

# Highway Cabinet Member Decision Session

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Thursday 10 April 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

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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.

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## PUBLIC ACCESS TO THE MEETING

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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](http://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. 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](mailto: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](mailto:simon.hughes@sheffield.gov.uk).

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## FACILITIES

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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.

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**HIGHWAY CABINET MEMBER DECISION SESSION  
10 APRIL 2014**

**Agenda**

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- 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 20 March 2014
- 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. Penistone Road Pinch Point and Better Buses Scheme** (Pages 15 - 48)  
Report of the Executive Director, Place
- 6. City Centre to Mosborough Key Bus Route - City Road Bus Lane** (Pages 49 - 66)  
Report of the Executive Director, Place
- 7. Petition Requesting Review of Permit Parking on Falding Street, Chapeltown** (Pages 67 - 78)  
Report of the Executive Director, Place
- 8. Investing in Sheffield's Local Transport System: The 2014/15 Capital Programme** (Pages 79 - 86)  
Report of the Executive Director, Place
- 9. Parking Services Income** (Pages 87 - 102)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on Date Not Specified at Time Not Specified**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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](mailto:lynne.bird@sheffield.gov.uk)

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 20 March 2014

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

**ALSO IN ATTENDANCE:** John Bann, Head of Transport, Traffic and Parking Services  
Tony Lawery, Senior Transport Planner  
Dick Skelton, Senior Transport Planner

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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 Session held on 13 February 2014 were approved as a correct record.

**4. PUBLIC QUESTIONS AND PETITIONS**

4.1 New Petitions

The Cabinet Member noted the receipt of a petition, containing 157 signatures, requesting parking alterations on Warwick Crescent and that this would be considered at a future date.

4.2 Outstanding Petitions List

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

**5. GREENHILL MAIN ROAD/GREENHILL AVENUE - PROPOSED INTRODUCTION OF TRAFFIC SIGNALS**

5.1 The Executive Director, Place submitted a report outlining the outcome of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers responses to the representations received and reporting the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.

5.2 Mr David Witely, a local resident attended the meeting to make representations

to the Cabinet Member. He commented that he had lived in the area for 40 years so believed he had a good understanding of traffic movements in the area. He recognised the need to improve traffic flow around the Meadowhead roundabout as this had been a long standing issue. He acknowledged that the traffic signals would help to improve the traffic flow. However, preventing the left turn from Greenhill Main Road into Greenhill Avenue would add an extra 200 vehicles to the roundabout which would make the traffic problems worse.

- 5.3 The number of responses, including the petition, against the proposed ban on the left turn was statistically significant and represented an overall negative view of the proposals from local residents.
- 5.4 The impact of the proposals on traffic in the surrounding streets would be considerable. Traffic travelling north would seek every opportunity to avoid the Meadowhead roundabout and this would impact on roads such as Bocking Lane. The proposals would also intensify parking around the shops in the Greenhill area.
- 5.5 Mr Witely did not believe that the claims that the proposals were motivated by safety were credible as safety in the area from vehicles using the streets as a rat run had been a long standing issue which had not been resolved.
- 5.6 In conclusion, he requested that the recommendation for the introduction of a no left turn from Greenhill Avenue to Greenhill Main Road not be approved and further consultation be held with local residents on adjustments to traffic management in the area.
- 5.7 Lesley Fox, a local resident, also attended the Session to make representations to the Cabinet Member. She acknowledged that recent amendments to the Meadowhead roundabout had improved congestion. However, the proposal preventing a left turn from Greenhill Main Road into Greenhill Avenue was a major cause of concern. The additional vehicle movements would aggravate parking and congestion in narrow village roads which were already being used as a rat run. She requested that the ban on the left turn not be progressed and full consultation be held on traffic issues in the Greenhill consultation area by 2015.
- 5.8 Julia Holmes, a resident of School Lane, commented that School Lane was a narrow village road with a lack of off street parking with congestion at busy times. Students attending the College already walked between parked cars and in the middle of the road and the speed of vehicles was putting them in danger. Vehicles were already trying to find ways of avoiding the Meadowhead roundabout and the proposals would make the situation worse. She also requested that a full public consultation take place to address the problems in the area.
- 5.9 John Bann, Head of Transport, Traffic and Parking Services welcomed the residents support for the introduction of the traffic signals. He commented that research had shown that vehicles would do a number of things in response to the banning of the left turn.

- 5.10 Tony Lawery, Senior Transport Planner, commented that the rationale behind the banning of the left turn was that, without this, the crossing would not be able to be put in the same place which would impact on the safety of pedestrians and cyclists. The crossing could be moved down but people would not divert their journey as a result.
- 5.11 John Bann added that if there was a safety problem in a particular area this would be addressed. However, officers worked on accident statistics rather than perception. Some enforcement work had taken place at the local school.
- 5.12 David Witely commented that the justification for the work on Meadowhead roundabout was to improve the traffic flow of vehicles in the area. Officers were now saying that other road users should be accommodated who weren't the primary focus of the works in the first place. In response, John Bann commented that with any scheme officers always tried to take the needs of other users into account.
- 5.13 Councillor Leigh Bramall accepted that the primary issue was the impact of the proposals on the village. He asked what the level of car movements in the area was? Tony Lawery reported that a survey had been undertaken in February 2014. 6 vehicles had moved into the area in the morning peak time and 65 vehicles had gone out to Greenhill Main Road using the 3 main routes.
- 5.14 John Bann emphasised that the proposed crossing facility was very important to improve safety in the area and officers wished to proceed with it.
- 5.15 Councillor Leigh Bramall accepted the need to proceed with the crossing but recognised residents' concerns. He requested that further traffic surveys be undertaken to clarify the position and mitigation measures be explored to alleviate traffic problems in the area.
- 5.16 **RESOLVED:** That the Cabinet Member for Business, Skills and Development:-
- (a) defers the implementation of a scheme to introduce traffic signals at the junction of Greenhill Main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing np. 1513BB2-SD-LT107-TRO-B in the report pending the outcome of further surveys and assessment of alternative works;
  - (b) requests that further consultation be undertaken with local residents in respect of the further surveys and potential impact of the proposal for a no left turn from Greenhill Main Road into Greenhill Avenue; and
  - (c) requests that the objectors be informed accordingly.
- 5.17 **Reasons for Decision**
- 5.17.1 The proposals were not progressed at this stage, subject to further traffic surveys and assessment of alternative works in the area, in response to

residents' objections that traffic problems in the area would be made worse as a result.

5.18 **Alternatives Considered and Rejected**

5.18.1 To approve the scheme as recommended.

**6. OBJECTIONS TO THE PROVISIONS OF TAXI RANKS AT ROCKINGHAM STREET, CARVER STREET AND BURGESS STREET**

6.1 The Executive Director, Place submitted a report outlining objections to the introduction of three experimental taxi ranks in the City Centre and setting out the Council's response.

6.2 Mr Buston, a local resident, attended the meeting to make representations to the Cabinet Member. He referred to the petition in Appendix D1 which made reference to the Interim Planning Guidance on Night Time Uses and asked whether this was also relevant to Cambridge Court? In response, Dick Skelton, Senior Transport Planner, reported that the guidance did not actually apply to Rockingham Street as the petitioners had suggested and did not believe that it applied to Cambridge Court and Carver Street.

6.3 Mr Buston further commented that extending the taxi rank to 17 spaces on Carver Street would exacerbate the problems of noise in the area and was not an appropriate location for the taxi rank. There was a rank with 10 spaces nearby away from Cambridge Court. He supported the rank on Burgess Street but asked why the Carver Street rank could not be located on Leopold Street or Cambridge Street which were more appropriate locations.

6.4 Dick Skelton stated that he did not discount that the complaints about noise were valid complaints. The issue was whether the situation had been made worse by the changes to the taxi ranks. Research had shown that if taxi ranks were made more remote people did not use them to a great extent and drivers then picked people up directly from the streets. He believed that since the ranks had been put in less people were walking about and were more inclined to get into a taxi and this helped to reduce noise from people walking about and shouting.

6.5 The Police in particular were very much in favour of the Carver Street taxi rank and had helped to reduce road safety issues caused by inconsiderate parking.

6.6 Councillor Leigh Bramall acknowledged that this was a difficult issue and the ranks had been introduced to try and improve the situation in the area. He agreed with Mr Skelton that with a dedicated taxi rank people were more inclined to get in a taxi rather than stay in the area and potentially causing noise. Carver Street had 4 nighttime venues on a short narrow street so noise, unfortunately, would be an issue but it was hoped that the taxi ranks would help to reduce the problem.

6.7 Councillor Bramall further reported there had been a cap on the number of taxis some years ago but this had been lifted and it would be difficult to reduce the

numbers back down at the present time. Unfortunately, the Council did not possess the enforcement capacity to deal with the noise problems all of the time.

6.8 **RESOLVED:** That:-

- (a) the experimental Traffic Regulation Order be made permanent for the three taxi ranks in accordance with the Road Traffic Regulation Act 1984; and
- (b) the objectors be informed accordingly.

6.9 **Reasons for Decision**

6.9.1 The benefits of retaining these ranks outweigh the objections received, most of which had not been sustained.

6.9.2 The Rockingham Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

The individual objectors were also contacted and two responded. Their views about the rank were the complete opposite of one another, with one saying the situation was worse than anticipated and couldn't sleep due to the noise from the taxis and the other stating that the noise, since the rank was introduced, was no worse than before.

6.9.3 The Carver Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

6.9.4 The Burgess Street Rank

A few months after the rank was put in place, the person who objected was contacted and views sought as to the practical impact of the rank. No response was received.

6.10 **Alternatives Considered and Rejected**

6.10.1 The locations of the ranks were agreed with taxi representatives, club owners and the Police.

6.10.2 No alternative options were considered. Past experience of placing ranks remote from venues has simply not worked. Most people simply walk towards their next destination and flag a taxi down on the way. The drivers waiting in the remote rank lose trade and the rank becomes little used. Picking customers up at the venue may also help to reduce anti-social behaviour and noise remote from the venue, as there are fewer people walking the streets looking for a cab.





## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 10 April 2014

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Sarah Carbert 0114 2736135

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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No.	No. of Sigs	Description Of The Petition	Reported To Meeting On			Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	22	Request for a Review of the Permit Parking Scheme on Falding Street, Chapeltown	22	08	13	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed. To go to the meeting on 10 April 2014.
2.	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.
3.	290	Request for a Reductions in Charges for Parking Permit Schemes	05	02	14	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed. To go to the meeting on 12 June 2014.
4	21	Proposed Highway Improvement Works to Greystones Road	13	02	14	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
5	157	Westwick Crescent Street Alterations Petition	20	03	14	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.

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## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** Executive Director, Place

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**Date:** 10 April 2014

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**Subject:** Penistone Road  
Pinchpoint and Better Buses Scheme  
Traffic Regulation Orders - Consultation Results.

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**Author of Report:** Andrew Marwood, 2736170

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### Summary:

In 2009 Sheffield City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, the Council was not successful in securing funding from Central Government at that time and the proposals were shelved.

As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund, worth £170 million, to remove bottlenecks on the local highway network. In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road. The bid is also supported by the 'Better Bus Area' (BBA) Initiative which includes a proposed dedicated outbound bus lane from Old Penistone Road to Bradfield Road. The proposals are also supported financially by the Local Transport Plan (LTP) and Core Maintenance Programme and align with the Section 106 works, at Leppings Lane and Claywheels Lane, being undertaken by Sainsbury's.

This report presents the objections received following the advertisement of five Traffic Regulation Orders (TRO's) to complement the proposals and the officer response to the objections.

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### Reasons for Recommendations:

- The TRO to prohibit the right turn out of Hillsborough Barracks would mean that more green signal time could be given to traffic turning in and out of the junction, thereby reducing queuing traffic on Penistone Road and more efficiently releasing the vehicles exiting the Barracks.
- The TRO to prohibit the left turn into Herries Road South would allow a signalised toucan crossing to be implemented across this junction, to aid pedestrian and cycling movements, without adding another stage to the

junction's traffic signals. However there have been objections, to this particular proposal, that we have not had time to fully consider before needing to report to the Cabinet Member.

- The TRO to add further loading restrictions to part of Bradfield Road would maintain the free flow of traffic from Penistone Road.
- The TRO for the designated outbound bus lane would increase the attractiveness of Penistone Road as a public transport corridor. It would also allow the bus lane to be camera enforced should the need arise.
- The TRO to allow the speed limit change would satisfy the recommendation set out in the speed limit assessment of the city's 'A' roads, following the Department for Transport's national guidelines on setting speed limits. The increase in limit would allow speeds to be consistent and appropriate for the surrounding environment and would provide an opportunity to highlight the change in character of the road where the limit becomes 30mph.

### **Recommendations:**

- 7.1 With the exception of the TRO to prohibit the left turn into Herries Road South, overrule the objections to the Traffic Regulation Orders related to the Penistone Road 'Pinchpoint' and 'Better Buses' scheme, make the orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders.
- 7.2 Defer a decision regarding the TRO to prohibit the left turn into Herries Road South, pending further investigation.
- 7.3 Inform those who made representations accordingly.

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### **Background Papers:**

Appendix 'A' – Scheme Proposals (7 pages)

Appendix 'B' – Plan of the Speed Limit Proposals – Penistone Road (2 pages)

Appendix 'C' – Speed Limit Assessments (2 pages)

Appendix 'D' – TRO Consultation Letter (2 pages)

Appendix 'E' – Summary of Objections and Officer Responses (10 pages)

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Matthew Bullock 18/03/2014
<b>Legal Implications</b>
Cleared by: Deborah Eaton 18/03/2014
<b>Equality of Opportunity Implications</b>
Cleared by: Ian Oldershaw 13/03/2014
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Penistone Road, Hillsborough
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

## PENISTONE ROAD 'PINCHPOINT' AND 'BETTER BUSES' SCHEME

### REPRESENTATIONS MADE IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION.

#### 1.0 SUMMARY

- 1.1 In 2009 Sheffield City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, the Council was not successful in securing funding from Central Government at that time and the proposals were shelved.
- 1.2 As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund, worth £170 million, to remove bottlenecks on the local highway network. In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road. The bid is also supported by the 'Better Bus Area' (BBA) Initiative which includes a proposed dedicated outbound bus lane from Old Penistone Road to Bradfield Road. The proposals are also supported financially by the Local Transport Plan (LTP) and Core Maintenance Programme and align with the Section 106 works, at Leppings Lane and Claywheels Lane, being undertaken by Sainsbury's.
- 1.3 This report presents the objections received following the advertisement of five Traffic Regulation Orders (TRO's) to complement the proposals and the officer response to the objections.

#### 2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 'Pinchpoint' funding has been allocated by Central Government to address specific bottlenecks on a major corridor into Sheffield, used on a daily basis by large numbers of people travelling to and from the city for work and other purposes. The scheme can be implemented relatively quickly and is anticipated to have immediate beneficial impact.
- 2.2 The improvements being progressed to better the sub region's public transport facilities have been made possible by a successful bid to the 'Better Buses Area Fund' (BBAF). The improvements identified will contribute to enhancing 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.

#### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The 'Pinchpoint' scheme specifically looks to address bottlenecks on a busy corridor into the City Centre. The improvements contribute to the Government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people.
- 3.2 The 'Better Buses' proposals contribute specifically to the aims and 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.

3.3 Although both schemes look specifically to tackle issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. The combination of the two schemes therefore has identified benefits for all users.

#### 4.0 REPORT

4.1 In 2009 the City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, Sheffield was not successful in securing funding from Central Government at the time and the major scheme proposals were shelved.

4.2 In 2013 the Council submitted a bid to the Government's 'Local Pinch Point Fund' for improving key junctions along Penistone Road. This is the main (A61) travelling north from the city centre, serving the whole of the Upper Don Valley. Almost 60,000 vehicles use this road every day to access Sheffield City Centre for work and other purposes.

4.3 On the 31 May 2013, it was confirmed that the Council had been successful in the bid for funding. The Council anticipates starting on site to deliver the proposals in June 2014, to meet the associated funding deadlines. The overall improvements to the corridor between Leppings Lane and Old Penistone Road are partly funded by the Government's 'Pinchpoint' fund and partly through a successful bid to the 'Better Buses Area Fund' (BBAF).

#### Main Scheme

4.4 The works for the two schemes consist of:

- Conversion of the Leppings Lane roundabout to traffic signals, in association with the proposed nearby Sainsbury's development.
- Traffic signal improvements at Owlerton, Hillsborough Barracks, Herries Road South and Bamforth Street junctions.
- Carriageway widening along Penistone Road to accommodate a new designated 'outbound' bus lane from the junction with Old Penistone Road to Bradfield Road.
- Dedicated cycling facilities from Old Penistone Road to Claywheels Lane.
- A proposed new 40mph speed limit for Penistone Road, between Infirmary Road and Capel Street.

Plans of the proposals are set out in 'Appendix A'.

- 4.5 The Council are also planning for the improvement works to be carried out at the same time as Amey are programming their 'Streets Ahead' maintenance works along Penistone Road. This is so that the Council get value for money and minimise the amount of disruption (to traffic and people living and working along the Upper Don Valley) while the work is taking place.

#### Speed Limit Changes

- 4.6 In July 2010 a report was approved at Cabinet Highways Committee which recommended that, in line with the South Yorkshire Local Transport Plan (LTP), other local policy and Department for Transport (DfT) guidelines, the speed limit on Penistone Road should be raised to 40mph between Shalesmoor and Herries Road South. This was to be done as part of the 'Smartroute' scheme and was fully supported by South Yorkshire Police.
- 4.7 As the Smartroute scheme was shelved the proposals were put on hold (due to the cost of work associated with upgrading signal equipment) until funding was obtained. Having looked again at the proposed changes to the corridor and undertaken further speed surveys, officers are recommending that the 40mph limit should only be advertised for the section between Infirmary Road and 105m north of Capel Street (see plan included as Appendix 'B') and that a further assessment be undertaken on the rest of the route with an aim to keep the limit to 30mph.
- 4.8 The section from Infirmary Road to the Barracks is open with few frontages. It has few pedestrians, off street cycle facilities and a low frequency of accidents (when compared with national expected figures for an 'A' class road). There is also a medium to low frequency of junctions joining the route. It is therefore expected that speeds will be consistent on this section and appropriate for the surrounding environment. Because speed limits are intended to be appropriate to the character of the road there are benefits in changes of limit, the Council would then be obliged to post the lower limit where the maximum speed changes along with the nature of the road. In this way drivers can be alerted to the changes which can highlight potential hazards ahead. The assessments for the two sections can be seen in more detail (see Appendix 'C').

#### Traffic Regulation Order Consultation

- 4.9 The proposed bus lane, speed limit change and junction improvements at Herries Road South, Bradfield Road and Hillsborough Barracks could 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.
- 4.10 The Council engaged with local people and businesses through an extensive consultation on the 'Smartroute' proposals in 2010. To keep people updated on how the scheme had evolved since then and to provide more details regarding funding, progress and preliminary designs a letter was delivered to frontages on 20 January 2014 (see Appendix 'D'). The letter also explained the TRO process and invited comments by the 7 March 2014.



- 4.11 The TRO was also advertised on street for a period of 4 weeks and detailed in the Sheffield Star. During this period a total of 3 e-mails and 3 letters, all objecting to the proposals, were received. No comments of support were received.
- 4.12 The objections to the proposals together with officer responses can be seen in 'Appendix E'. The main objection points are summarised below:
- 'The proposals are not in keeping with many of the Council's aims and objectives for Transport'.
  - 'Little thought has gone into provisions for walking and cycling'.
  - 'Priorities seem to be to increase highway capacity and speed'.
  - 'The scheme is an opportunistic exploitation of the Department for Transport's 'Pinchpoint' scheme'.
  - 'Speed limit increases are completely at odds with the Council's stated policies and objectives, including health, air quality and accidents'.
  - By creating a no left turn from Penistone Road to Herries Road South the Council is making it difficult to access the 15 businesses located there. It will also increase travelling distances and increase emissions'.
  - The only alternative to vehicles wanting to access businesses on Herries Road South is to make a very difficult right turn from Herries Road'.
  - The Proposal to ban the right turn from Hillsborough Barracks will add more traffic to Penistone Road'.
  - The proposals significantly affect the proposed development of land between Penistone Road and Herries Road'.

#### Other Consultees

- 4.13 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in January 2014. No objections were received. Morrisons have stated that they do not raise any objections.

#### Relevant Implications

##### Finance

- 4.14 Investment for improved 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 the SYPTE. A sum of £1.24million has been allocated to this work to cover consultation, legal adverts and the implementation of the improvements, including whole life maintenance costs.
- 4.15 The 'Pinchpoint' funding has been allocated by the Government to address specific bottlenecks on a major corridor into Sheffield. A sum of £3.03million has been awarded to the City Council for this work to cover consultation, legal adverts and the implementation of the improvements, including whole

life maintenance costs.

### Equality

- 4.16 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

- 4.17 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 Although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackle issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.
- 5.2 An alternative to the scheme put forward would be to further increase provision for one particular user group, i.e. providing an additional lane for general traffic / providing further bus lanes or more crossing points etc, however officers consider that this would affect the balance of the proposals and due to private land constraints would be at the expense of another user group.
- 5.3 Officers could have advertised the 40mph speed limit for a much longer section (Herries Road South to Shalesmoor) as recommended following the speed limit review of all 'A' class roads in the City in 2010. However, following a more recent review (breaking the route into two sections) and considering the proposals to be implemented as part of the 'Pinchpoint' scheme, officers consider a new limit of 40mph only to be appropriate between Infirmary Road and Capel Street.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO to prohibit the right turn out of Hillsborough Barracks would mean that more green signal time could be given to traffic turning in and out of the junction, thereby reducing queuing traffic on Penistone Road and more efficiently releasing the vehicles exiting the Barracks.
- 6.2 The TRO to prohibit the left turn into Herries Road South would allow a signalised toucan crossing to be implemented across this junction, to aid pedestrian and cycling movements, without adding another stage to the junction's traffic signals. However there have been objections, to this particular proposal, that we have not had time to fully consider before needing to report to the Cabinet Member.
- 6.3 The TRO to add further loading restrictions to part of Bradfield Road would maintain the free flow of traffic from Penistone Road.
- 6.4 The TRO for the designated outbound bus lane would increase the attractiveness of Penistone Road as a public transport corridor. It would also allow the bus lane to be camera enforced should the need arise.
- 6.5 The TRO to allow the speed limit change would satisfy the recommendation set out in the speed limit assessment of the city's 'A' roads, following the Department for Transport's national guidelines on setting speed limits. The increase in limit would allow speeds to be consistent and appropriate for the surrounding environment and would provide an opportunity to highlight the change in character of the road where the limit becomes 30mph.

## 7.0 RECOMMENDATIONS

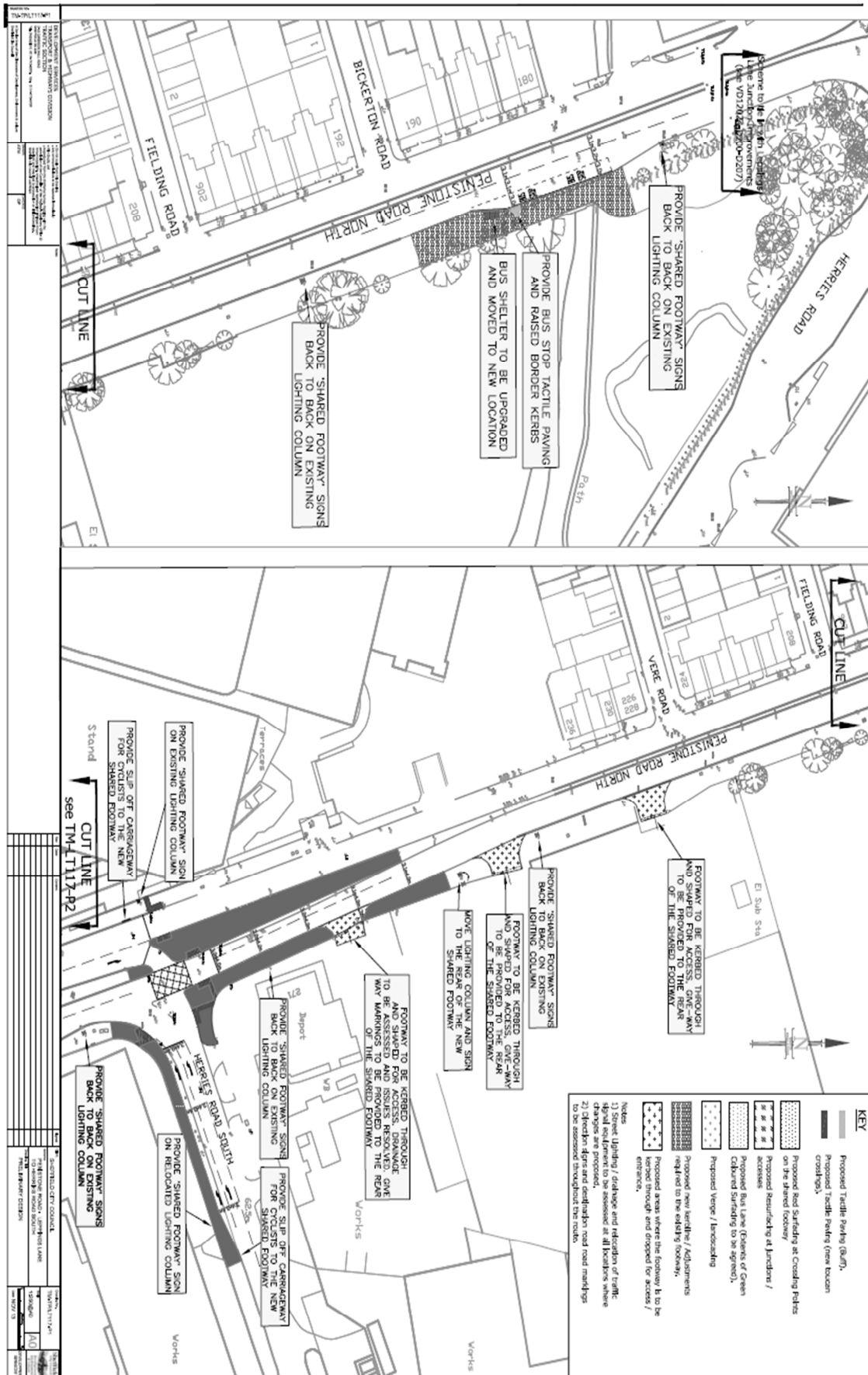
- 7.1 With the exception of the TRO to prohibit the left turn into Herries Road South, overrule the objections to the Traffic Regulation Orders related to the Penistone Road 'Pinchpoint' and 'Better Buses' scheme, make the orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders.
- 7.2 Defer a decision regarding the TRO to prohibit the left turn into Herries Road South, pending further investigation.
- 7.3 Inform those who made representations accordingly.

Simon Green  
Executive Director, Place

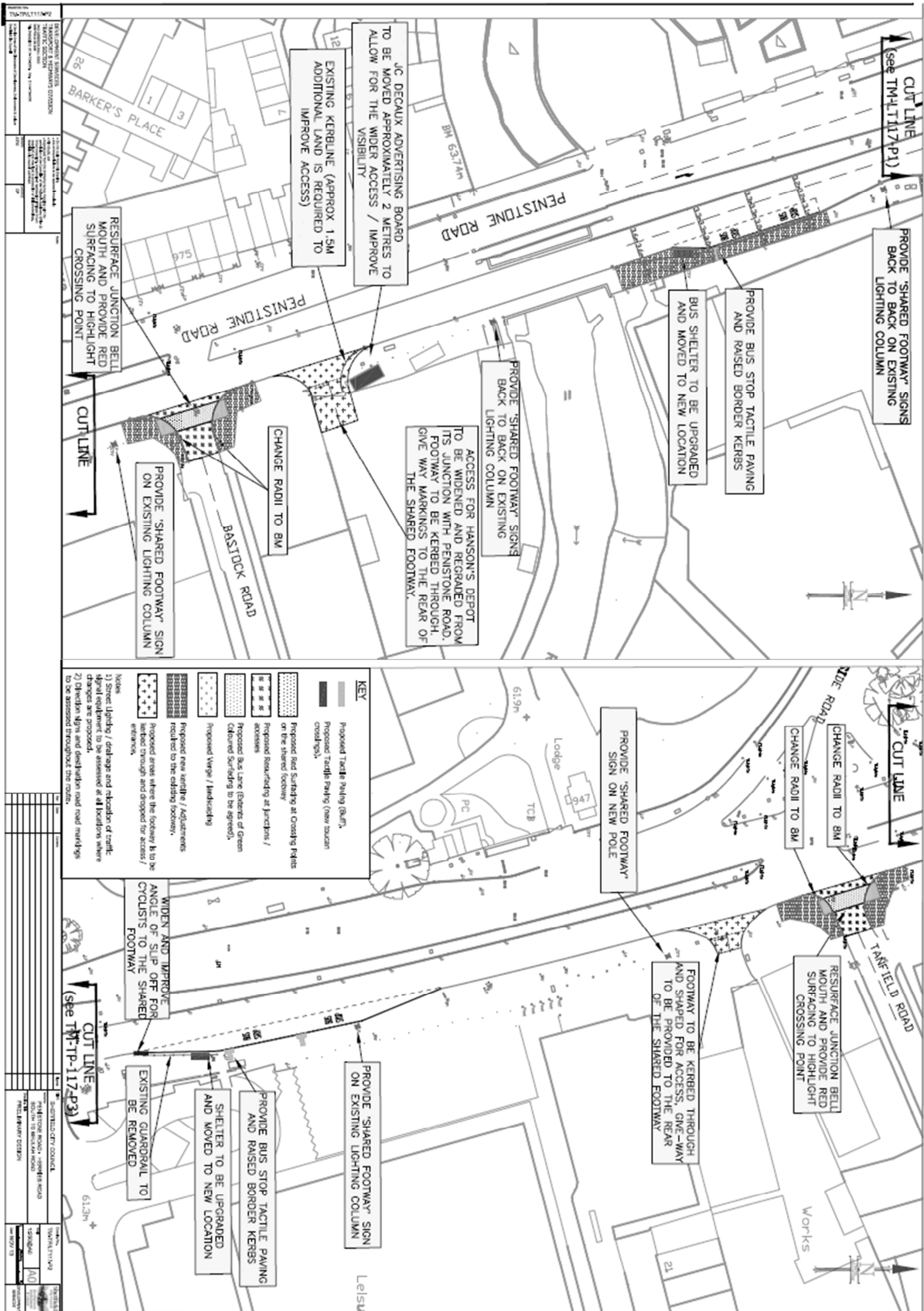
12 March 2014

## **APPENDIX 'A' – SCHEME PROPOSALS**

# APPENDIX A1 – LEPPINGS LANE TO HERRIES ROAD SOUTH

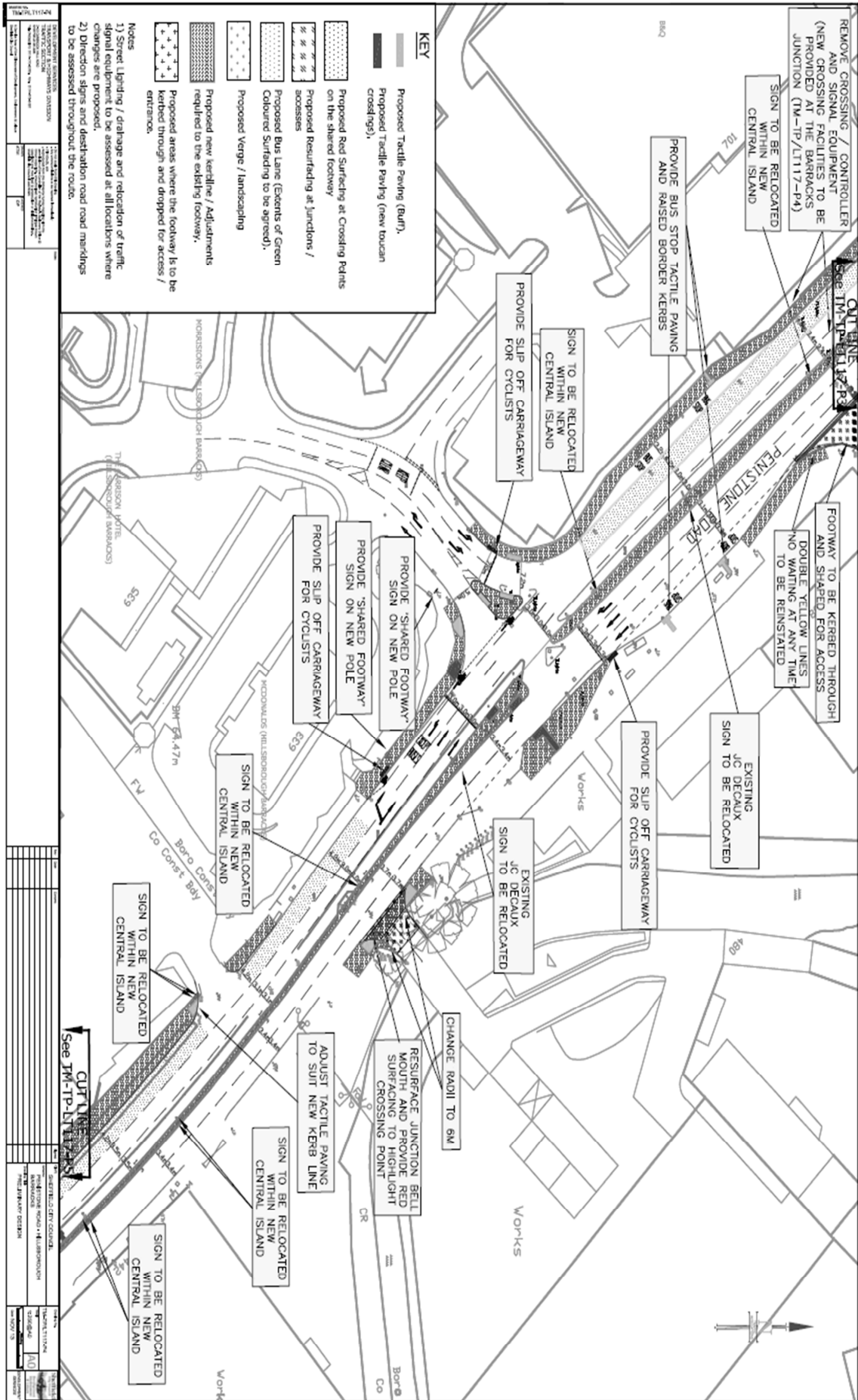


# APPENDIX A2 – HERRIES ROAD SOUTH TO BEULAH ROAD



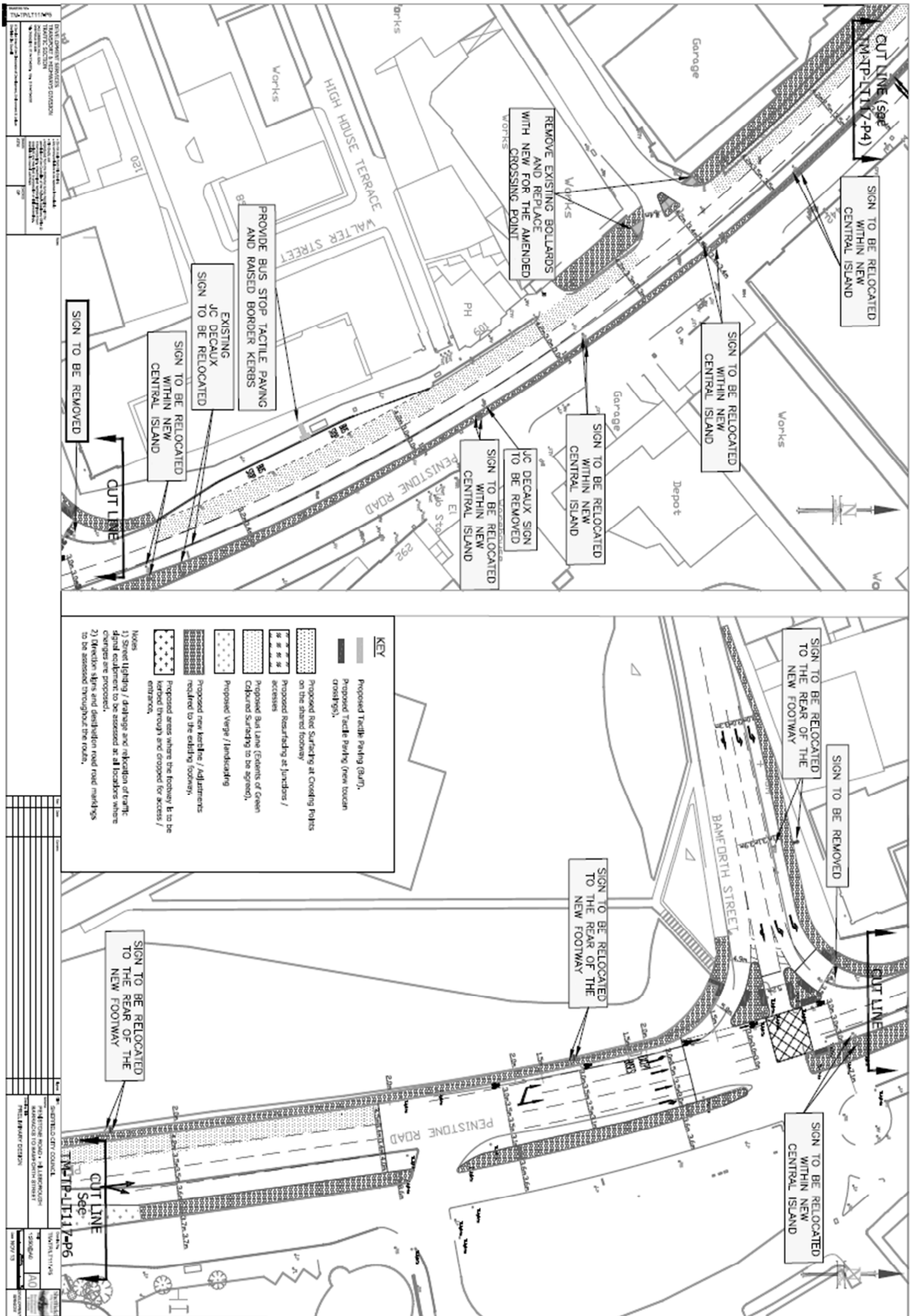


# APPENDIX A4 – HILLSBOROUGH BARRACKS

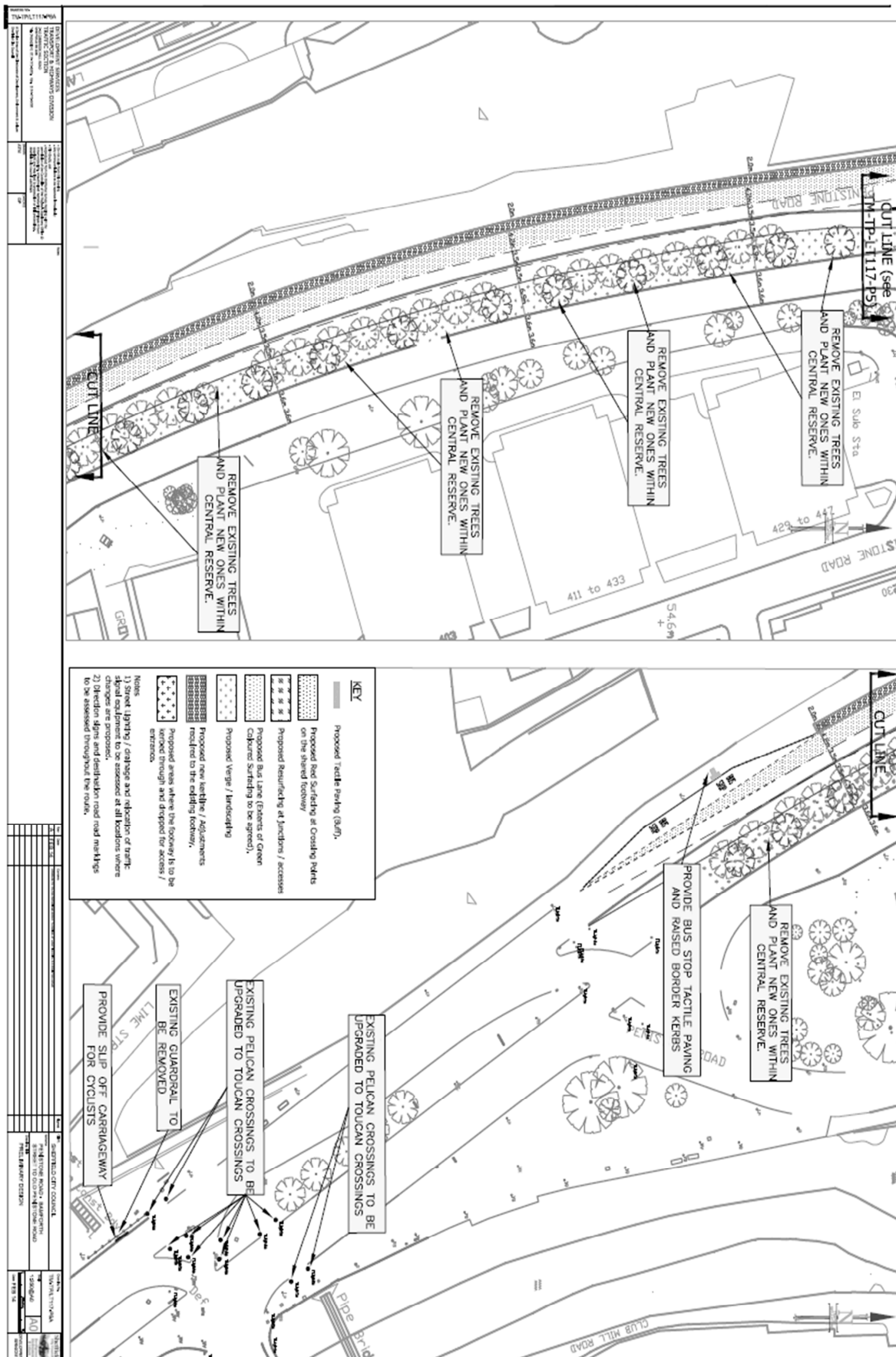




# APPENDIX A5 – HILLSBOROUGH BARRACKS TO BAMFORTH STREET



# APPENDIX A6 – BAMFORTH STREET TO OLD PENISTONE ROAD



**APPENDIX 'B' – PLAN OF SPEED LIMIT  
PROPOSALS – PENISTONE ROAD**

# APPENDIX 'C' – SPEED LIMIT ASSESSMENTS

URBAN SPEED LIMIT ASSESSMENT FORM					
Data can be entered into green boxes and white selection boxes. Values in yellow boxes cannot be changed.					
Road Name	A61 Penistone Road - Herries Road South to Hillsborough Barracks				
ROAD AND TRAFFIC DATA					
Length under review (km)	1.2	Road Type	A Class Dual	Existing speed limit	30
Level in road hierarchy	Primary	Vehicle Flow (AADT)	44501	HGV Flow (%)	5
SPEEDS					
Measured mean speed (mph)	31.0	Measured 85th percentile speed (mph)	33	Difference in mean and 85th percentile	2.0
A difference in mean and 85th percentile speeds over 4mph for 30/40mph speed limit, 6mph for 50mph speed limit or 8mph for National speed limit indicates that the current speed limit may be misunderstood and this should be investigated further.					
ACCIDENTS					
No. of accidents (ALL)	51	Time period (years)	5	Accident rate (per 100m veh km)	52.33
Investigatory levels, accidents per 100 million veh km and road type.					
	Dual	Single A Class	Single B Class		
	62	62	60		
Calculated accident rates above the investigatory levels indicates an accident problem which should be investigated further.					
GENERAL					
School, nursing home, hospital, doctors or similar accessed from the road?	No				
Character of road	Built up Urban	Level of development	Both sides	Are buildings set back from the road	No
Does existing speed limit match that expected for type/character of road?					Yes
ROAD GEOMETRY					
Road Type	Urban Road	Bendiness	Low	No. of junction	High
PROPOSED CHANGES AND AFFECTS					
Proposed new speed limit	30	Likely new accident rate (per 100m vehicle km) if works are undertaken to lower mean speed to match new speed limit			N/A
Proposed speed reducing measures					
Likely reduction in mph on mean speed of any proposed works	0	Likely mean speed following any proposed works.			N/A
Conclusions	Keep speed limit 30mph				
Assessment undertaken by	Susie Pryor / Andrew Marwood		Date	26.02.14	
Assessment Reviewed by	Simon Botterill		Date	26.02.14	
Assessment Reviewed by SYF	Approved by Britt Birch SYP		Date	19.03.14	
Proposed new speed limit is considered to be acceptable					

URBAN SPEED LIMIT ASSESSMENT FORM					
Data can be entered into green boxes and white selection boxes. Values in yellow boxes cannot be changed.					
Road Name		A61 Penistone Road - Capel Street to Shalesmoor			
ROAD AND TRAFFIC DATA					
Length under review (km)	1.6	Road Type	A Class Dual	Existing speed limit	30
Level in road hierarchy	Primary	Vehicle Flow (AADT)	43303	HGV Flow (%)	5.5
SPEEDS					
Measured mean speed (mph)	36.0	Measured 85th percentile speed (mph)	39	Difference in mean and 85th percentile	3.0
A difference in mean and 85th percentile speeds over 4mph for 30/40mph speed limit, 6mph for 50mph speed limit or 8mph for National speed limit indicates that the current speed limit may be misunderstood and this should be investigated further.					
ACCIDENTS					
No. of accidents (ALL)	46	Time period (years)	5	Accident rate (per 100m veh km)	36.38
Investigatory levels, accidents per 100 million veh km and road type.					
Dual		Single A Class		Single B Class	
62		62		60	
Calculated accident rates above the investigatory levels indicates an accident problem which should be investigated further.					
GENERAL					
School, nursing home, hospital, doctors or similar accessed from the road?	No				
Character of road	Outskirts of Urban Area	Level of development	One side	Are buildings set back from the road	Yes
Does existing speed limit match that expected for type/character of road?					No
ROAD GEOMETRY					
Road Type	Urban Road	Bendiness	Low	No. of junction	Medium
PROPOSED CHANGES AND AFFECTS					
Proposed new speed limit	40	Likely new accident rate (per 100m vehicle km) if works are undertaken to lower mean speed to match new speed limit			n/a
Proposed speed reducing measures					
Likely reduction in mph on mean speed of any proposed works	0	Likely mean speed following any proposed works.			
Conclusions	Increase speed limit to 40mph				
Assessment undertaken by	Susie Pryor / Andrew Marwood		Date	26.02.14	
Assessment Reviewed by	Simon Botterill		Date	26.02.14	
Assessment Reviewed by SYF	Approved by Britt Birch (SYP)		Date	19.03.14	
Proposed new speed limit is considered to be acceptable					

# APPENDIX 'D' – TRO CONSULTATION LETTER

## Regeneration and Development Services

Director: David Caulfield, RTPI  
Scheme Design • 2-10 Carbrook Hall Rad • Sheffield • S9 2DB  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Andrew Marwood  
Ref: TP-LT117-ATM-01

Tel: (0114) 273 6170  
Date: 16 January 2014

Dear Sir/Madam

## Penistone Road – Junction Improvement Scheme

### **Background**

In 2009 the Council consulted on a scheme for improving traffic flow on Penistone Road. Unfortunately, we were not successful in securing funding at that time and the proposals were shelved.

As part of the 2012 autumn statement the government announced the creation of a Local Pinch Point Fund worth £170 million to remove bottlenecks on the local highway network. The Fund reflects the government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people.

In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road.

### **Proposals**

The junction improvements are aimed at improving access to the many important businesses and development sites along the Upper Don Valley. In addition to this, we also plan to improve pedestrian, cycle and bus facilities throughout the route.

In summary, the works consist of:

- Conversion of the Leppings Lane Roundabout to traffic signals, in association with the proposed nearby Sainsbury's development
- Traffic signal improvements at the Owlerton, Hillsborough Barracks, Herries Road South and Bamforth Street junctions
- Carriageway widening along Penistone Road
- Dedicated bus facilities
- Dedicated cycle facilities
- Improved Pedestrian Facilities
- A proposed new 40mph speed limit for Penistone Road, between Hillsborough Barracks and Infirmary Road.

The plans detailing the improvements can be seen at the following web site link: [www.sheffield.gov.uk/penistoneroad](http://www.sheffield.gov.uk/penistoneroad). Further explanation and reasoning for the proposals can also be viewed.

Importantly, we are also planning for the improvements to be made at the same time as Amey are programming their 'Streets Ahead' maintenance works. This is so that we get value for money and minimise the amount of disruption while the work is taking place.

## **Traffic Regulation Order**

Some of the changes need to be advertised legally by a Traffic Regulation Order (TRO). These include:

- The new bus lane.
- A banned left turn from Penistone Road into Herries Road South.
- A banned right turn from Hillsborough Barracks into Penistone Road.
- Revised loading restrictions on Bradfield Road
- Speed limit change from Infirmary Road to Hillsborough Barracks.

A Traffic Regulation Order (TRO) is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process you will also see notices displayed on-street and detailed in the Sheffield Star.

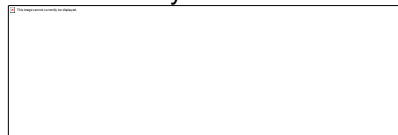
## **Contact and Timescales**

If you wish to comment on the proposals or respond to the TRO, either in support or otherwise, you will need to do so in writing, to the address below by **7 March 2014**. Work is anticipated to start on site in spring/summer 2014.

Andrew Marwood  
Scheme Design  
Sheffield City Council  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB.

You are welcome to e-mail your comments to [traffic.mangement@sheffield.gov.uk](mailto:traffic.mangement@sheffield.gov.uk) Please put 'Penistone Road' in the subject box.

Yours faithfully



Andrew Marwood  
Engineer, Scheme Design  
Transport, Traffic and Parking Services

# APPENDIX 'E' – SUMMARY OF OBJECTIONS WITH OFFICER RESPONSES

## Resident 1 - Objection and Officer Response

### Objections:

- 'Proposals fly in the face of so many of the Council's own aims and objectives for Transport'.
- 'Provision proposed for walking and cycling facilities appear to be nothing more than a token gesture'.
- 'Sub-standard on road cycle provision has been provided'.
- 'The proposed unsegregated shared use paths create unnecessary conflicts between walking and cycling'.
- 'The priority seems to be to increase highway capacity and highway speed'.

### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

In response to the points you have raised:

- I think it must be remembered that this scheme is being largely funded from the Government's 'Pinchpoint' programme, which as the name implies is aimed at relieving localised congestion. In this regard there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles. The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but we do feel that we have managed to incorporate major benefits for both these user groups and have provided a set of proposals which have clear benefits for all. More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:
  - The upgrade of a number of junctions so that they include toucan crossing facilities.
  - At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
  - A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
  - Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers.
  - Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes (where there are not land constraints this is proposed to be 4.5 metres)
  - An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contributes to Aim 3: 'To create a healthier population'.



- We would argue therefore that the provisions for walking and cycling in this scheme are not a token gesture but have been planned carefully so that they are as attractive as possible on this corridor.
- Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of arrangement is not unique. If however cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.
- We are proposing that the new section of 40mph runs from Infirmary Road to Capel Street. Cyclists will therefore be able to use the bus lane for the majority of this section. Alternatively there are segregated off street facilities for those not wishing to ride on carriageway.
- The majority of this scheme has been designed to lie within the existing footprint, one of the reasons being that significant land-take would probably have taken us outside the funding deadlines. Unfortunately therefore there is not the available width of footway on the whole corridor to provide complete segregation. The shared facility proposed is, though, on a stretch where visibility in both directions is excellent. Whilst we are improving the side road junctions and accesses feeding into Penistone Road, both for cyclists and pedestrians, we feel that they are frequent enough to keep cycling speeds appropriate in and around pedestrians.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

## 2. Right to Ride Network - Objection and Officer Response

### Objections:

- 'Highway expansion will make air quality, noise problems worse'.
- 'Increased risk to vulnerable road users'.
- 'On carriageway safety for cyclists is compromised'.
- 'The scheme is an opportunistic exploitation on the Department for Transport's 'Pinch Point' scheme'.

### Officer Response:

Thank you for your response to the TRO consultation as part of the Penistone Road junction improvement scheme.

This scheme is being largely funded from the Government's 'Pinchpoint' programme, which is aimed at relieving localised congestion. In this regard I do accept that there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles (for example the above-mentioned capacity improvements at junctions). The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but these users have certainly not been an afterthought as you suggest. We do feel that we have managed to incorporate major benefits both for cyclists and pedestrians and have provided a set of proposals which have clear benefits for all.

More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:

- The upgrade of a number of junctions so that they include toucan crossing facilities.
- At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
- A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
- Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers
- Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes and where there are not land constraints this is proposed to be 4.5 metres.
- An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to the Council's Transport objectives identified by 'Cycle Sheffield' i.e. Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contribute to Aim 3: 'To create a healthier population'.

Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of arrangement is not unique. If however, cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a

choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.

We are only proposing that the new section of 40mph runs from Infirmary Road to Capel Street. On this section the density of recorded accidents over the last 5 years of monitoring is less than the section from The Barracks to Herries Road South, which we propose to keep at 30mph (subject to further assessment). It is also much lower than the expected frequency of accidents (when compared with national expected figures for an 'A' class road). The surrounding environment is also very different between Infirmary Road and Capel Street than the rest of the corridor with a low frequency of junctions, developments which are set back from the road and few pedestrian movements. Cyclists will also be able to use the bus lane for the majority of the 40mph section, alternatively there are segregated off street facilities for those not wishing to ride on carriageway. The speed limit change was also agreed at the Council's Cabinet Highways meeting which was held in July 2010.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

### 3. Cycle Sheffield - Objection and Officer Response

#### Objections:

- 'Proposals are likely to significantly disadvantage walking and cycling'.
- 'Cycle measures seem something of an afterthought'.
- 'Concerned about the higher speed limit'.
- 'Speed limit increase is completely at odds with the Council's stated policy and objectives, including health, air quality and accidents'.
- 'Speed limit will result in vehicles slowing down and speeding up between junctions'.

#### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

In response to the points you have raised:

- I think it must be remembered that this scheme is being largely funded from the Government's 'Pinchpoint' programme, which as the name implies is aimed at relieving localised congestion. In this regard there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles. The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but we do feel that we have managed to incorporate major benefits for both these user groups and have provided a set of proposals which have clear benefits for all. More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:
  - The upgrade of a number of junctions so that they include toucan crossing facilities.
  - At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
  - A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
  - Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers.
  - Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes (where there are not land constraints this is proposed to be 4.5 metres)
  - An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contribute to Aim 3: 'To create a healthier population'.

- We would argue therefore that the provisions for walking and cycling in this scheme are not a token gesture but have been planned carefully so that they are as attractive as possible on this corridor.
- Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of

arrangement is not unique. If however cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.

- We are proposing that the new section of 40mph runs from Infirmary Road to Capel Street. Cyclists will therefore be able to use the bus lane for the majority of this section. Alternatively there are segregated off street facilities for those not wishing to ride on carriageway.
- The majority of this scheme has been designed to lie within the existing footprint, one of the reasons being that significant land-take would probably have taken us outside the funding deadlines. Unfortunately therefore there is not the available width of footway on the whole corridor to provide complete segregation. The shared facility proposed is, though, on a stretch where visibility in both directions is excellent. Whilst we are improving the side road junctions and accesses feeding into Penistone Road, both for cyclists and pedestrians, we feel that they are frequent enough to keep cycling speeds appropriate in and around pedestrians.
- As part of the 'pinchpoint / better buses' scheme we have been working with the Council's landscape architects to look at ways we can incorporate elements of the Penistone Road 'Gateway Action Plan' which was completed in 2010 and will bring environmental improvements to the corridor. There may have been a specific EIA carried out as part of the 'smartroute' development, I will check and provide further details if available.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

## **4. Business (Herries Road South) - Objection and Officer Response**

### **Objection Summary:**

- 'In no way does turning left onto Herries Road South from Penistone Road cause hold ups for traffic'.
- 'By creating a 'no left turn' the Council is making it difficult to get to the 15 businesses located on Herries Road South'.
- The only alternative to get to these businesses is to turn left onto Herries Road at the Leppings Lane junction then a very difficult right turn to Herries Road South'.

### **Officer Response:**

Thank you for your response to the TRO consultation as part of the Penistone Road junction improvement scheme.

In response to your comments:

The proposals at the Herries Road South junction with Penistone Road have been developed partly to reduce congestion at this junction (i.e. extending the two queuing lanes further back with the aim of improving flows out of Herries Road South which will have added benefits to local business) and also to assist cyclists and pedestrians to cross under signal control. As part of the cycling improvements for the Penistone Road corridor the Council are proposing a shared footway (which can be used by cyclists and pedestrians) to link the existing off street facilities at Hillsborough Leisure Centre with the proposed cycle facilities at the new Leppings Lane / Claywheels Lane junctions. The only way to incorporate signalised crossing facilities at Herries Road South / Penistone Road without adding another stage to junction (which would increase delay for through traffic) is to prohibit the left turn into the junction (this means cyclists and pedestrians can cross at the same time vehicles move southbound through the junction).

As we are making improvements to the Leppings Lane junction the alternative route to businesses on Herries Road South would be to turn left at the new Leppings Lane junction and then right at Herries Road / Herries Road South. It is acknowledged that the right turn to Herries Road South can be difficult during peak times (due to vehicles queuing to turn right coming down the hill from Shirecliffe). To improve movements at this junction and address people's concerns we are currently looking at a couple of options. These include providing signals or the possibility of introducing a roundabout which would improve the right turn in and out of Herries Road – Any improvements if feasible will be presented at the Individual Cabinet Member decision session (anticipated to take place at the Town Hall in April).

I will make sure I report your objection along with all other comments that are received. I will inform you of the details nearer the time of the Individual Cabinet Member Decision Session and let you know the outcome in due course.

## 5. Resident 2 – Objection and Officer Response

### Objection Summary:

- 'Sheffield City Council has previously shown bad faith in watering down restrictions at Hillsborough corner – to spend further money on a road parallel cannot be justified'.
- 'Pedestrians feel that sharing space with cyclists is unsatisfactory'
- 'Proposal to ban traffic turning right at the Barracks will increase the amount of traffic on Penistone Road'.
- 'Banned left turn to Herries Road will increase the distance people have to travel and thus increase emissions'.
- Works will make matters worse for public transport users on Infirmary Road and pedestrians on Penistone Road'.
- 'Not joined up thinking by Sheffield City Council'.

### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

I have attached the business case for the 'Pinchpoint' funded scheme as requested. In response to your thoughts:

- I note your comments regarding Hillsborough Corner and the advent of the Supertram but Penistone road has, for a long time, been an area which the Council has had a desire to improve. The opportunity to do so using mostly external funding is one not to be missed. It will not only improve route connectivity for pedestrians, cyclists, public transport users and (locally by virtue of improved throughput at signals) motorists, but is likely to bring economic benefits to existing businesses and new business growth.
- In the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing to upgrade a number of junctions so that they include toucan crossing facilities. At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme. Where we are proposing an additional lane, for buses and cyclists only, we have looked to take, where possible, land from the central reservation rather than reduce footway widths at each side. Indeed where possible we have tried to widen footways (i.e. outside St John the Baptist Church) so that 3 metres of width can be achieved. From Bamforth Street to Old Penistone Road, as well as at Bamforth Street, there are also proposals for new sections of footway. To improve the attractiveness of this route to pedestrians the Council is also planning to cut back shrubs and vegetation and upgrade street lighting as part of the core maintenance works. Pedestrian improvements are therefore a key part of the overall proposals. Previously, segregated facilities have been introduced on Penistone Road for cyclists and pedestrians between the City and the Leisure Centre. Unfortunately there is not the width of footway on the whole corridor to provide complete segregation. The shared facility proposed is on a stretch where visibility in both directions is good and junctions / accesses feeding into Penistone Road are frequent enough to keep cycling speeds appropriate. To introduce other measures, as you seem to suggest, would present a hazard to pedestrians and cyclists alike, particularly those on foot who are infirm or visually impaired. For the above reasons hope you can understand why we have not promoted cycling facilities just on the carriageway. The scheme ensures that there are facilities on carriageway for the more confident and experienced cyclist, but also facilities off street which will benefit the less confident / less experienced leisure rider.
- Banning the right turn from Hillsborough Barracks is not anticipated to put additional traffic onto Penistone Road – The trip generation is likely to remain the same, however what our proposals will do is create a two stage rather than a three stage signal junction which will reduce queuing to and from Morrisons, B&Q etc. The modelling work has shown that providing an additional lane at Bradfield Road, improving the gyratory system and providing adaptive signaling strategies should more than cater for city bound traffic out of the Barracks, however, we have also been working with Morrisons to look at car park alterations which

would also allow city bound traffic to exit onto Langsett Road. The two proposals will provide two options for those people travelling back towards the City. I do not agree that these choices for city bound traffic will be to the detriment of public transport users and moreover the wider public transport improvements more than outweigh any potential disbenefits.

- By proposing loading restrictions on Bradfield Road we are merely seeking to formalise parking arrangements by ensuring that this section of road remains clear for the free and safe movement of traffic. We will obviously be considering any comments received in this regard, particularly from frontages.
- The plans show that from Old Penistone Road to Bradfield Road (currently the most congested section on the corridor) the proposal is to keep two lanes for general traffic while providing a designated bus (and cycle) lane to assist public transport movement. At Bradfield Road the bus lane will end with a priority signal which will give buses a head start towards Leppings Lane. There will be no reduction in general traffic capacity throughout the corridor. The inclusion of bus priority and lanes along this section will therefore further promote bus travel on Penistone Road and is fully supported by the South Yorkshire Passenger Transport Executive (SYPTTE). The Council have worked closely with SYPTTE to also look at upgrading a number of stops on this corridor as part of the overall works.
- To assist pedestrians and cyclists we are proposing a toucan crossing across Herries Road South (currently this crossing is uncontrolled). To maintain traffic flows on Penistone Road (keeping the two stage arrangement) the only way to do this is to ban the left turn into Herries Road South from Penistone Road (i.e. the crossing will run with traffic flow on Penistone Road) and not add an additional stage into the signal junction. Banning the left turn here should not add to the journey time for most people travelling towards Herries Road South. The Fletchers Bakery (Sainsbury's Development) which is due to start on site shortly will allow vehicles to turn left onto Herries Road and access Herries Road South (the distance and travel time would be similar). This strategy is also likely to separate those wanting to go left and those travelling straight ahead on Penistone Road, therefore reducing potential congestion at the Penistone Road / Herries Road South junction.

In summary the 'Pinchpoint' scheme, together with the 'Better Buses' work and cycling and pedestrian improvements, provides a set of proposals which has clear benefits for all users. By tying the works in with the core maintenance programme we are also looking to minimise the amount of disruption while the works are taking place. I therefore think the proposals are a very good example of joined up thinking by Sheffield City Council. We will, however, report your objection along with all other comments that are received. This will be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time.



## 6. Business / Developer (Penistone Road) – Objection and Officer Response

### Objection Summary:

- 'The plans significantly affect the viability of the site'
- 'Surprised that notification has not been given to our client sooner'
- 'Objection to making two of the accesses vehicular cross over points eroding the future development potential of the site'.
- 'The banned left turn into Herries Road South would mean that vehicles exiting our client's site would no longer be able to turn left to Leppings Lane and back from where they came from reducing the development potential of the site'.
- 'The proposed scheme includes an area of our client's land to the rear of the bus stop proposals'.

### Officer Response:

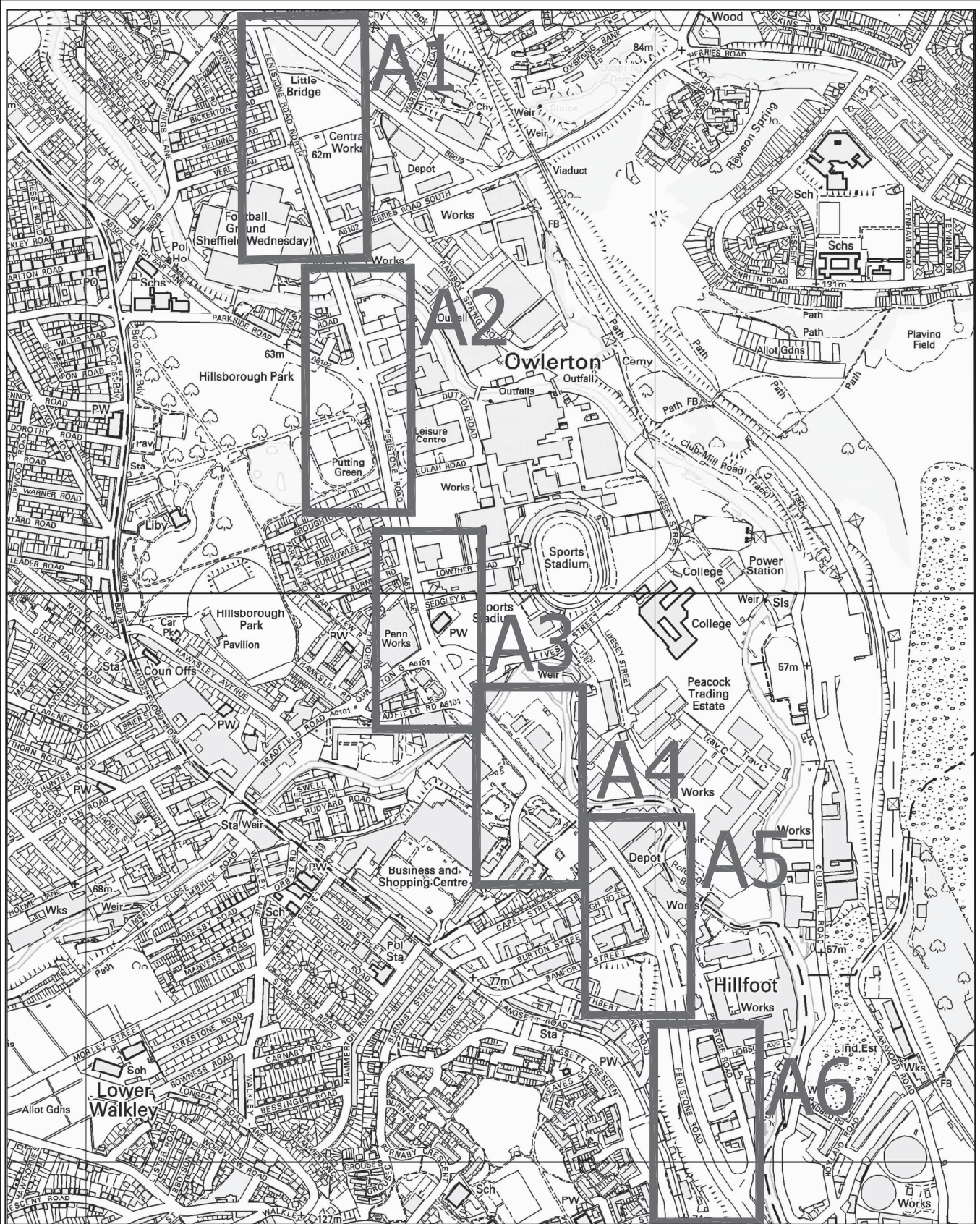
Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme. In response to the points you have raised:

- Design Officers have, on a number of occasions, made enquiries about your client's site, however, it seemed that there was little or no activity with regards to any development. In terms of due process the Council are legally obliged to advertise Traffic Regulation Orders on street and in the local newspaper (Sheffield Star), beyond this the Council also usually notifies any frontages in close proximity to the proposals – this was carried out in January 2014 but because we believed the site in question to be dormant we did not try to find out who to consult. There is no legal obligation to consult with developers / landowners. Notwithstanding the above, your client's objection is not too late and I would hope that we can discuss any potential solutions working together with the Council's Planning and Development control sections. In this regard we are happy to facilitate a meeting if you wish.
- The scheme that we are proposing offers benefits for all road users including motorists, bus passengers, cyclists and pedestrians. Whilst we can understand your client's desire to make the site attractive to motorists, and to facilitate any deliveries, we would hope that the improvements for other road users, as well as the economic growth that is expected, would all contribute to the success of the site.
- As you can probably understand the changes to the access points to your client's land are to facilitate a shared footway and have been proposed based on the current dormant site. We can, however, consider alternatives if it is likely that there will be high vehicle numbers using any of the accesses. If we have sight of your plans, and a Transport Assessment (TA) outlining the likely trip generations etc. we can give consideration to this.
- The proposal to prohibit traffic turning left into Herries Road South from Penistone Road was developed to maintain as much through flow traffic as possible whilst assisting cyclists and pedestrians to cross the junction. The layout means that crossing this busy junction would be much safer without the need for an additional stage to the traffic signals (thereby causing delay on Penistone Road). This crossing would also assist pedestrians / cyclists wanting to access your client's site, however if you have a TA it will help us to understand the likely numbers of vehicles making the manoeuvre you refer to.
- The proposals we have are all within the public highway boundary – the amendments planned for the bus stop to the north of your client's site only includes alterations to the kerb line to ensure there is a clear 3 metres to the rear, again improving the route for cyclists.
- In terms of the Fletcher's bakery development and changes to the Leppings Lane junction, I will make sure that we pass all the information to you when the TRO is advertised at the start of next week. Any objections will be taken into consideration as part of the advertising process.



Any objections (including the one from your client) with regards to the Herries Road South proposals will be reported to the Council's Cabinet Member for Transport at the meeting of a future Highways Cabinet Members Decision Session. This is anticipated to be in April / May, however I will make sure I pass the details on to you once this has been confirmed.

In the meantime if you have any further questions please do not hesitate to contact me.

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<p><b>TRANSPORT, TRAFFIC &amp; PARKING SERVICES DIVISION</b>  <b>SCHEME DESIGN</b>          2-10 CARBROOK HALL ROAD          SHEFFIELD S9 2DB          Tel. 0114-273-6208. Fax. 0114-273-6182          E-mail Traffic.Management@Sheffield.gov.uk  <b>Regeneration and Development Services</b>          Director: David Caulfield, RTP1</p>	<p>Client <b>SHEFFIELD CITY COUNCIL</b>          Scheme <b>PENISTONE ROAD – 'PINCHPOINT AND BETTER BUSES SCHEME'</b>          Drawing Title</p>	<p>Drawing No. <b>TM-TP-LT117-LP</b>          Scale <b>NTS</b>  <b>A4</b></p>	 <p>Development Environment &amp; Leisure</p>
<ul style="list-style-type: none"> <li>Do not scale from this drawing</li> <li>Any errors/omissions to be reported immediately</li> <li>If in doubt, ask</li> <li>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</li> </ul>	<p><b>SCHEME LOCATION PLAN</b>  <b>APPENDIX Page 47</b></p>	 <p>Date <b>MAR 14</b></p>	<p><b>DEVELOPMENT SERVICES</b></p>

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## SHEFFIELD CITY COUNCIL

### Highway Cabinet Member Decision Session

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**Report of:** Executive Director, Place

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**Date:** 10 April 2014

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**Subject:** City Centre to Mosborough Key Bus Route – City Road Bus Lane

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**Author of Report:** Cate Jockel

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**Summary:** this report sets out proposals for a new outbound bus lane, to operate in the evening peak, on City Road as it approaches the junction with Park Grange Road (also known as the Spring Lane junction). The lane is an additional lane in the carriageway and will be available for local parking outside the hours of operation (this is a change proposed following consultation). Associated measures include constructing parking bays on the opposite side to the bus lane (where there is existing all-day parking); as well as some changes for pedestrians and cyclists.

The report summarises the results of the Traffic Regulation Order (TRO) advertisement in autumn 2013. It sets out objections and other responses to the TRO and officer responses to them. It is recommended that the reasons set out in this report for making the TRO outweigh unresolved objections.

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**Reasons for Recommendations:** the scheme is part of the Mosborough Bus Key Route (the 120 bus route), 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 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. This scheme should improve journey time and reliability without any detriment.

All objectors and respondents have been written to providing feedback on the issues they raised and also making them aware of the revision to the parking proposals. They have not formally withdrawn their objections: however, they were asked to advise if they wished to pursue them and none of the residents have done this,

although one Local Member (Councillor T. Fox) has responded to say that he stands by his original comments.

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**Recommendations:**

Make the City Road Bus Lane TRO and implement the scheme. Inform the objectors and respondents accordingly.

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**Background Papers:**      Appendix A – TRO Plan  
   Appendix B – Consultation Plan  
   Appendix C – Responses

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**Category of Report:**      OPEN

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## Statutory and Council Policy Checklist

<b>Article I. Financial Implications</b>
YES Cleared by Matthew Bullock
<b>Article II. Legal Implications</b>
YES Cleared by Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
YES
<b>Economic impact</b>
YES
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
East (Manor Castle)
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall

<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
YES
<b>Press release</b>
NO



**REPORT OF THE EXECUTIVE DIRECTOR, PLACE**  
**REPORT TO INDIVIDUAL CABINET MEMBER DECISION MEETING**

**10 APRIL 2014**

**CITY CENTRE TO MOSBOROUGH KEY BUS ROUTE: CITY ROAD BUS LANE**

**1. SUMMARY**

- 1.1 This report sets out proposals for a new outbound bus lane, to operate in the evening peak, on City Road as it approaches the junction with Park Grange Road (also known as the Spring Lane junction). The lane is an additional lane in the carriageway and will be available for local parking outside the hours of operation (this is a change proposed following consultation). Associated measures include constructing parking bays on the opposite side to the bus lane (where there is existing all-day parking); as well as some changes for pedestrians and cyclists.
- 1.2 The report summarises the results of the Traffic Regulation Order (TRO) advertisement in autumn 2013. It sets out objections and other responses to the TRO and officer responses to them.

**2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

- 2.1 The proposed scheme is part of the 'Mosborough Key Bus Route' – served by the 120 bus route, one of the best-used public transport services in the City. It is high-frequency and operated by many low-pollution hybrid buses. Many other bus routes also use City Road and will benefit from this proposal too.

**3. OUTCOME AND SUSTAINABILITY**

- 3.1 The project will contribute towards a number of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014, specifically':
- 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**

**Introduction**

- 4.1 The 'Mosborough Key Bus Route' is part of the 'Smart Infrastructure' strand of the Better Buses Area Fund in South Yorkshire, largely funded by specific capital funding from the Department for Transport (DfT), and based around the themes of:

- **Smart Ticketing:** multi-operator ticketing solutions and more cost-effective travel for young people looking to access work or training;
  - **Smart Infrastructure:** making bus journeys on main routes faster and more reliable through infrastructure improvements; and
  - **Smart Management:** ensuring that the network is effectively managed and enforced to improve journey times and efficiency at identified pinch points.
- 4.2 One of the fundamental aims of the Key Bus Route work is to improve journey time and journey time reliability of the 120 service. The 120 runs from Halfway to Fulwood and is operated by both Stagecoach and First. Stagecoach runs a service every 8 minutes between Halfway and the Royal Hallamshire Hospital. First runs a service every 8 minutes between Crystal Peaks and Fulwood. This means that, between Crystal Peaks and the Hospital, the combined frequency is every 4 minutes (and, under the terms of the Sheffield Bus Partnership, it is timetabled as a combined service).
- 4.3 The development of this Key Bus Route, subject to normal processes, was approved by the Cabinet Highways Committee on 11 October 2012. This included the possibility of a bus lane at this location.

### **The proposals**

- 4.4 Buses are frequently delayed on City Rd approaching Park Grange Rd due to queuing traffic particularly in the evening peak. To improve journey time and its reliability, a new bus lane is proposed, to operate between 4.00pm – 6.30pm Monday to Friday. This would start just after the Cemetery entrance and run up almost to the Park Grange Rd junction. This will bring buses to the front of the queue where traffic will merge.
- 4.5 The bus lane will be constructed within the existing public highway and will be in addition to the existing traffic lanes, so general traffic will not be affected by this proposal. Initial investigation was into whether this could be done within the existing carriageway but the standard road safety audit (Stage 1) highlighted road safety concerns stemming from narrow lane widths. To obtain suitable lane widths, therefore, the footway on the inbound side will be reduced to 2.5 metres in width.
- 4.6 Most of the parking outside the terraced properties on that inbound side is retained and will be protected in bays (this avoids the need to move Statutory Undertakers' equipment).
- 4.7 The proposals also include a new 'shared use' facility along the wide pavement on the outbound side to allow cyclists (cycling uphill and, therefore, slowly) to use the pavement instead of the bus lane, with lowered kerbs to allow them to move off and on to the road.

### **Expected Benefits**

- 4.8 In addition to the core 120 service (16 buses per hour), there are a further 9 bus services operating on this section of City Rd (outbound) which bring the total number of buses that would benefit from this proposal to 28 per hour. Assuming an average bus loading of 30 passengers per bus there will be approx. 2100 bus passengers benefiting from the above bus service improvements in the evening peak period every day.
- 4.9 SYPTE, SCC and bus operators have access to ACIS Real Time Information which provides data on the actual tracked journey times of all buses using satellite GPS technology. Journey time data at this location has been investigated in the outbound direction here from bus stop No 232220 outside the Cemetery to bus stop 23218, the first bus stop after the Park Grange Rd junction, in the morning peak, inter-peak and in the evening peak. It is forecast that the introduction of the bus lane in the evening peak will provide a quicker and more consistent journey time for buses which will be similar to the morning peak when traffic volumes in the outbound direction are much lighter. Journey time savings have been estimated as an average of one minute per bus at the height of the evening peak, up to a maximum of a four minute saving.
- 4.10 The bus lane will also help to provide a more punctual service by reducing the amount of journey time variability. It is forecast that the City Rd bus lane, with the other interventions planned along the corridor, will achieve a service punctuality of 91.3% which is better than the target set for the County, higher than the current Sheffield District average and deemed very good for a service operating over the length of the 120.
- 4.11 Taxis will also be able to use the bus lane and hence enjoy similar benefits.

#### **TRO Advertisement and Local Consultation**

- 4.12 The TRO necessary for the scheme was advertised from 4<sup>th</sup> to 29<sup>th</sup> November 2013. The Plan is attached as Appendix A.
- 4.13 At the same time, South Yorkshire Passenger Transport Executive (SYPTE) led on a local consultation on these plans, which included changes to the bus stops as well as the bus lane and the other changes associated with that. Appendix B is the Consultation Plan used for that. The comments received about the bus stop improvements are being handled by SYPTE and are not included here.
- 4.14 With regard to the bus lane and the associated changes to parking and pedestrian and cycle facilities, two objections and one comment were received from members of the public, with comments from two Ward Councillors. The responses from members of the public focused on views that the bus lane would not work and that there were adverse impacts on residents parking and on pedestrians. The responses from Ward Councillors included similar concerns as well as others about value for money, air pollution and access to the Cemetery. All these responses are set out in more detail in Appendix C.

- 4.15 The proposed bus lane is an additional lane which will operate in the evening peak at a location where buses are frequently delayed. It will improve journey time and journey time reliability for large numbers of buses (see paragraphs 4.8 to 4.10 above) and is felt to be beneficial. As a result of the consultation, it is now proposed that this additional lane could be made available for local parking outside the hours of bus lane operation. The single yellow line (SYL) on the outbound side, which currently operates in both peaks, would operate in the evening peak only starting from 1600 (rather than the 1630 currently). In other words, it will operate in the same hours as the bus lane. Officers responses to all the concerns raised are set out in more detail in Appendix C.
- 4.16 All the respondents have been written to and asked to advise whether they wish to pursue their issues further. None of the residents have done this, although one Ward Councillors has responded to say that he stands by his original comments.

### **Summary**

- 4.17 The proposed bus lane is an additional lane which will operate in the evening peak at a location where buses are frequently delayed. It will improve journey time and journey time reliability. It will now be available for local parking in the morning peak. The responses to the comments and objections made during the local consultation and TRO advertisement are detailed in Appendix C.

## **5. RELEVANT IMPLICATIONS**

- 5.1 **Financial:** the budget estimate to cover works and traffic management received from Amey Design in March 2014 is £116,000. Most of this Key Bus Route work is financed from the DfT's Better Buses Area Fund spend: this is time constrained, expiring at the end of the 13/14 financial year. In relation to the City Road scheme, where works will be undertaken in 14/15, the Better Buses Fund should cover scheme design. Both the City Council (SCC) and SYPTE are providing an element of match-funding from the Local Transport Plan (£135,000 in the case of SCC) and some of this can and will be carried forward into 14/15 to enable the completion of the route works. The commuted sum for future maintenance will be known after completion of the detailed design and will be funded from SCC's 14/15 Local Transport Plan allocation.
- 5.2 **Equalities:** an Equalities Impact Assessment has been signed off for the Key Bus Route as a whole as generally positive for all Sheffield people regardless of age, sex, race, faith, disability, and sexuality, and particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts were identified.
- 5.3 **Legal:** 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. The Council should consider and respond to any public objections received and this has been done. The Council, as the Highway Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

## **6. ALTERNATIVE OPTIONS CONSIDERED**

- 6.1 The initial option considered was a similar scheme but within the existing carriageway. This option did not get through the standard road safety audit process, as described in paragraph 4.5.

## **7. REASONS FOR RECOMMENDATIONS**

- 7.1 The scheme is part of the Mosborough Bus Key Route (the 120 bus route), 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 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. This scheme should improve journey time and reliability without any detriment.
- 7.2 All objectors and respondents have been written to providing feedback on the issues they raised and also making them aware of the revision to the parking proposals. They have not formally withdrawn their objections: however, they were asked to advise if they wished to pursue them and none of the residents have done this, although one Ward Councillor has responded to say that he stands by his original comments.

## **8. RECOMMENDATIONS**

- 8.1 To overrule the objections; make the City Road Bus Lane Traffic Regulation Order and implement the scheme.
- 8.2 To inform the objectors and respondents accordingly.

**Simon Green**  
**Executive Director, Place**

**10 April 2014**

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<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>          2-10 CARBROOK HALL ROAD          SHEFFIELD S9 2DB          Tel. 0114-273-6175. Fax. 0114-273-6182          E-mail Traffic.Management@Sheffield.gov.uk          Director: L Sturch M.R.T.P.I.          Development Services</p>		<p><b>TRAFFIC MANAGEMENT</b></p>	
<p><b>SHEFFIELD CITY COUNCIL</b></p>		<p>Drawing No. <b>TM-LT068-TRO</b></p>	
<p>Client</p>		<p>Scale <b>1:1000</b></p>	
<p>Scheme</p>		<p>Date <b>AUG 2013</b></p>	
<p>Drawing Title</p>		<p>Hotspots  <b>City Road - Proposed Outbound Bus Lane</b></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 Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 10001881.6. 2010</p>		<p>DRAWN <b>JWB</b>          AUG 2013</p>	
<p>A Service Area of Place          Sheffield City Council</p>		<p>CHECKED</p>	

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**CITY CENTRE TO MOSBOROUGH KEY BUS ROUTE: CITY ROAD BUS LANE**

**RESPONSES**

A) Issues raised by 3 Residents on City Road

Bus Lane Issues

- Traffic is already bad here, back from the Spring Lane junction, and will be made worse by a bus lane;
- The bus lane will cause more accidents on the approach to the junction, especially as buses and traffic merge at the end of the bus lane;
- It will be more difficult for outbound traffic to pass vehicles waiting to turn into the petrol station;
- Other Councils are getting rid bus lanes.

Officer Response

- The signal timings at the Park Grange Road/Spring Lane junction have been assessed and they operate as efficiently as possible. The traffic situation will not be made worse by this additional lane which will help to ensure that the impact of the junction on public transport using City Road is kept to a minimum;
- The bus lane will run in the nearside lane to a point 35m short of the traffic signals. At that point, traffic in the outside lane will merge with traffic in the bus lane. In the evening peak, it is expected that such manoeuvres will take place at low speed and, when traffic is held at the traffic lights, at very low speed. At other times, when the bus lane is not operational, the lane may be used for parking. The proposed scheme will be assessed using the standard road safety audit process. This occurs at various stages – Stage 1 has already led to design changes (see paragraph 4.5);
- It is accepted that outbound vehicles turning into the petrol station could cause some delays compared to the current situation. However, these are likely to be of a short duration due to the frequent gaps in inbound traffic during the evening peak. Furthermore, at this time, traffic approaching Park Grange Road is often in a queue or very slow moving (hence the purpose of the bus lane) and so any delays are likely to be minimal;
- The use of bus lanes to give some priority to buses in certain locations is a policy matter. In Sheffield, additional and existing bus lanes are considered on their merits.

Parking Issues

- The changes will impact on parking, which is already difficult. In particular, why are parking restrictions needed in the morning on the outbound side;
- Parked vehicles often block driveways on the inbound side. When the parking bays go in, could 'keep clear' markings be installed to protect drives?.

#### Officer Response

- In response to the consultation, it is now proposed to change the parking restrictions in the morning on the outbound side. The outbound SYL is proposed to operate in the evening peak only, starting from 1600 rather than the 1630 currently. In other words, it will operate in the same hours as the bus lane;
- The current situation of parked vehicles blocking driveways has been acknowledged and the resident advised about the 'H' marking process. However, in this case, the initial marking can be installed without charge.

#### Other Issues

- The shared use pavement will be unsafe;
- The footpath on the into-city side is already narrow: there is no room to reduce it;
- Impact on house prices.

#### Officer Response

- The purpose of the shared use facility is to ensure that cyclists can cycle safely along this uphill section of City Road. Due to the width of the road at this point, and the need to retain parking for residents, it is not possible to provide a bus lane of the necessary width to ensure that a bus can pass a cyclist within the lane itself. On this basis, cyclists will have a more attractive option of coming off the main carriageway to utilise a new shared use pavement. Pedestrian usage of this length of pavement is not considered to be high and the potential for conflict with cyclists is therefore low;
- The current width of the pavement outside the terraced houses (into-city side) is 3m: the proposals will reduce this to 2.5m. This enables parking to be retained along this stretch. This width is more than adequate for the pedestrian usage and is above the required minimum standards;
- Any possible impact on house prices is not a consideration.

### B) Issues raised by Local Councillors

#### Bus Lane Issues

- Traffic is already bad here: queuing here leads to motorists cutting through other roads (such as Manor Lane and Dovern Road). The scheme could lead to more traffic doing this. Also to more traffic using Spring Lane/Park Grange Road;

- Conflict between buses and queuing general traffic at the end of the bus lane;
- How will the bus lane be monitored and policed?

Officer Response (in addition to the above)

- Queuing traffic on this section of City Road does lead to some traffic choosing to bypass the queue and use adjacent roads. However, it is unlikely that the scheme will make this worse. The scheme uses existing road space, maintaining the capacity of the main running lane, the only difference being that buses will be able to reach the front of the queue. Whilst it is acknowledged that this gives buses priority over other traffic, this is the purpose of the scheme and aims to meet the objectives of the Key Bus Route by providing greater reliability and improved journey times over this section;
- The brief for the scheme includes the necessary on-site infrastructure (signs and poles) to enable the bus lane to be monitored by the City Council's mobile camera enforcement team.

Cemetery

- Reducing the pavement width on the into-city side is a safety issue, especially around the entrance to and from the Cemetery where footfall is high.

Officer Response

- The pavement around the entrance to the Cemetery is not affected on either side of the road. The appearance of the entrance will be impacted on to a degree by bus lane signing. It is also necessary to put yellow kerb markings along the kerb stones so that the Single Yellow Line is enforceable.

Other Issues

- What modelling has been done to show that the proposals are value for money?
- These bus services are across the city so when they reach the terminus by the time they come back inbound the rush hour will be over. What benefit will the residents see?
- What will the increase in air pollution be in the area?

Officer Response (in addition to the above)

- No value for money (VfM) assessment has been done for this intervention in isolation. However, when the Better Bus Area Fund bid was submitted for approval to the Department for Transport (DfT), SYPTTE carried out a VfM assessment for the whole City Centre to Mosborough Key Bus Route project. That identified a Benefit to Cost Ratio (BCR) of 7.33. DfT considers anything with a BCR of 2+ to represent good value for money;
- Any resident using these buses (28 per hour along this stretch of City Road) will benefit;

- There should be a slight reduction in bus-based emissions as a result of less queuing time. There should be no impact on car-based emissions because car delay is not altered.



## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** Executive Director, Place

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**Date:** 10<sup>th</sup> April, 2014

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**Subject:** Petition – Request for a review of the permit parking scheme on Falding Street, Chapeltown.

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**Author of Report:** Nat Porter, 27 34192

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### **Summary:**

To report on the findings of initial investigations into possible alterations to the existing permit parking scheme at Falding Street, Chapeltown, following a petition received from local residents. This report sets out the likely implications of making the suggested changes and gives recommendations accordingly.

---

### **Reasons for Recommendations:**

No funding is available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings associated with the scheme.

Currently, the Council's priority for the investigation of new or revised permit parking schemes is the area adjacent to the city centre. Changes at Falding Street would not contribute to this priority.

Due to excessive residential parking demand, alterations to the hours of operation of the scheme are unlikely to bring about an improvement in the availability of kerbside parking space. Although removal of the scheme would alleviate residents of the need to buy exemption permits, it may result in a deterioration in parking conditions on Falding Street if there is external demand for parking that is currently displacement by the existing restrictions.

### **Recommendations:**

The Falding Street permit parking scheme remain in place as existing for the time being; and,

That the lead petitioner is informed of the findings of the initial investigations.

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### **Background Papers:**

APPENDIX A - Location of Falding Street within Chapeltown

APPENDIX B - Layout of existing permit parking scheme

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
NO Cleared by: Matthew Bullock (3 Dec '13)
<b>Legal Implications</b>
NO Cleared by: Deborah Eaton (26 Nov '13)
<b>Equality of Opportunity Implications</b>
NO Cleared by: Ian Oldershaw (19 Nov '13)
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
East Ecclesfield ward
<b>Relevant Cabinet Portfolio Leader</b>
Cllr. Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO



# **PETITION – REQUEST FOR A REVIEW OF THE PERMIT PARKING SCHEME ON FALDING STREET, CHAPELTOWN.**

## **1.0 SUMMARY**

1.1 To report on the findings of initial investigations into possible alterations to the existing permit parking scheme at Falding Street, Chapeltown, following a petition received from local residents. This report sets out the likely implications of making the suggested changes and gives recommendations accordingly.

## **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

2.1 Managing kerbside parking in residential streets to ensure convenient, safe access to premises contributes to creating *‘great places to live’* and *‘safe and secure communities’*.

2.2 Ensuring resources are spent only on schemes that are likely to result in improvement towards the outcomes outlines in the Corporate Plan *‘Standing Up for Sheffield’* contributes to the value of *‘spend public money wisely’*.

## **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1
- Ensure parking congestion is not worsened.
  - Ensure resources are allocated where most likely to contribute to Council priorities.

## **4.0 REPORT**

### Introduction

4.1 A petition signed by 22 residents of Falding Street, Chapeltown was received in August 2013, requesting the removal of the existing permit parking scheme on that street. The location of Falding Street is shown in Appendix A, and the layout of the existing parking scheme is indicated in Appendix B.

4.2 Falding Street is a residential cul-de-sac in Chapeltown, lying off Cowley Lane approximately 200 metres southeast of the town’s railway station. An existing parking scheme there restricts on-street parking to permit holders only between the hours of 8 am and 6.30 pm, Monday to Saturday.

4.3 The petition raises the concern that the existing restrictions may not be of benefit for local residents, as the restrictions are not in force outside of the working day. The petitioners would like to see the scheme removed, to alleviate them of the cost of purchasing exemption permits. The petitioners do however feel the restrictions would be more worthwhile if they applied outside of office hours, as they feel this is when parking pressure is at its greatest.

- 4.4 Following telephone discussions with the lead petitioner, a further e-mail was received in November 2013, raising further concerns relating to overnight influx of non-residents, and that the scheme is not adequately enforced. The e-mail also emphasised the main issue as being one of the cost of exemption permits.
- 4.5 The scheme in Falding Street was originally introduced in November 2007 in response to concerns raised by local residents following the floods of earlier that year, and was intended to facilitate parking by residents and their contractors in the aftermath of the floods.
- 4.6 Concern had been raised previously that Falding Street suffered an influx of parking related to rail travellers and visitors to shops in the area, and that this had resulted in difficulties for residents wishing to park their vehicles on street. These concerns were heightened following the 2007 flood, as the kerbside space required for contractors' vehicles and skips further increased parking pressure.
- 4.7 Given the nature of the problem the scheme was envisaged to be temporary, but was made permanent in June 2010 following a consultation with affected residents, which indicated that 15 of the 24 households supported retention of the scheme (accounting for 83% of respondents).
- 4.8 The scheme has been enforced since, with a one parking ticket issued per month on average in the year to end October 2013.

#### Initial investigations

- 4.9 The existing situation on Falding Street provides kerbside parking capacity for approximately 19 cars. As of November 2013, 20 valid resident permits have been issued for the scheme, sufficient to occupy 105% of the available capacity. Other legitimate users (for example, visitors) are likely to further increase parking demand on occasion.
- 4.10 Based on these figures, it would appear that parking problems in the area are largely created from the residential demand. This is not to say that an influx of non-residents does not exist; merely that no influx is required to create parking congestion.
- 4.11 Because residential demand is sufficient to fill capacity, no permit parking scheme is likely to be successful in alleviating kerbside congestion, unless the issue of permits was rationed in some way.
- 4.12 Removal of the scheme would at best result in no change in the parking situation. Removal of the scheme would however relieve residents of the need to purchase parking permits.
- 4.13 Revocation of permit parking might result in deterioration in the on-street parking situation, if there is demand for parking in the area that is not connected with the residential properties in the street. It has

been suggested that users of town centre shops and the railway station cause problems in some streets in the town. However, initial investigations into other parking issues in Smith Street near the town centre suggests a degree of kerbside parking remains available at that unrestricted location throughout the working day. This suggests that should the permit parking scheme be removed, any influx into Falding Street, which is further from the town centre than Smith Street, is unlikely to be significant.

#### Permit Parking Policy

- 4.14 The Council currently holds a list of over 130 outstanding requests for the implementation or revision of permit parking schemes. Given financial and resource limits, it is not possible to investigate all of these requests at this time.
- 4.15 At present, the Council's priority is to investigate permit parking schemes on the edge of the city centre where parking controls do not already exist. As Falding Street lies some distance from the city centre, alterations here would not be considered a priority at this time.

#### Consultation

- 4.16 Ward members canvassed the opinion of local people in early 2014. Feedback from members casts doubt on the suggestion that there is local consensus that the scheme should be removed; concerns were raised about the price of permits, and there were suggestions permits should be rationed, and/or the hours of operation of the scheme extended.
- 4.17 It is envisaged that, should any alterations to the scheme be progressed, residents and stakeholders would be consulted prior to any changes being implemented.

#### Summary

- 4.18 Initial investigations suggest that residential parking demand is largely responsible for parking congestion on Falding Street, and that alteration of the existing scheme is unlikely to result in any improvement unless permits are rationed.
- 4.19 Removal of the scheme would be expected to result in no improvement, and possible deterioration in on-street parking conditions. Removal of the scheme would however relieve residents of the need to purchase parking permits.
- 4.20 No funding is currently available for further investigations on Falding Street. The Council's agreed priorities for the investigation of permit parking schemes do not include this area, so any funding allocated to this would therefore reduce the Council's ability to deliver schemes elsewhere.

## Relevant Implications

### Finance

- 4.21 No funding is currently available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings associated with this request.
- 4.22 Alteration or removal of the scheme may have implications for revenue cost and income relating to enforcement, issue of permits, and scheme maintenance. Further investigation would be required to quantify these sums, although they are anticipated to be relatively minor.

### Equality

- 4.23 An Equality Impact Assessment has not been conducted at this stage. This assessment would take place as part of the design process should any scheme be brought forward.

### Legal Implications

- 4.24 The Council has the power to revoke parking place orders made under Sections 32 & 35 of the Road Traffic Regulation Act 1984, including orders for permit parking places. Before the Council can revoke such an order, 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. 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 The potential removal of the then temporary scheme was consulted upon with local residents in 2010. The majority view at that time was to make the scheme permanent.
- 5.2 Introducing rationing of permits has been considered, so as to improve the parking situation by addressing the identified excess residential demand. Of the 20 valid issued permits, 3 are for the second vehicles. No permits have been issued to a household's third vehicle. Limiting permits to one per household would, at present levels, reduce parking demand from 105% of capacity to 89% of capacity.
- 5.3 This approach would, at present demand, manage numbers of residents' vehicles to a level that could be accommodated on-street, although space would still be at a premium. Residents would still need to be careful to park in a space-efficient manner, without leaving excessive gaps, to ensure all resident's vehicles can be accommodated.

- 5.4 It is worth noting that 20 permits currently issued represents an increase of 33% from the peak permit holders' parking demand observed during on-street parking surveys conducted in October & November 2009. Whilst this apparent increase in residents' car ownership may not predict future trends, there may be merit in limiting the issue of permits to the available capacity (i.e. 19) to prevent over-subscription arising as a problem in future. Once 19 permits are issued, further applicants for permits would be placed on a waiting list, with new permits issued on a first-come first-served basis only when existing permits are surrendered, withdrawn, or expired and not renewed.
- 5.5 Permit rationing has not, however, been recommended as it differs considerably from suggestions made by the petitioners. Such a proposal would also appear unlikely to be supported by those households who wish to park multiple vehicles on street. It also does not take into account the use of visitor permits.
- 5.6 Removal of the permit parking restriction has been considered as an option. Although this would be beneficial to residents in so far as they would no longer need to purchase exemption permits, it has not been recommended on the grounds that no funding has been allocated to cover the cost of removing the scheme, and that such changes would not contribute to the Council's priorities with respect to the investigation of permit parking schemes.
- 5.7 If there is external demand for parking in the vicinity, removal of the existing permit scheme may result in worsened conditions for parking on Falding Street as anyone would be able to park there. Further investigations would be required to assess how far this might be an issue.
- 5.8 Extending the hours of operation of scheme has been considered. This would require a change to the traffic order, for which no funding is presently available. Given that the numbers of permits in issue exceeds the kerbside parking capacity (paragraph 4.9), extending the operating hours of the scheme may not materially improve the parking situation on the street.
- 5.9 Reducing the cost of permits has been considered. In the interests of equality, the changes for permits are fixed throughout the city (outside of the city centre). Reducing the standard permit charge would have a considerable financial implication; the financial viability of permit parking schemes is dependent on income received from the sale of permits, which presently cover approximately one third of the operational and enforcement cost of permit parking schemes throughout the city.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 No funding is available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings

associated with the request.

6.2 Currently, the Council's priority for the investigation of new or revised permit parking schemes is the area adjacent to the city centre. Changes at Falding Street would not contribute to this priority.

6.3 Due to excessive residential parking demand, alterations to the hours of operation of the scheme are unlikely to bring about an improvement in the availability of kerbside parking space. Whilst removal of the scheme would alleviate residents of the need to buy exemption permits, it may result in a deterioration in parking conditions on Falding Street, although parking surveys conducted elsewhere in the town suggest any influx of non-residents is unlikely to be significant.

## **7.0 RECOMMENDATIONS**

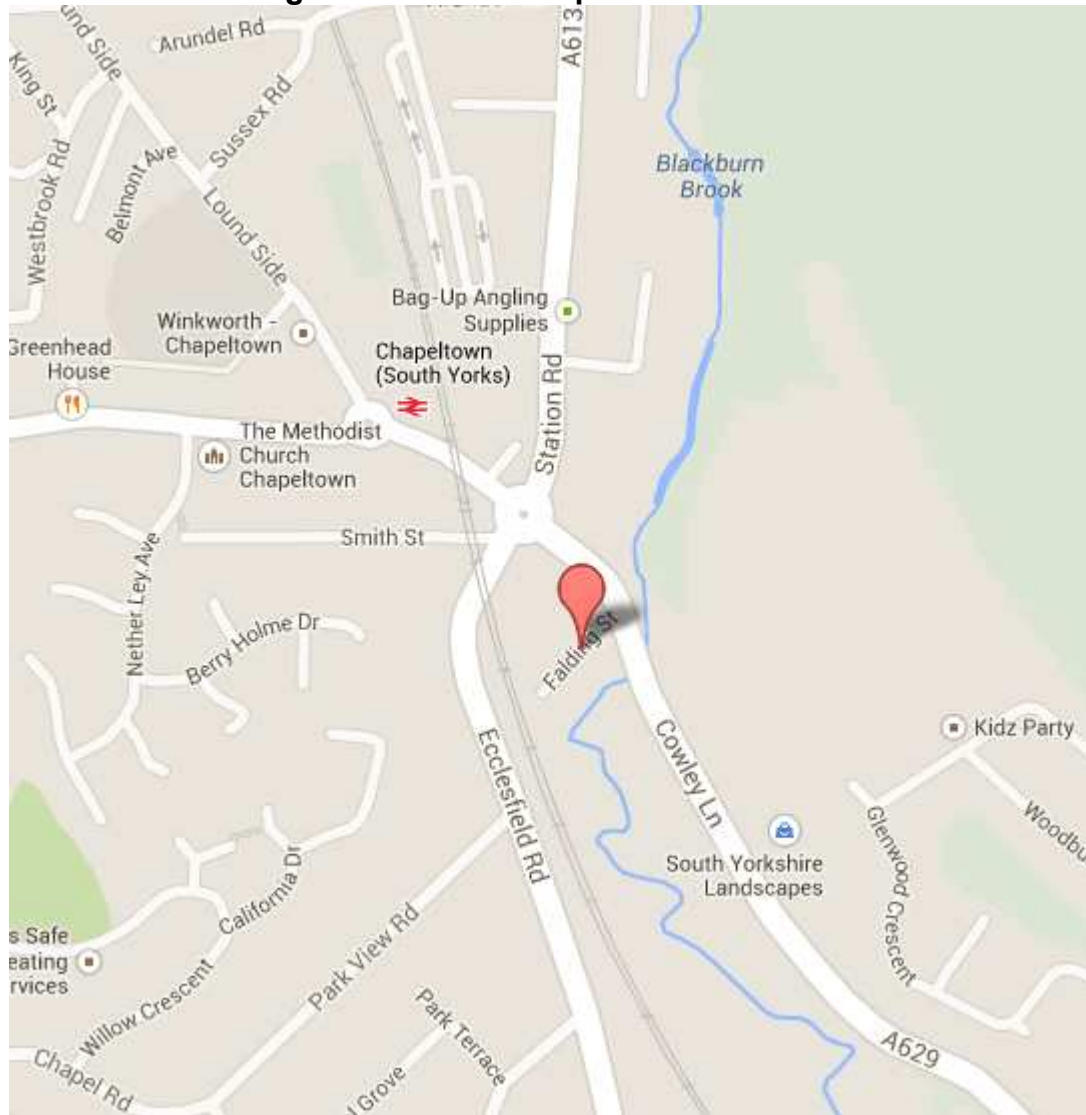
7.1 The Falding Street permit parking scheme remain in place as existing for the time being;

7.2 The lead petitioner is informed of the findings of the initial investigations.

**Simon Green**  
**Executive Director, Place**

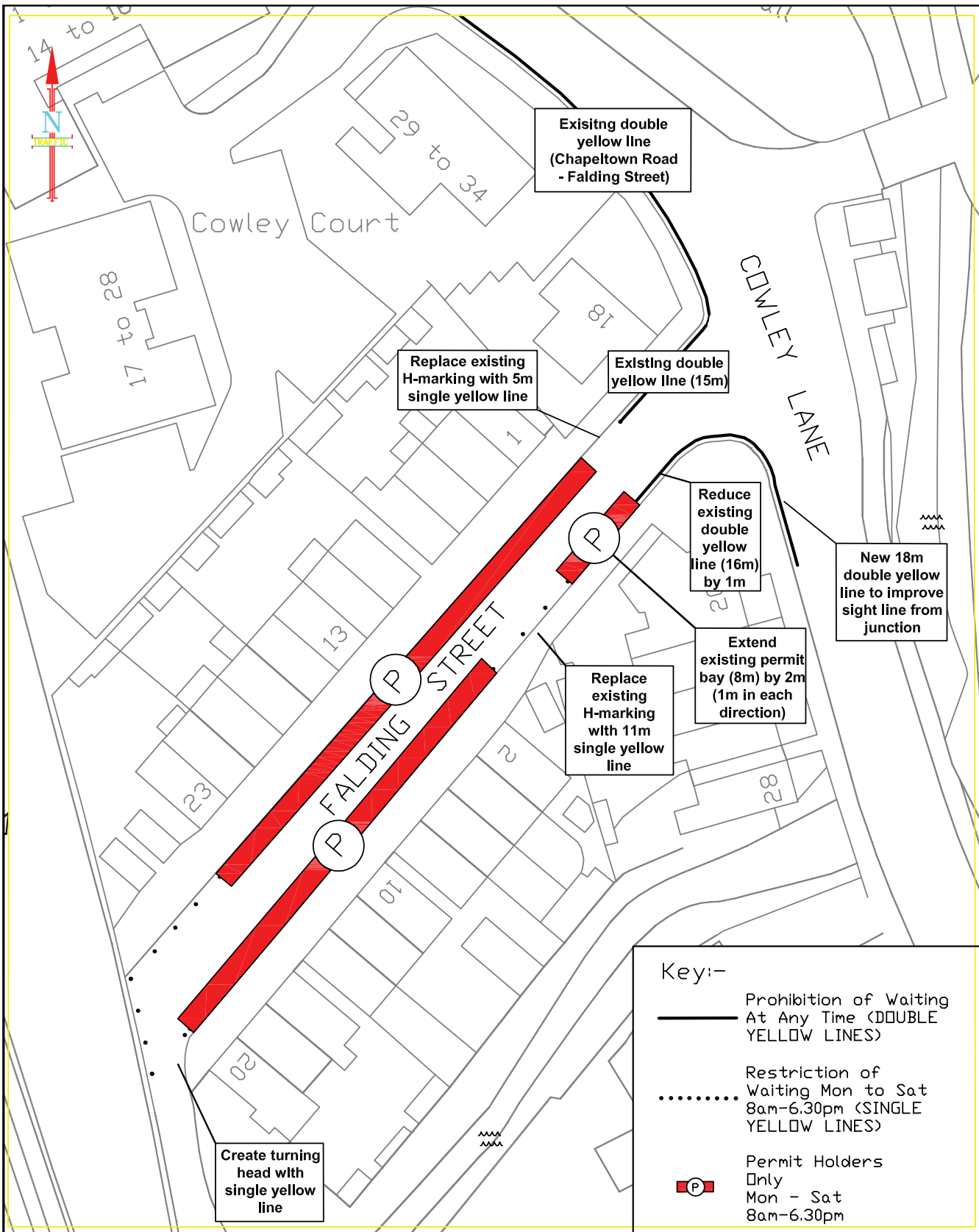
**10 April 2014**

**APPENDIX A**  
**Location of Falding Street within Chapeltown**



**APPENDIX B**  
**Layout of existing permit parking scheme**





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**DEVELOPMENT SERVICES**  
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E-mail Traffic.Regulations@Sheffield.gov.uk  
 Director: L Sturch M.R.T.P.I.  
 Development Services

A Service Area of the Directorate of Development, Environment & Leisure  
 Sheffield City Council

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Client  
**SHEFFIELD CITY COUNCIL**

Scheme  
**Falding Street - Permit Parking**

Drawing Title  
**Traffic Regulations Drawing**

Page 77

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**DEVELOPMENT SERVICES**

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## SHEFFIELD CITY COUNCIL

### Individual Cabinet Member Report

**Report of:** Executive Director, Place

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**Date:** 10/04/2014

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**Subject:** Investing in Sheffield's Local Transport system:  
The 2014/15 Capital Programme

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**Author of Report:** Dick Proctor; Tel: 2735502

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**Summary:** The purpose of this report is to confirm the previously reported overall transport capital programme for the Council in 2014/15

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#### Reasons for Recommendations:

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

#### Recommendations:

- Confirm the previously outlined draft 2014/15 Local Transport Plan Programme, subsequent to the Council's overall budget setting process;
  - Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.
- 

**Background Papers:** Appendix A: details of the 2014/15 transport capital programme

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

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

## **INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: THE 2014/15 CAPITAL PROGRAMME**

### **1.0 SUMMARY**

- 1.1 The purpose of this report is to confirm the previously reported overall transport capital programme for the Council in 2014/15.

### **2.0 OUTCOME AND SUSTAINABILITY**

- 2.1 The Council's overall transport programme is now funded from several sources as described in the December 2013 report. The 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

## **4.0 TRANSPORT CAPITAL PROGRAMME REPORT**

### **Introduction**

- 4.1 In December 2013, the Cabinet Member for Transport provisionally endorsed a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main source for this, provided 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, now led by the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority. Sheffield's share of the LTP for 2014/15 is now confirmed as £4.523m.
- 4.2 Other funding sources have also been made available to South Yorkshire partners as described in the December report. These are the Local Sustainable Transport Fund (LSTF) and Better Bus Area (BBA) programmes. Sheffield is responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 4.3 The SYLTP partnership wishes to ensure all of the sub-region's 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
- 4.4 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 therefore continues to be central to the priorities for the Council's overall transport capital programme for the next five years.

### **Proposed 2014/15 Local Transport Plan Programme**

- 4.5 For 2014/15, a programme was provisionally endorsed by the Cabinet Member in December 2013, prior to formal receipt and confirmation by the South Yorkshire ITA of the precise funding available. This funding has now been confirmed, and the programme can be ratified in detail.
- 4.6 The December report described the rationale and priorities for the various "block allocations" within Sheffield's LTP programme. The details of the allocations are now set out in Appendix A for confirmation. They can be summarised as follows:

<b>Draft 2014/15 LTP Programme by Block Allocation</b>	<b>£ million</b>
Road Safety schemes	<b>0.993</b>
Action linked to "Streets Ahead" Programme	<b>1.500</b>
Action for Pedestrians	<b>0.575</b>
Action for Cyclists	<b>0.600</b>
Traffic management schemes	<b>0.415</b>
Public Transport measures	<b>0.440</b>
<b>Total (£4.523 available)</b>	<b>4.523</b>

A summary of the previously reported other funding programmes is:

<b>Other 2014/15 funding streams Programmes</b>	<b>£ million</b>
Penistone Road Pinch Point project	<b>3.013</b>
LSTF cycling initiatives	<b>0.360</b>
LSTF Woodhouse bus corridor	<b>0.950</b>
LSTF other schemes (see appendix)	<b>0.690</b>
Better Bus Area ("BB2") Programme	<b>1.440</b>
Other multi-funded projects	<b>0.750</b>
South Yorkshire Network Management schemes	<b>0.100</b>
<b>(sub-total)</b>	<b>7.303</b>
<b>Grand Total</b>	<b>£11.866m</b>

### **Next steps**

- 4.7 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 Council's formal Capital Approval process.

### **Relevant Implications**

- 4.8 As described in the December report cash claims for LTP funds, cash grants will be claimed from the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority as expenditure is incurred throughout the year. This will include the use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed.
- 4.9 The financial implications, legal implications, partnership implications and results of an Equality Impact Assessment are all as previously reported in December 2013

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The alternative options for prioritising the allocations of transport funding were also discussed and endorsed in December 2013.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Council Officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the proposed LTP capital programme for 2014/15 and the LSTF and “Better Buses” 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 Confirm the previously outlined draft 2014/15 Local Transport Plan programme subsequent to the Council’s overall budget setting process;
- 7.2 Instruct officers to seek appropriate financial approval for each project through the Council’s formal Capital Approval process.

Simon Green  
Executive Director, Place

25 March 2014



Funding Source	Scheme Title	Description	Budget Allocation
<b>LTP PUBLIC TRANSPORT MEASURES (£0.44m)</b>			
LTP	Bus Hotspots Programme		£200,000
LTP	Ecclesall Road Key Bus Route	various measures "post-BBAF"	£30,000
LTP	residual BRT North SCC fees contribution		£10,000
LTP	Public Transport Commuted Sums	whole-life maintenance costs for non-LTP schemes	£200,000
<b>LTP NETWORK MANAGEMENT PROGRAMME (£0.415m)</b>			
LTP	Chesterfield Road traffic management	removal of resignals, provide cycle lane	£40,000
LTP	Streets Ahead related revisions to waiting restrictions	small scale amendments to signs+lines	£50,000
LTP	Traffic Signal enhancements - various sites	traffic management programme	£20,000
LTP	Mayfield Valley weight restriction	HGV Routes Programme - signs & lines	£80,000
LTP	Strines length restriction	HGV Routes Programme - signs & lines	
LTP	Hagg Hill weight restriction	HGV Routes Programme - signs & lines	
LTP	Road Reclassifications	HGV Routes Programme - signs & lines	
LTP	taxi facilities measures	Taxi Facilities Block	£25,000
LTP	Ecclesall Road Parking Management	parking management scheme	£25,000
LTP	Fawcett Street Permit Parking (Netherthorpe)	permit parking scheme	£25,000
LTP	Norfolk Street Permit Parking	permit parking scheme	£10,000
LTP	Hillsboro permit parking scheme	post scheme review	£15,000
LTP	St Vincents / St Georges permit parking scheme	permit parking scheme	£20,000
LTP	Traffic Regulations Enforcement upgrades	road markings and equipment upgrades	£100,000
LTP	future permit parking schemes - assessment work	permit parking review work	£5,000
<b>LTP ROAD SAFETY PROGRAMME (aligned with Streets Ahead core programme ) (£0.993m)</b>			
LTP	London Road 20 mph scheme	20 mph speed limit scheme	£65,000
LTP	Hackenthorpe	20 mph speed limit scheme	£88,000
LTP	Longley	20 mph speed limit scheme	£50,000
LTP	Southey Green	20 mph speed limit scheme	£25,000
LTP	Heeley / Meersbrook	20 mph speed limit scheme	£62,000
LTP	Shirecliffe	20 mph speed limit scheme	£45,000
LTP	Darnall	20 mph speed limit scheme	£68,000
LTP	City Centre 20 mph scheme development	20 mph speed limit scheme	£10,000
LTP	Firth Park Road (Bolsover St, IdsworthRd)	Accident Saving Scheme	£320,000
LTP	Barnsley Road j/w Elm Lane	Accident Saving Scheme	
LTP	Coisley Hill (Coisley Hill rdbt - Wolverley Rd)	Accident Saving Scheme	
LTP	Future scheme development	Accident Saving Scheme	
LTP	Speed Indication Devices	SIDs Programme	£70,000
LTP	School Keep Clear Programme	several small SKC schemes	£150,000
LTP	Road Safety Audit Stage 3 - issues arising	several remedial treatments	£40,000
<b>LTP CYCLING PROGRAMME (aligned with Streets Ahead core programme ) (£0.6m)</b>			
LTP	Little Don Link	Upper Don Route, mostly off-road	£100,000
	Upper Don Valley, phase 4 (cont'd)	Cycling Programme	£80,000
	Upper Don Valley, Beeley Wood Rd shared footway	Cycling Programme	
LSTF/LTP	Blackburn Valley Phase 1B (Hague section)	Cycling Programme	£80,000
	Blackburn Valley phase 2, rail formation + fencing	Cycling Programme	
	Blackburn Valley phase 2, approaches to Nether Lane	Cycling Programme	
	Blackburn Valley phase 3	Cycling Programme	£10,000
	Citywide programme of cycle routes signing	Cycling Programme	
LTP	Green Routes Network	Programme of further Green Routes	£80,000
LTP	Streets Ahead Cycle Opportunities	Programme of small-scale improvements	£250,000
<b>LTP ACCESSIBILITY PROGRAMME (aligned with Streets Ahead core programme ) (£1.5m)</b>			
LTP	Streets Ahead Small-scale Opportunities Programme	Streets Ahead - Opportunities Programme	£800,000
LTP	Programme of Reducing Street Clutter	Streets Ahead - Enhancement Programme	£700,000
LTP	Spa Lane one-way system	Streets Ahead - Enhancement Programme	
LTP	Dyche Lane	Streets Ahead - Enhancement Programme	
LTP	Birley Lane St Lighting	Streets Ahead - Enhancement Programme	
LTP	Blackstock Rd. (adj Constable Rd, Backmoor Rd)	Streets Ahead - Enhancement Programme	
LTP	Blackstock Road nr. Callow Road	Streets Ahead - Enhancement Programme	
LTP	Hangingwater Rd nr Whiteley Wood Rd	Streets Ahead - Enhancement Programme	
LTP	Bernard St / Cricket Inn Rd	Streets Ahead - Enhancement Programme	
LTP	Woodbourn Rd at Worthing Rd	Streets Ahead - Enhancement Programme	
LTP	Ridge View Drive - footpath to Wincobank	Streets Ahead - Enhancement Programme	
LTP	Clarkson St, Glossop Rd	Streets Ahead - Enhancement Programme	
LTP	Clarkehouse Rd j/w Newbould Lane	Streets Ahead - Enhancement Programme	
LTP	Harborough Ave at Wedge Park	Streets Ahead - Enhancement Programme	
LTP	Harborough Avenue / Prince of Wales Road	Streets Ahead - Enhancement Programme	
LTP	Prince of Wales Rd / Castlebeck Ave / Beaumont Rd	Streets Ahead - Enhancement Programme	
LTP	Crookesmoor Rd / Northumberland Rd	Streets Ahead - Enhancement Programme	
LTP	Beech Hill Rd j/w Glossop Rd	Streets Ahead - Enhancement Programme	
LTP	Harcourt Rd j/w Crookes Valley Rd	Streets Ahead - Enhancement Programme	
LTP	Yew Lane nr Stocks Hill	Streets Ahead - Enhancement Programme	
LTP	Gladstone Rd / Belgrave Rd / Ranmoor Cliffe Rd	Streets Ahead - Enhancement Programme	
LTP	Owler Lane at Fir Vale	Streets Ahead - Enhancement Programme	
LTP	Barnsley Rd / Elm Lane	Streets Ahead - Enhancement Programme	
LTP	Redmires Rd / Crimicar Lane bus stop	Streets Ahead - Enhancement Programme	
LTP	StumperLow Lane jw Fulwood Rd	Streets Ahead - Enhancement Programme	
LTP	Warren Lane 20 mph	Streets Ahead - Enhancement Programme	
LTP	Wybourn Great Places	Streets Ahead - Enhancement Programme	
LTP	Chesterfeld Rd / Scarsdale Rd	Streets Ahead - Enhancement Programme	

OTHER LTP SCHEMES FOR PEDESTRIANS			(£0.575m)		
LTP	City Centre "Knowledge Gateway" scheme	package of walking, cycling measures	£75,000		
LTP	Public Rights of Way Programme	package of small-scale improvements	£140,000		
LTP	ManchesterRd / Crookes / Nile St	pedestrian facilities within junction	£350,000		
LTP	Porter Valley Crossing facilities	package of walking, cycling measures	£10,000		
<b>LTP PROGRAMME TOTAL</b>			<b>£4,523,000</b>		
DfT PinchPoint	A61 Penistone Road Pinch Point scheme	major junction improvements - aligned to Key Bus Route (see below)	£3,013,000		
<b>LOCAL SUSTAINABLE TRANSPORT FUND (Phase 1) PROJECTS (£2.00m)</b>					
LSTF	Woodhouse KBR - Phase 1	Bus stop improvements	£950,000		
LSTF	Woodhouse KBR - Phase 2 & 3	Bus stop improvements			
LSTF	Woodhouse KBR - Phase 4	Bus stop improvements			
LSTF	Woodhouse KBR - Badger Rd	Bus stop and parking lay-bys			
LSTF	Woodhouse KBR - Handsworth Grange Rd/Ballifield Drive	Bus Stops and TRO			
LSTF	Woodhouse KBR - Handsworth Rd/Richmond Rd	Junction improvement			
LSTF	Woodhouse KBR - Enforcement Enabling	Signs and Lines upgrade			
LSTF	Woodhouse KBR - Handsworth Rd (Parkway)	Bus priority and highway improvements			
LSTF	Woodhouse KBR - RID Review	Bus priority/UTC improvements			
LSTF	Tram Feeder Services - Malin Bridge	Bus Lay-by and junction improvement		£200,000	
LSTF	Bus Hotspot - Bridgehouses	Junction improvement	£350,000		
LSTF	Bus Hotspot - STM Strategy Shalesmoor	UTC improvements	£40,000		
LSTF	Bus Hotspot - STM Strategy Glossop Rd/West St/Hanover Way	UTC improvements	£40,000		
LSTF	Bus Hotspot - STM Strategy Hillsborough Corner	UTC improvements	£40,000		
LSTF	County-wide school related work	LSTF School Travel Planning work	£20,000		
LSTF	East Coast Rd	Lower Don Valley Cycle Route	£200,000		
LSTF	Link from Weedon St to Colliery Rd	Lower Don Valley Cycle Route			
LSTF	Furnival Rd - Blonk St (Canal Basin to 5WW)	Lower Don Valley Cycle Route			
LSTF	Leveson St to Warren Street	Lower Don Valley Cycle Route			
LSTF	Milford Street to Carbrook St	Lower Don Valley Cycle Route			
LSTF	Sheffield Road to Tinsley Link	Lower Don Valley Cycle Route			
LSTF	Cobweb Bridge refurbishment	Lower Don Valley Cycle Route			
LSTF	Upper Don Valley phase 4 - match funding for LTP scheme	Upper Don Valley Cycle Route (Green Route)		£80,000	
LSTF	Blackburn Valley Phase 1B - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)		£80,000	
LSTF	Blackburn Valley phase 2 - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)			
LSTF	Blackburn Valley phase 3 - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)			
<b>"BETTER BUS AREA" PROJECTS (£1.44m)</b>					
BB2	Gleadless KBR Constable Rd/Raeburn Rd Junction	Junction improvement	£480,686		
BB2	Gleadless KBR Raeburn Rd/Leighton Rd Junction	Junction improvement			
BB2	Gleadless KBR Stops Phase 3	Bus Stop Improvements			
BB2	Gleadless KBR Blackstock Road Terminus	Bus turning circle improvements			
BB2	Gleadless KBR Blackstock Road/Constable Rd Junction	Junction improvement			
BB2	Gleadless KBR Norton Lane/Hemsworth Rd Junction	Junction improvement			
BB2	Gleadless KBR Gleadless Rd/Blackstock Rd Junction	Junction improvement			
BB2	Gleadless KBR Richards Rd	Parking Improvements			
BB2	Gleadless KBR Prospect Rd/Myrtle Rd	Junction improvement and inbound bus lane			
BB2	Sheffield City Centre UTC Bus Priority	Bus priority/UTC improvements		£465,595	
BB2	KBR Chesterfield Rd - Heeley Bottom	New inbound bus lane	£28,638		
BB2	KBR North Sheffield - Barnsley Rd	New inbound bus lane	£105,358		
BB2	Parkway Bus Priority Measures	New inbound bus lane	£123,855		
BB2	Penistone Road KBR	New outbound bus lanes	£235,235		
<b>South Yorkshire - Other Projects (PTE funded etc)</b>					
multi-funded	Mosborough KBR - City Rd	New outbound bus lane	£200,000		
multi-funded	Mosborough KBR - City Rd to Four Lane Ends	Signs and Lines upgrade			
multi-funded	Mosborough KBR - Bus Stops	Bus stop improvements			
multi-funded	Mosborough KBR - Birley Spa Lane/Springwater Av	Junction improvement and bus stops	£450,000		
multi-funded	Bus Hotspot - Birley Spa Lane/Moss Way	Mini roundabout			
multi-funded	Bus Hotspot - Moss Way/Ochre Dike Lane	Junction improvement			
multi-funded	Bus Hotspot - Hague Lane/Potter Hill Lane High Green	Radius Improvement			
multi-funded	Bus Hotspot - Bole Hill	Carriageway widening and bus stops			
multi-funded	Bus Hotspot - Nethergate Phase 2	Junction improvement			
multi-funded	Bus Hotspot - Reney Rd/Bocking Lane/Reney Avenue	Highway Improvements/Bus stops/TRO			
multi-funded	Bus Hotspot - Halifax Rd/Salt Box Lane	Right turning pocket Lane			
SY-LTP	Handsworth - Waverley (Quarry Road)	Handsworth - Waverley Cycle route	£100,000		
SY-LTP	Greenhill Avenue/ Bocking Lane Junction (Meadowhead)	New traffic signals and junction alterations	£100,000		
SY-LTP	SYITS programme	County-wide LSTF and LTP work			
<b>(sub-total, non-LTP funds available)</b>			<b>£4,289,367</b>		
<b>GRAND TOTAL FUNDING</b>			<b>£11,825,367</b>		

## SHEFFIELD CITY COUNCIL

Highway Cabinet Member  
Decision Session

**Report of:** Executive Director, Place

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**Date:** 10 April 2014

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**Subject:** Parking Services Income

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**Author of Report:** Paul Fell Tel: 0114 205 7413

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**Summary:** The purpose of this report is to set out how the Council uses income from parking in accordance with the Road Traffic Regulation Act 1984. Although not a comprehensive list, the report includes examples of appropriate uses of this income.

The report also sets out the parking prices and tariffs which it is proposed will be applicable in the City during the 2014/15 financial year and seeks approval to progress a range of improvements to parking delivery

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**Reasons for Recommendations:**

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

**Recommendations:**

- Formally endorse the Council using income from parking in accordance with Section 55 (4) of the Road Traffic Regulation Act 1984 on the type of scheme highlighted in paragraph 4.7.
- Approve the continued use of the tariffs in paragraph 4.3 and Appendix A1 and A2 and endorse the proposal not to raise tariffs in 2014/15.
- Approve the continued use of the costs of residents and business permits set out in paragraph 4.5.

- Approve the rollout of the RingGo phone payment system Citywide and the ceasing of the transaction fee, as set out in paragraph 4.8.
- Approve the change in terms and conditions relating to pay and display in machine breakdown as set out in paragraph 4.9.
- Approve the further investigation of parking improvements set out in paragraph 4.10.

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**Background Papers:** Appendix A1 – Street Parking Tariffs (pdf)  
Appendix A2 – 2013 Off Street Schedule  
Appendix B – Permit Parking Prices

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Yes Cleared by Catherine Rodgers,
<b>Legal Implications</b>
Yes Cleared by Deborah Eaton,
<b>Equality of Opportunity Implications</b>
NO
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
All
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **Parking Income**

### **1.0 SUMMARY**

- 1.1 The uses to which income from parking can be put are set out in Section 55 (4) of the Road Traffic Regulation Act 1984. This covers income from parking charges, parking permits and penalty charge notices (PCNs – often referred to as fines). There are similar statutory provisions relating to bus land contravention PCNs, and these were approved by Individual Cabinet Member Decision in January 2014.
- 1.2 The purpose of this report is to explain how the Council proposes to use income from parking in line with Section 55 (4) of the Road Traffic Regulation Act 1984 and to seek approval for those proposals. The report includes examples of appropriate spend.
- 1.3 The report will also highlight current parking tariff structures and charges which were approved by Council and which it is proposed should continue to be utilised in Sheffield during the year 2014/15 and in future years until any decision is taken to vary these charges. For clarity, no increase is proposed to the current tariff structure which is currently in operation.
- 1.4 The report also sets out a number of proposed improvements to the way in which parking is delivered and seeks approval for the investigation of a number of measures and implementation of others.

### **2.0 OUTCOME AND SUSTAINABILITY**

- 2.1 The operation of on and off street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the management of traffic in the city. Traffic management 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 Traffic management through parking restrictions and their enforcement 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 surplus parking income is the provision and maintenance of off street parking spaces. Income may also be used to fund public transport improvements, new highway schemes, highway maintenance, reducing environmental pollution and maintaining and improving public open spaces.

- 3.2 This report sets out proposed improvements to the delivery of parking in the City which will improve the customer experience and enhance the visitor's perception of parking accessibility in the city.

#### **4.0 BACKGROUND**

- 4.1 The Council receives income from parking via a number of sources, namely from Pay and Display machines, parking permits and Penalty Charge Notices (PCNs).

##### **Pay and display income**

- 4.2 The Council operates pay and display parking in a range of car parks and on-street parking spaces, both within the City Centre and in suburban areas.
- 4.3 In response to customer demands, the Council introduced a new range of on and off street parking tariffs in the City Centre in April 2013. These changes were approved by the full Council in its annual budget meeting. The changes were designed to provide a clear and easily understood tariff structure. The structure features the use of 50p/£1 monetary units and 30min/1 hour units of time. Also in response to customer feedback, time limits within all on street (and on most off street) spaces in the City Centre area were removed, although long stay parking is discouraged by relatively higher tariffs. In the city centre, time limits remain in car parks which are subject to planning conditions limiting them to short stay parking. The costs in the Permit Parking Zone were increased from 40p to 50p per hour. It is proposed that the parking prices throughout the city remain unchanged during the 2014/15 financial year and in subsequent years until such time that any further decision is taken by the Council to vary them. The current parking prices are set out in the schedules contained in Appendix A1 and A2.
- 4.4 At the same time the City Centre parking tariffs were changed, the days and times of operation of the City Centre Controlled Parking Zone were increased through an experimental Traffic Regulation Order (TRO) which can last for up to 18 months, with the formal objection period running for the first six of the 18 months. A separate report detailing objections to the TRO and making recommendations on the way forward will be brought for Cabinet Member approval. The only change proposed to the current tariff structure is to allow pre-payment for the flat rate evening and Sunday tariffs. These are currently only accessible to drivers who actually pay during the period that the flat rate is available. This change is proposed in response to customer comments.

##### **Parking Permits**

- 4.5 The changes to parking across the City which were introduced in 2013 also included changes to the prices and terms and conditions for residents and business parking permits. These are set out in Appendix B. It is not proposed to change these prices and terms and conditions

during the 2014/15 financial year and it is proposed to maintain these until any future decision to vary them.

### **Penalty Charge Notices**

- 4.6 The Council's Civil Enforcement Officers enforce parking restrictions across the city. The cost of a PCN depends on the offence committed and are set by law. There are no plans to change them at present. Enforcement is carried out via foot patrols and, since October 2013, via a camera enforcement vehicle. Funding has been obtained from the South Yorkshire Safety Camera Partnership for a second camera enforcement vehicle, which is now being built. This will mean that greater effort can be put into the enforcement of school entrance markings in order to enhance safety and clearway restrictions on main routes to ensure that traffic flows are not impeded by inconsiderate parking.
- 4.7 The above sources jointly make up the 'parking account', the use of which is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984. This Act sets out the purposes for which income from parking can be used. These are:
- Provision and maintenance of off street parking
  - Funding public transport
  - Highway and road improvements and maintenance
  - Reducing environmental pollution
  - Improvement and maintenance of public open space
  - Provision of outdoor recreational facilities open to the public without charge

All of these functions are carried out by the Council's Regeneration and Development Service, which includes Transport Traffic and Parking Services and Highways Maintenance Divisions. Any income from parking is currently utilised to underpin the activities of these two service areas.

Recognising that parking surpluses are a topical subject and mindful of recent high profile court cases, it is felt to be important that political approval is recorded of the usage to which parking income is currently put.

### **Paying by Phone**

- 4.8 The Council currently utilises the RingGo telephone payment system, which allows drivers to pay for parking via mobile phone. The system allows drivers to receive reminders when their paid for time is expiring and to extend their parking time where this is allowed. This system is currently available in the city centre only. It is proposed that this system is now rolled out to the whole of the Council's pay and display parking spaces. There will be a cost of £10,000 to cover the necessary work to enter the new zones into the RingGo system and provide appropriate signage on all the Council's 500+ pay and display machines. The Council currently charges a 20p per transaction "convenience" fee on



RingGo transactions. This fee is optional and is felt to be restricting the uptake of mobile phone payments. Removing the fee will result in a reduction in income of around £15,000 per annum. However it is considered that this is a necessary step towards significantly increasing the use of electronic payment. Experience from elsewhere in the country indicates that the initial loss of income is mitigated by efficiencies associated with increased use of payment by phone. Approval is therefore sought to expand the use of the system as previously mentioned and remove the convenience fee, thus making telephone payment cost the same as using cash. This is part of a wider initiative to move drivers towards electronic payment methods, with the overall aim of improving convenience and reducing costs. Approval in principal is also sought to set up a telephone pre-payment system utilising “e-wallets” where drivers can pre-pay for blocks of parking fees. This system will allow the Council to provide incentives for pre-payment and also to make special offers to RingGo customers, for example cheaper Christmas parking offers.

### **Changes to Terms and Conditions**

- 4.9 Currently, when pay and display machines break down and drivers cannot buy a ticket, we give free parking at that location until the day ends as it is difficult to prove whether a driver could have purchased a ticket or not. In poor weather there can be a significant number of machines not issuing tickets. This has an impact on income. If approval is granted to roll out the RingGo system city-wide, this will offer drivers a convenient alternative payment method when pay and display machines are out of order. Many other Local Authorities across the country have terms and conditions which require drivers to pay by RingGo or to use a nearby alternative pay and display machine in the event of any machine breakdown. Approval is therefore sought to alter legal orders and terms and conditions of use, such that when a pay and display machine is out of order, drivers will either have to:
- Purchase a ticket from a nearby machine which uses the same tariffs
  - Use the RingGo telephone payment system, or;
  - Park elsewhere if they cannot pay via these methods

If no payment is made and the vehicle remains parked in the bay or car park covered by the out of order machine, this will constitute a contravention of the prevailing waiting restriction and a penalty charge notice will be issued. It is considered that the reduction in loss of income from pay and display machines being out of order will cover the costs of implementing the improvements to the RingGo system detailed in section 4.8 and any necessary changes to legal orders and pay and display machine / car park information signs necessary to implement the new terms and conditions. It is proposed that these changes to terms and conditions be introduced when the RingGo system is rolled out to all the city’s pay and display spaces, as discussed in 4.8. This co-ordination is necessary as the new signing will incorporate clear information for drivers on what they should do in the event of a pay and display machine breakdown, as described above.

## **Parking Improvements**

- 4.10 Improvements to parking in the City Centre will be developed and be the subject of a further report. They will include "Smart Parking" – a new technology which involves placing of sensors in parking bays. These sensors update a central system via radio, offering drivers real-time information on the availability of parking spaces and guidance to them via a smartphone app, which acts like a satellite navigation system. Once the driver has reached their parking space, the system links to telephone payment systems such as RingGo to allow cashless payment and provide reminders when paid time is expiring. Such systems are on trial in London, Birmingham and Manchester. The trial in Westminster has been successful and is now being rolled out to up to 10,000 parking spaces. It is felt that a Smart Parking system has significant potential to assist in overcoming the widely held, but incorrect, perception that parking is difficult to find in Sheffield. The linkage to cashless payment systems also holds out further potential for improving the customer experience and reducing costs. The system has been shown to improve payment compliance and parking space utilisation as well as offering the potential for targeted enforcement. It is proposed therefore to develop a business case for this initiative in Sheffield and then seek funding for a limited scale trial of Smart Parking technology in order to establish whether the improved space utilisation and compliance benefits obtained elsewhere can be replicated. The aim will be to establish whether the system can offer value for money. It is envisaged that in the region of 500 parking spaces in the city centre could be involved in the trial.

## **Relevant Implications**

- 4.11 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.

## **Financial Implications**

- 4.12 There are no specific financial implications arising from the proposal to maintain the 2013/14 charges for on and off street parking and permit fees for 2014/15. It should be noted that any costs of extending the RingGo telephone payment system for pay and display parking beyond the City Centre, and removing the transaction convenience fee on RingGo calls outlined in paragraph 4.8 will be absorbed through efficiencies within the Parking Services budget. The business case for using 'e-wallets' to pay for parking by phone will be developed. The decision to roll out the e-wallets will be delegated to appropriate operational and finance officers.

- 4.13 The financial implications for new parking developments such as these set out in paragraph 4.10, will be subject to further reports.

### **Legal Implications**

- 4.14 Examples of the types of expenditure for parking income have been described in paragraphs 4.7 in this report and as long as the Council continues to apply any generated for the purposes prescribed within the regulations then it is acting lawfully and within its powers.
- 4.15 Section 45 of the Road Traffic Regulation Act 1984 ("the act") gives the Local Authority a power (a discretion) to redesignate parking places on a highway; to charge for the use of them and to issue parking permits for a charge. Section 55 of the Act provides for the creation of a ring-fenced account (the Specialist Parking Account "SPA") into which the monies raised through the operation of the permit places must be placed. It also provides that any income created through the administration of the scheme may be applied for any of the purposes specified in Section 55(4) which have been highlighted in paragraph 4.7 above.
- 4.16 Section 112 of the Act imposes a general duty on the Council to exercise its function under the act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" ("traffic management purposes").

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Alternative options do not exist for utilisation of parking income, as the use of this income is specified by legislation.
- 5.2 The Council could maintain its current parking operation but this would not take advantage of developing technology to offer more customer focussed parking facilities in the City.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Although the Council are already following the legislation in terms of using parking 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.
- 6.2 It is proposed to develop an initiative for Smart Parking and to revise the RingGo payment system to improve convenience for motorists seeking to park in Sheffield.

## **7.0 RECOMMENDATIONS**

- 7.1 Formally endorse the Council using income from parking in accordance with Section 55 (4) of the Road Traffic Regulation Act 1984 on the type of scheme highlighted in paragraph 4.7.
- 7.2 Approve the continued use of the tariffs in paragraph 4.3 and Appendix A1 and A2 and endorse the proposal not to raise tariffs in 2014/15.
- 7.3 Approve the continued use of the costs of residents and business permits set out in paragraph 4.5.
- 7.4 Approve the rollout of the RingGo phone payment system Citywide and the ceasing of the transaction fee, as set out in paragraph 4.8.
- 7.5 Approve the change in terms and conditions relating to pay and display in machine breakdown as set out in paragraph 4.9.
- 7.6 Approve the further investigation of parking improvements set out in paragraph 4.10.

**Simon Green**  
**Executive Director, Place**

**10 April 2014**

**CITY CENTRE ON STREET PARKING CHARGES APRIL 2013**

<b>Hours of operation and duration of stay Monday - Saturday (0800-2030)</b>	<b>Central Zone 1</b>	<b>Central Zone 2</b>	<b>Central Zone 3</b>
Up to 30 mins	£1	-	-
Up to 1 hour	£2	£1	£1
90 mins	£3	-	-
2 hours	£4	£2	£2
3 hours	£6	£3	£3
4 hours	£8	£4	£4
5 hours	£10	£5	-
6 hours	£12	£6	-
7 hours	£14	£7	-
8 hours	£16	£8	-
9 hours	£18	£9	-
10 hours	£20	£10	-
11 hours	£22	£11	-
12½ hours	£25	£12	£5
<b>Monday - Saturday Special Rate (1630-2030)</b>	£2	£1	£1
<b>Sunday Special Rate (0800-2030)</b>	£1	£1	£1

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## CITY CENTRE OFF STREET PARKING SCHEDULE

1	2	3	4	5
NAME OF PARKING PLACE	SCALE OF CHARGES (See Note 1)	CLASS OF VEHICLES (See Note 2)	DAYS/HOURS OF OPERATION (See Note 3)	MAXIMUM STAY
Carver Lane	B	A	Standard Hours	All Hours
Carver Street	C	A	Standard Hours	All Hours
Wellington Street	C	A	Standard Hours	All Hours
Rockingham Street	G	A	Standard Hours	All Hours
Arundel Building	Permit Parking	A	At All Times	N/A
Brown Lane	Permit Parking	A	At All Times	N/A
Brown Lane	B	A	Standard Hours	All Hours
City Campus Access Road	Permit Parking	A	At All Times	N/A
Eyre Lane (Stoddart Building)	Permit Parking	A	At All Times	N/A
Furnival Building	Permit Parking	A	At All Times	N/A
Howard Street	Permit Parking	A	At All Times	N/A
Science Park	Permit Parking	A	At All Times	N/A
Science Park	I	A	Standard Hours	All Hours
Schofields Howard Lane	Permit Parking	A	At All times	N/A
Bailey Lane	A	A	Standard Hours	All Hours
Eldon Street	F	A	Standard Hours	All Hours
Fitzwilliam Street	F	A	Standard Hours	All Hours
Silver Street	H	A	Standard Hours	All Hours
Pond Street	Permit Parking	A	At All Times	N/A
Broad Lane	A	A	Standard Hours	All Hours
Brook Hill	A	A	Standard Hours	All Hours
Copper Street	D	A	Standard Hours	All Hours
Ebenezer Street	E	A	Standard Hours	All Hours
Stanley Lane	E	A	Standard Hours	All Hours
Trinity Street	E	A	Standard Hours	All Hours
Wicker Lane	J	A	Standard Hours	All Hours
Wiley Street	E	A	Standard Hours	All Hours
Workhouse Lane	I	A	Standard Hours	All Hours

### NOTES (These notes form part of the Schedule)

#### 1. SCALE OF CHARGES (COLUMN 2)

Scale of charges Mon-Sat 8:00am to 8:30pm	Up to 30 Mins	Up to 1 Hour	Up to 2 Hour	Up to 3 Hours	Up to 4 Hours	Up to 5 Hours	Up to 6 Hours	Up to 7 Hours	Up to 8 Hours	Up to 9 Hours	Up to 10 Hours	Up to 11 Hours	Up to 12.5 Hours
A	-	100p	200p	300p	400p	500p	600p	700p	800p	900p	1000p	1100p	1200p
B	-	150p	300p	450p	600p	750p	900p	1050p	1200p	1350p	1500p	1650	1800p
C	50p	100p	200p	300p	400p	-	-	-	-	-	-	-	500p
D	-	50p	100p	150p	200p	250p	-	-	-	-	-	-	300p
E	-	50p	100p	150p	-	-	-	-	-	-	-	-	200p
F	-	100p	200p	300p	400p	500p	600p	700p	800p	900p	1000p	1100p	1200p
G	50p	100p	200p	300p	400p	-	-	-	-	-	-	-	500p
H	-	100p	200p	-	-	-	-	-	-	-	-	-	300p
I	-	100p	200p	300p	400p	-	-	-	-	-	-	-	500p
J	-	-	50p	-	100p	-	150p	-	-	-	-	-	200p

#### Evening Scale of Charges Mon-Sat 4:30pm to 8:30pm

A, D, E, H, I	All Evening 100p
B, C, F, G	All Evening 200p

#### Sunday Scale of Charges 8:00am to 8:30pm

A, B, C, D, E, F, G, H, I, J	All Day 100p
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#### Permit Parking

When denoted on signs displayed within a car park a vehicle may be parked without further payment of Pay and Display charges on that car park provided that the vehicle is:-

- displaying a valid parking permit issued by the City Council with respect to that car park,
- for a charge to be determined by the City Council, and
- the permit is being used in a manner directed by the City Council.

2.	<p><b>CLASSES OF VEHICLES (COLUMN 3)</b>  A: Passenger vehicles, motor cycle combinations and goods vehicles not exceeding 30 cwts unladen.</p>
3.	<p><b>DAYS/HOURS OF OPERATION (COLUMN 4)</b>  The standard hours of operation are: Monday - Sunday 0800 - 2030 unless otherwise displayed on signs within the car park.</p>
4.	<p><b>POSITION IN WHICH VEHICLES MAY PARK</b>  All vehicles shall park in a marked parking bay, or if no such bay exists, in a position so as not to prevent the free movement of other vehicles into or out of or on the car park or to interfere with the proper parking of other vehicles. No vehicle shall be parked where double yellow lines or areas hatched in yellow indicate a Prohibition of Waiting.</p>
5.	<p>No vehicle shall be parked within a parking bay marked with a disabled symbol unless displaying a valid disabled persons' badge.</p>



## **Investing Parking Income - Appendix B - Permit Parking Prices**

### **Residents Permits**

#### **City Centre**

Inner Zone £200 per annum

Outer Zone £100 per annum

#### **Other Schemes**

First Resident Permit - £36 per annum

Subsequent Resident Permits - £72 per annum

(All permit prices reduced by 50% for emissions category A&B Vehicles or if the vehicle was registered before 28 February 2001 and has an engine capacity of 1000cc or less)

Holme Lane, Loxley New Road and Vaughton Hill Schemes are free.

Replacement Permits are £20.

### **Business Permits**

First Business Permit - £72 per annum

Subsequent Business Permits - £144 per annum

(All permit prices reduced by 50% for emissions category A&B Vehicles or if the vehicle was registered before 28 February 2001 and has an engine capacity of 1000cc or less)

Business permits are not available in the following schemes: City Centre, Falding Street, Holme Lane, Loxley New Road and Vaughton Hill

Replacement Permits are £20.

### **Visitor Permits**

£12.50 for a book of 25 (Resident or Business)

Business permits are not available in the following schemes: Holme Lane, Loxley New Road and Vaughton Hill

### **Trade Cards**

£62.50 for a book of 25 daily trade cards (maximum 4 books per application)

### **Carer Permits**

Residents and organisations - £10 per annum

Replacement Carer permit - £2.50

Replacement Disc £2.50

### **Green Permits**

Permit £100 per annum

Joining Fee £10

Replacement permit or clock - £20

### **Refunds**

No refunds are given on unused periods when any permits are relinquished.

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