer Response: Further details are included in 'Appendix D'.
 - 'Worried about the impact on other routes in particular Napier Street junction with Summerfield Street'.
Officer Response: Further details are included in 'Appendix D', but as the appropriate route to the City centre will be signed as Summerfield Street, it is not anticipated that there will be a significant increase in traffic approaching Summerfield Street from Napier Street.
 - 'Dispersing traffic will send vehicles on a longer route which will add to the City's pollution'.
Officer Response: The appropriate route to the City centre (via Charter Row) from Cemetery Road will be signed down Summerfield Street. This route is actually shorter than via Cemetery Road to get to Charter Row - as all traffic getting to the Ring Road from London Road has to turn left to go to Moore Street roundabout.

Other Consultees

- 4.12 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in August 2013. No objections were received.
- 4.13 The Interim Director of Housing Services has been consulted and has no objection to the scheme as the change in location of a bus shelter affects land held for housing purposes.

Summary

- 4.14 The existing 'no entry except buses' restriction on Boston Street is frequently abused by motorists during the morning peak period which impacts on journey times for bus passengers both on Boston Street and

London Road.

- 4.15 The aim of the proposed bus lane on Boston Street is to limit the amount of traffic using Cemetery Road and Boston Street in the morning rush hour in order to help buses move more freely on Boston Street and along London Road itself.
- 4.16 The full proposals which can be seen in 'Appendix A' can only be introduced following the making of a Traffic Regulation Order. Local people and commuters have been consulted on the proposals and a number of objections have been received.
- 4.17 Officers have provided additional information about the proposals to address a number of the issues, however 4 objections remain. It is recommended in the interests of public transport improvement that the objections be overruled and proposals implemented.

Relevant Implications

Finance

- 4.18 Investment for improved enforcement of public transport facilities which includes this scheme has been made possible by a successful bid to the "Better Buses Area Fund" (BBAF). BBAF is a two-year fund, based on a South Yorkshire wide bid, led by SYPTA. A sum of £118,000 has been allocated to this work to cover consultation, legal adverts and the implementation of the improvements, including whole life maintenance costs.

Equality

- 4.19 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

- 4.20 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 enforcing the current restrictions, although this would be difficult and expensive to implement due to the need to provide an alternative route at the point where it becomes 'no entry except buses'. Enforcing the bus lane (rather than the 'no entry except buses') at the existing times is an option, but would lead to an inconsistent implementation of bus lane hours of operation, which could lead to confusion and unnecessary PCNs being issued. In addition, officers have also considered removing the restrictions completely. This is not considered appropriate due to the potential increase in traffic using Cemetery Road/Boston Street as a through route, coupled with providing more conflict in terms of signal priorities at the Boston Street/London Road junction. Doing nothing is not supported by bus operators or passengers so the bus lane approach is regarded as the most appropriate way forward in that it provides public transport priority but aims to mitigate against traffic disruption on other routes.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO will deter general traffic from turning left out of Boston Street on to London Road in the morning peak period which impacts on journey times for bus passengers.
- 6.2 The TRO will extend the current hours of operation so that the restrictions start at 7.30am, assisting earlier buses on London Road and Boston Street.
- 6.3 The TRO would allow camera enforcement of the new restrictions.

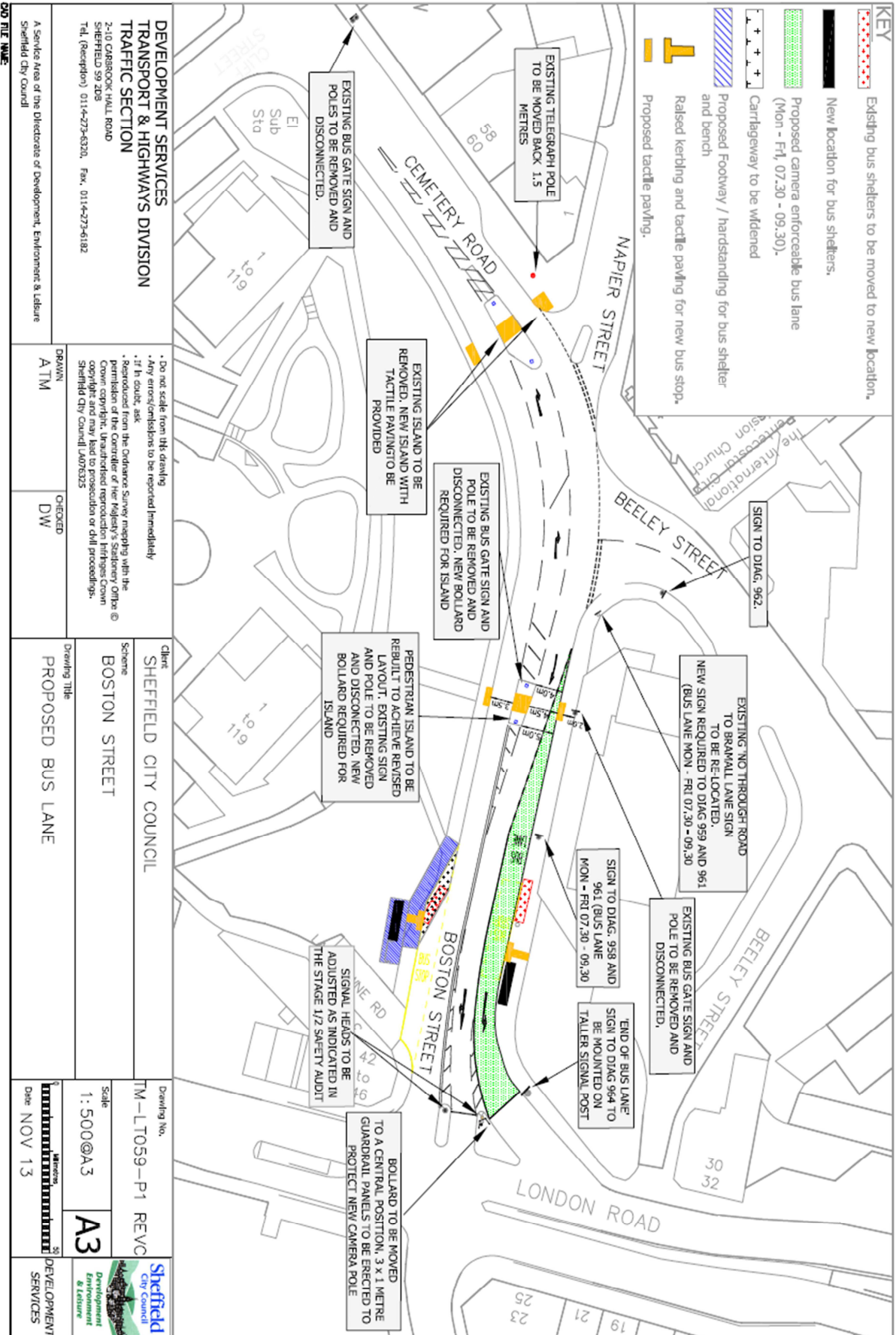
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the bus lane proposed on Boston Street.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the proposed bus lane.

Simon Green
Executive Director, Place

20 December 2013

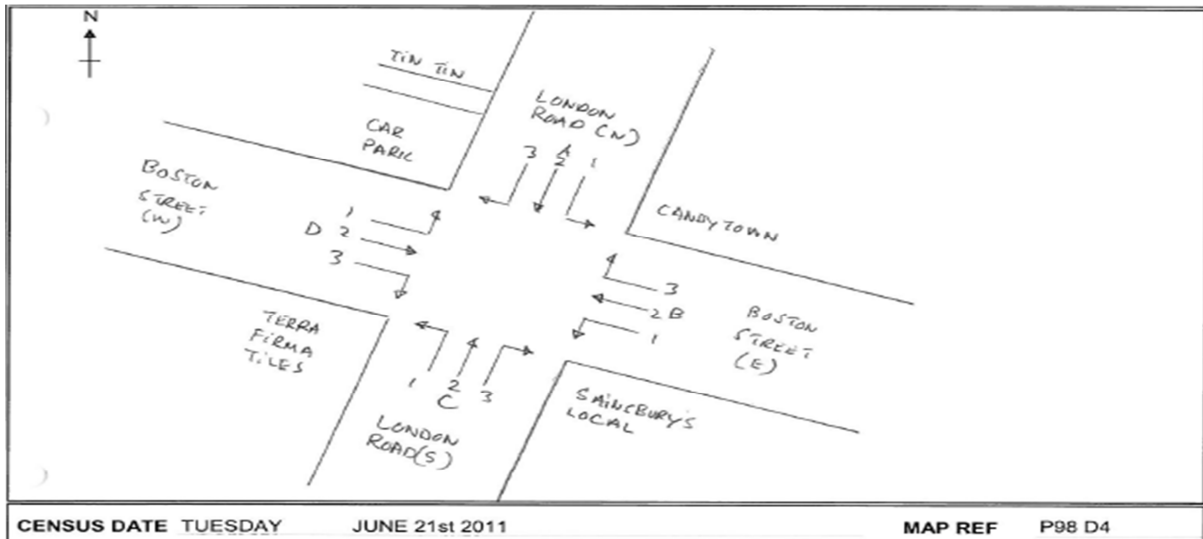
APPENDIX 'A' - SCHEME PLAN



DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARROOK HALL ROAD SHEFFIELD S9 2DS Td. (Reception) 0114-273-6320. Fax. 0114-273-6182	DRAWN ATM	CHECKED DW	Client SHEFFIELD CITY COUNCIL Scheme BOSTON STREET Drawing Title PROPOSED BUS LANE	Drawing No. TM-LT059-P1 REV C Scale 1:500@A3 Date NOV 13	SHEFFIELD City Council Development Environment & Leisure DEVELOPMENT SERVICES

APPENDIX 'B' – SURVEY DATA (VEHICLES TURNING OUT OF BOSTON STREET)

D1							
0700-1000hrs	0700-0730hrs	0730-0800hrs	0800-0830hrs	0830-0900hrs	0900-0930hrs	0930-1000hrs	
PEDAL CYCLE	6	5	11	8	8	5	43
MOTORCYCLE	0	0	1	0	1	0	2
CAR	50	86	63	54	49	45	347
PRIVATE HIRE	3	1	6	4	7	13	34
BLACK CAB	2	1	1	5	13	8	30
LIGHT GOODS VEHICLE	3	8	2	4	8	5	30
MEDIUM GOODS VEHICLE	0	0	1	2	1	2	6
HEAVY GOODS VEHICLE	0	0	0	0	1	1	2
BUS/COACH	2	4	4	4	4	5	23
	66	105	89	81	92	84	517
D2							
0700-1000hrs	0700-0730hrs	0730-0800hrs	0800-0830hrs	0830-0900hrs	0900-0930hrs	0930-1000hrs	
PEDAL CYCLE	1	1	0	1	0	0	3
MOTORCYCLE	0	0	0	0	0	0	0
CAR	1	3	1	3	3	5	16
PRIVATE HIRE	0	0	0	0	0	1	1
BLACK CAB	0	0	0	0	0	0	0
LIGHT GOODS VEHICLE	0	0	0	0	1	2	3
MEDIUM GOODS VEHICLE	0	0	0	0	0	1	1
HEAVY GOODS VEHICLE	0	0	0	0	0	0	0
BUS/COACH	0	0	0	0	0	0	0
	2	4	1	4	4	9	24
D3							
0700-1000hrs	0700-0730hrs	0730-0800hrs	0800-0830hrs	0830-0900hrs	0900-0930hrs	0930-1000hrs	
PEDAL CYCLE	0	2	0	0	1	3	6
MOTORCYCLE	0	0	0	1	0	0	1
CAR	30	64	55	50	39	43	281
PRIVATE HIRE	1	1	2	3	4	5	16
BLACK CAB	1	1	1	1	2	1	7
LIGHT GOODS VEHICLE	1	3	3	3	6	7	23
MEDIUM GOODS VEHICLE	0	0	1	0	1	1	3
HEAVY GOODS VEHICLE	0	0	0	0	0	0	0
BUS/COACH	0	0	0	0	0	0	0
	33	71	62	58	53	60	337



CENSUS DATE TUESDAY

JUNE 21st 2011

MAP REF

P98 D4

APPENDIX 'C' – SURVEY DATA (BUS JOURNEY TIMES ON LONDON ROAD)

Year	2007	2008	2009	2010	2011
Location and Distance	London Rd junction with Abbeydale Road to Boston Street = 636 metres	London Rd junction with Abbeydale Road to Boston Street = 636 metres	London Rd junction with Abbeydale Road to Boston Street = 636 metres	London Rd junction with Abbeydale Road to Boston Street = 636 metres	London Rd junction with Abbeydale Road to Boston Street = 636 metres
Time Taken	H:MM:SS	H:MM:SS	H:MM:SS	H:MM:SS	H:MM:SS
07.00-08.00	0:02:05	0:02:04	0:01:48	0:02:47	0:01:46
08.00-09.30	0:02:00	0:02:36	0:03:14	0:03:05	0:02:51
09.30-10.30	N/A	0:01:34	N/A	N/A	N/A
07.00-10.30	0:02:03	0:02:20	0:02:27	0:02:57	0:02:21

APPENDIX 'D' – SUMMARY OF OBJECTIONS AND SUPPORT WITH OFFICER RESPONSES

Objections:

- 'Question why the proposals are necessary'.
- 'Why does the bus lane need to start at 7.30am, questions the need to change from the current restriction start time of 8am'.
- 'Other routes into the City all have significant congestion between 7.30 and 8am.
- 'The proposal will not improve flows for buses as they will have to queue up behind vehicles wanting to turn right or go straight ahead'.
- 'The proposed bus lane is a waste of public money'
- 'Would rather see the money spent on traffic calming Rundle Road'
- 'The proposals help buses but not cars'.
- 'There is no provision of signage to warn motorists of the approaching bus lane'.
- 'There are not many buses which use this route'.
- 'Banning the left turn will add more congestion to other routes such as Ecclesall Road, Napier Street and Summerfield Street'.
- 'Current problems are down to how buses use the junction of Boston Street and London Road and how their drivers fail to observe the rules of the road'.
- 'Another example of Sheffield City Council's anti-car policy'.

Support:

- 'I hope your proposals are successful as the current situation is awful. Last week it took over 7 minutes for the no. 4 bus to get to London Road'
- 'At the moment, car and van drivers go through the signs in the morning restricted period as if they were not there'.
- Strongly support – Currently the abuse of the 'bus only' restrictions by car owners causes significant delays to bus passengers'.
- 'About Time – It has always annoyed me that you haven't enforced the restrictions at the junction between Boston Street and London Road – if this is the easiest way of doing this I am fully supportive'.

Officer Responses

Why are the alterations necessary?

The main aim of the current 'no entry except buses' restriction is to limit the amount of traffic using Cemetery Road and Boston Street in the morning peak period. This is to help buses move more freely on London Road. As traffic is restricted on Boston Street this allows more green light time to be allocated to London Road, assisting buses and general traffic on route to the city centre. The signs also encourage general traffic to use more appropriate routes into the city centre and helps buses join London Road from Boston Street. The new bus lane would have the same aim, would allow the restrictions to be enforced by camera at times when they are in operation. Enforcement should restrict the abuse which impacts on journey times for bus passengers both on Boston Street and London Road.

Extending the operating time to 7.30m from 8.00am.

The frequency of buses on both Boston Street and London Road from 7.30 to 8.00am is approximately the same as it is after 8.00am, therefore the revised times are aimed at helping buses in the earlier time period. The proposed times are also consistent with the City's loading and waiting restrictions at busier times on key routes, including London Road, Queens Road and Ecclesall Road. Drivers are also more likely to observe and follow restrictions if they run at consistent times throughout the city.

Alternative Route / Congestion

The proposed design will enable general traffic to turn right out of Boston Street on to London Road, reducing the impact the enforced bus lane could have on other routes. The impact on alternative routes is also considered to be minimal, with many vehicles that currently abuse the 'no entry except buses' are dispersed to other routes into the city. It is likely that some vehicles will divert to Summerfield Street and Ecclesall Road. Improvements have already been made to the Ecclesall Road/Moore Street roundabout, with improved lane markings both on the approach to, and on, the roundabout. Additionally the Council's Traffic Information and Control group has been implementing new strategies for the signal timings on the roundabout. This ensures that the traffic lights can adjust automatically to the traffic conditions, helping to reduce queues on the Ecclesall Road approach.

From previous traffic count data and officer observations it is also considered that dispersed traffic will not be significant enough to cause disruption. It is likely that drivers will get used to the banned left turn in the morning peak and adjust their journeys well in advance of Boston Street. It is therefore predicted that only a very small percentage of vehicles will travel as far as Napier Street before looking for an alternative route.

Flow of traffic / Signal timings

In order to reduce the impact of queuing traffic (specifically past the pedestrian island) a traffic signal strategy will be implemented to detect buses which are running late along Cemetery Road. This would involve detecting a bus which is held up and allowing more green light time for a short period of time on Boston Street thus trying to maintain unimpeded access to the new bus lane.

Scheme Budget / Better Ways of Spending Council Money / Suggested Schemes

Investment for improved enforcement of public transport facilities which includes this scheme has been made possible by a successful bid to the BBAF. This is a two-year fund, based on a South Yorkshire wide bid, led by the South Yorkshire Passenger Transport Executive (SYPTÉ). The money is only available to fund improved enforcement of public transport facilities, it cannot be used for more general traffic schemes or to pay for other Council services. The Council welcomes further scheme suggestions (for example the suggested traffic calming on nearby streets), however these cannot be funded through the BBAF.

Signage / Advanced Warning / Tickets and Fines

A number of concerns have been raised by residents / passing motorists regarding enforcement of the proposed bus lane. To address these concerns the Council proposes to place signs indicating the times the bus lane is operational on approach. Temporary signs highlighting when enforcement will begin will also be erected to warn motorists of the changes. In the first couple of months motorists contravening the bus lane will be issued with warning letters rather than tickets while people get used to the new arrangements.

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

Report of: Executive Director, Place

Date: 16th January 2014

Subject: Investing camera enforcement income: bus and tram lanes and gates

Author of Report: David Whitley Tel: 0114 205 7473

Summary: The purpose of this report is to confirm that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005. Although not a comprehensive list, the report includes examples of appropriate uses of this income.

Reasons for Recommendations:

Although the Council are already following the legislation in terms of using PCN income, recent high profile cases underlines the need to have the decisions and actions taken by the Council formally recorded as having political endorsement.

Recommendations:

- Formerly endorse the contents of the report, in particular that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.
- Approve the use of this income on the types of scheme highlighted in section 4.8.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Yes Cleared by Catherine Rodgers, 8 th January 2014
Legal Implications
Yes Cleared by Deborah Eaton, 8 th January 2014
Equality of Opportunity Implications
NO
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
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

INVESTING CAMERA ENFORCEMENT INCOME: BUS AND TRAM LANES AND GATES

1.0 SUMMARY

- 1.1 The ability for Local Authorities to enforce certain moving traffic offences was made possible through the Transport Act in 2000. Camera enforcement of bus/tram lane and bus/tram gate restrictions (herein called bus lanes and bus gates) was started in Sheffield in 2007. Since then, there has been an ongoing programme of enforcing bus lanes and gates, with sites being prioritised with input from bus operators and South Yorkshire Passenger Transport Executive (SYPTTE). Any unauthorised drivers observed travelling through a bus gate or along a bus lane can be issued with a Penalty Charge Notice (PCN). The current value of a PCN for these offences is £60, reduced to £30 if paid within 14 days.
- 1.2 Income from PCNs is restricted in what it can be used for. The purpose of this report is to confirm that the Council will use income from PCNs in line with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005, which were made under the powers in the Transport Act 2000. Although not a comprehensive list, the report will include examples of appropriate spend.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 Camera enforcement of bus lanes and bus gates is used to aid bus journey time and bus journey time reliability. Improved public transport services is a key part of the Local Transport Plan (LTP), a statutory document that sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years.
- 2.2 Camera enforcement income also enables the Council to help deliver its “Vision for Excellent Transport in Sheffield”, by investing in facilities to enable 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.

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 The priority in spending camera enforcement income is to make it easier and safer for people to move around when travelling by public transport, particularly when travelling to work. However, the funding can be used to invest in the construction of certain types of walking and cycling schemes too.

4.0 BACKGROUND

- 4.1 There are around 90 different lengths of bus lanes and/or bus gates in Sheffield, many operating at different times on different days of the week, depending on their local situation. The details of each restriction are always signed locally. Bus lanes and bus gates are primarily used to

improve bus journey times and bus journey time reliability and are an important part of the Council's policy of making it easier and safer for people to move around when travelling by public transport, particularly when travelling to work.

- 4.2 However, some sites are also implemented for traffic management purposes, mainly to ensure general traffic uses more appropriate routes in the area. Bridge Street is an example of a bus gate that aids a limited number of bus and coach services as well as taxis, private hire vehicles and cyclists, whilst at the same time it directs general traffic to use the Northern Inner Relief Road. The bus gate on London Road near Asline Road limits the amount of traffic through the already busy London Road/Wolseley Road/Queens Road junction. Enforcement sites tend to be determined in partnership with South Yorkshire Passenger Transport Executive and local bus operators.
- 4.3 The ability for Local Authorities to enforce certain moving traffic offences was made feasible through the Transport Act in 2000, with specific approval in Sheffield coming in 2005. Following Central Government approval of our enforcement equipment, camera enforcement of bus lane and bus gate restrictions was started in 2007 at Hillsborough. Since then, there has been an ongoing programme of enforcement at new sites.
- 4.4 Enforcement is started following a 'warning notice' period – where temporary signs informing of new enforcement are used – which in turn are part of an awareness raising campaign in the area which usually includes radio adverts as well as other forms of advertising. After the warning notice period, any drivers observed travelling through a bus gate or along a bus lane can be issued with a Penalty Charge Notice (PCN). The current value of a PCN for these offences in Sheffield is £60, reduced to £30 if paid within 14 days.
- 4.5 The use of income from PCNs from enforcement of bus lanes and bus gates is covered by Regulation 36 of the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.
- 4.6 The majority of income from PCNs must be used to pay for the costs of setting up, operating and maintaining the camera enforcement system. If the system costs more to operate than it generates in income, the Council is required to make up the difference from general funds at the end of each financial year. This is not the case in Sheffield, where a surplus is generated. The following table shows camera enforcement income and expenditure (all figures in £000's) over the last three full financial years.

Year	2010/11	2011/12	2012/13	Notes
Income	619	805	688	Full year effect of three new sites in 2011/12
Operational expenditure	536	659	533	
Surplus	73	146	155	Funded new public transport measures

- 4.7 Any surplus revenue can be used to meet costs – whether by Sheffield or some other person – in the provision (or operation of) facilities for passenger transport services. An alternative use of funding provided for by the regulations is in providing other highway improvements, with ‘improvements’ specifically defined as in the 1980 Highways Act tending to be ‘capital’ schemes. In order to meet these requirements (but not an exhaustive list) this means that surplus revenue in Sheffield will be used to fund:
- The operation, management and maintenance of the camera enforcement system – including the costs of issuing PCNs
 - The operational and planned maintenance of public transport facilities (including signing and lining associated with bus lanes, bus gates and bus stops) or providing new public transport measures
 - The provision of safety features within the highway, specifically including footways, refuges and guardrails
 - Metalling (surfacing) and draining of public highways – which could lead to an improved surface on sections of the Rights of Way network

Relevant Implications

- 4.8 A full Equality Impact Assessment has previously been undertaken for the wider transport Capital Programme – which includes same types of schemes included above - in December 2012. The overall transport 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 particularly for the more disadvantaged groups in society. Everyone is affected by transport issues.
- 4.9 Legal Implications: The power to issue PCNs for contravention of bus lanes and bus gates is contained in the Transport Act 2000. The use of income from PCNs from enforcement of bus lanes and bus gates is prescribed by Regulation 36 of the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005. These regulations also stipulate that the Council must keep accounts showing the income generated through the issue of the PCNs and also the expenditure on enforcement by the Council. Examples of the types of expenditure of surplus income have been described in paragraphs 4.8 in this report and as long as the council continues to apply any surplus generated for the purposes prescribed within the regulations then it is acting lawfully and within its powers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative options do not exist as the use of income from PCNs from enforcement of bus lanes and bus gates is covered by legislation.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Although the Council are already following the legislation in terms of using PCN income, recent high profile cases nationally underline the need to have the decisions and actions taken by the Council formally recorded as having political support.

7.0 RECOMMENDATIONS

- 7.1 Formerly endorse the contents of the report, in particular that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.
- 7.2 Approve the use of this income on the types of scheme highlighted in section 4.7.

Simon Green
Executive Director, Place

16th January 2014



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 16 January 2014

Subject: Responding to petitions requesting Transport, Traffic and Parking Services.

Author of Report: Gay Horsfield Tel: 2735828

Summary:

All petition requests will be considered along with all other existing requests. These scheme requests include:

- Pedestrian accessibility (Streets Ahead Enhancements)
- 20 mph speed limit areas
- Waiting restrictions
- Permit Parking.

All requests will be assessed, and in the majority of cases, implemented at the same time as any Streets Ahead zone work over the next five years.

Approximately 12 months in advance of each zone, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome of any petition or request will not be known until that time.

Reasons for Recommendations:

This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

Recommendations:

Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme.

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

The lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

Background Papers:

Appendix A - Streets Ahead Enhancement Scheme Priority Assessment Process

Appendix B – Streets Ahead Year 1 Priority Enhancement Schemes

Appendix C – Proposed 20 mph programme for 2014/15 and 2015/16

Appendix D – Waiting Restrictions Assessment

Appendix E – Standard Streets Ahead Enhancements Request Reply

Appendix F – Standard 20 mph Request Reply

Appendix G – Standard Waiting Restrictions Request Reply

Appendix H – Standard Permit Parking Request Reply

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES – 06.01.14 Cleared by: Matthew Bullock
Legal Implications
YES – 06.01.14 Cleared by: Nadine Wynter
Equality of Opportunity Implications
See sections 4.8, 4.16, 4.23 & 4.32 Cleared by: Ian Oldershaw
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 petition requests will be considered along with all other existing requests. These scheme requests include:

- Pedestrian accessibility (Streets Ahead Enhancements)
- 20 mph speed limit areas
- Waiting restrictions
- Permit Parking.

All requests will be assessed, and in the majority of cases, implemented at the same time as any Streets Ahead zone work over the next five years.

Approximately 12 months in advance of each zone, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome of any petition or request will not be known until that time.

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 to 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

Streets Ahead Enhancements Schemes

4.1 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.

4.2 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. 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.

- 4.3 All requests are scored using an agreed assessment criteria. This is set out in Appendix A. If applicable pedestrian numbers, vehicle counts and/or speeds may also need to be checked. All requests are added to a file and mapped. This map is available to view on the Sheffield City Council website, <https://www.sheffield.gov.uk/roads/works/schemes/transport-service-requests/Scheme-request-map.html>.
No requests are deleted until an appropriate solution has been found.
- 4.4 At the time of the assessment the most recent accident data available for last five years will be extracted for the request site. Should a road safety issue become apparent in advance of the assessment, the relevant officers will be made aware of this and the scheme assessed separately on accident saving criteria, and will be funded from a separate budget.
- 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 Ward Members. The number of schemes progressed are then determined by the amount of money available for that financial year and their feasibility. The schemes for Year 1 are included in Appendix B.
- 4.6 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 on road works in the area has passed.

Relevant Implications

- 4.7 No legal or financial implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.8 No equality implications have been identified as the assessment process (see Appendix A) will take into account pedestrian accessibility and more vulnerable road users. Any road safety issues will be addressed separately (see 4.4).

Conclusion

- 4.9 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.

20 mph Speed Limit Schemes

- 4.10 The intention is to co-ordinate the delivery of the majority of 20mph schemes with the Streets Ahead maintenance programme, whilst also addressing the areas with the very worst accident records.
- 4.11 Currently the twelve areas with the worst accident records will be made into 20 mph areas by March 2016. Three of these- Parson Cross West, Woodthorpe and Steel Bank / Crookesmoor - will be implemented in 2013/14
- 4.12 Some areas will be revisited - London Road, Hackenthorpe, Gleadless Valley - where Streets Ahead work has been completed. Other areas - Heeley, Shirebrook, Hillsborough - would receive a 20mph limit ahead of the maintenance programme.
- 4.13 The remaining three areas - Woodhouse, Meadowhead/Greenhill/ Beauchief and Firth Park - will become 20mph areas in tandem with the core Streets Ahead programme together with another eight high-ranking areas. The full programme is set out in Appendix C, including scoring schemes and the methodology used.
- 4.14 There are currently 110 potential 20mph areas in Sheffield. The current petition sites in Heeley and Coisley Hill will be prioritised by Streets Ahead area and accident numbers. If the petition site is in a zone not yet treated then the request will be assessed and considered at a later date alongside all other 20 mph requests in the zones programmed for a specific year. 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 on roads in the area has passed.

Relevant Implications

- 4.15 No legal or financial implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.16 Prioritising high accident areas will have a positive equality implication on vulnerable road users.

Conclusion

- 4.17 Once the assessment has taken place the request will be considered along with all the other requests for the financial year. If the request scores highly enough then the 20 mph area will be implemented, in the short to medium term, depending on the level of finance available.

Standard Waiting Restriction Requests

- 4.18 Accident data will not be used to assess waiting restriction requirements.
- 4.19 Where possible any changes to waiting restrictions will be implemented alongside the Streets Ahead project.

- 4.20 There are currently over 600 requests for waiting restrictions. The petition site will be prioritised by score and Streets Ahead area.
- 4.21 If the petition site is in a zone not yet treated then the request will be assessed and considered at a later date alongside all other waiting requests in the zones programmed for a specific year. 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 on roads in the area has passed.

Relevant Implications

- 4.22 No legal or financial or equality implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.23 No equality implications have been identified as the assessment process has not changed (see Appendix D) and it will take into account pedestrian accessibility. It can also promote improved accessibility for all road users and a better turn around for parking spaces at busy locations.

Conclusion

- 4.24 Once the assessment has taken place the request will be considered along with all the other requests for the financial year. If the request scores highly enough then the waiting restriction will be implemented.

Permit Parking Requests

- 4.25 The priority is currently for those areas adjacent to and to the east and north of the City Centre (these being the areas closest to the central area without controls), as agreed by the Culture, Economy and Scrutiny Board in October 2009, confirmed by Cabinet in January 2010. This will have the effect of extending the peripheral parking zones to form a complete 'doughnut' around the city centre.
- 4.26 It is anticipated, subject to consultation and due process, that schemes will be progressed to complete the 'doughnut' in the coming two or three years, after which consideration can be given to investigating potential schemes elsewhere in the City.
- 4.27 The criteria for prioritising instigation of public requests beyond the 'doughnut' has yet to be determined precisely, but it is anticipated that scoring would prioritise schemes –
- In close proximity to the city centre;
 - In areas affected by displacement from other permit parking schemes, or scheme to improve traffic flow on main routes;
 - Where there is considerable local concern; and/or,
 - Where new development may worsen parking conditions.

A report shall be brought forward for Cabinet Member Decision in due course, outlining options for prioritisation of permit parking schemes once the

peripheral 'doughnut' has been completed.

4.28 Where cost or disruption can be saved by co-ordinating the introduction of permit parking schemes with the Streets Ahead project, these schemes shall be prioritised above schemes of otherwise similar priority that cannot be so co-ordinated.

4.29 Where schemes have been prioritised for investigation, parking surveys would be conducted to ascertain that the criteria agreed by the Scrutiny Board and Cabinet are met. These criteria are:

- A minimum of 85% of kerbside parking capacity is occupied; and,
- A minimum of 30% of parking demand is associated with outside activity.

4.30 Where the above criteria are met, a permit parking scheme will be developed, and taken on to public consultation, statutory advertisement, and implementation as appropriate.

Relevant Implications

4.31 No legal or financial have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.

4.32 Any equality implications will be identified from public consultation and this will take into account any specific requirements from vulnerable road users, especially disabled persons.

Conclusion

4.33 The current priority for permit parking schemes is the peripheral 'doughnut'. Once this is complete, received petitions will be assessed alongside other requests received. If a request scores highly enough, if the on-street parking situation meets the agreed criteria, and subject to public consultation and due process, a suitable parking scheme will be implemented.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 No alternatives have been considered as not prioritising work with the Streets Ahead programme would result in higher costs together with extra disruption on the road network.

6.0 REASONS FOR RECOMMENDATIONS

6.1 This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

7.0 RECOMMENDATIONS

7.1 Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme.

- 7.2 Assess and score the petition request which will be prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, within the Streets Ahead time scale.
- 7.3 The lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

Author Simon Green
Job Title Executive Director, Place

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Appendix B - Streets Ahead Enhancement Scheme Priority Assessment

Scheme Number

Title

Scheme Assessment Scoring

Significant positive = 2

Slightly positive = 1

Neutral = 0

Slightly negative = (-1)

Significant negative = (-2)

Date

Criteria	Score	Notes
IMPACT ON NUMBER OF PEDESTRIAN AND CYCLIST ACCIDENTS		
DEGREE OF FEAR AND INTIMIDATION		
TO WHAT DEGREE IS IT A MAJOR WALKING/CYCLING ROUTE		
IMPACT ON CONDITIONS FOR WALKING		
IMPACT ON ACCESS TO LOCAL AMENITIES (SHOPS, SCHOOLS, DRs etc)		
IMPACT ON PUBLIC TRANSPORT		
IMPACT ON INAPPROPRIATE DRIVER SPEEDS		
IMPACT ON CONDITIONS FOR CYCLING		
IMPACT ON PEOPLE WITH DISABILITIES		
TOTAL SCORE	0	

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Appendix B

Priority Streets Ahead Enhancement Schemes Year 1 (2013/14)

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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