

Highway Cabinet Member Decision Session

Thursday 14 January 2016 at 10.00 am

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

The Press and Public are Welcome to Attend

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

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

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Environment and Transport, Councillor Terry Fox, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

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

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

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

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

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

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

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

FACILITIES

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

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

**HIGHWAY CABINET MEMBER DECISION SESSION
14 JANUARY 2016**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public.
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting.
- 3. Minutes of Previous Session** (Pages 5 - 12)
Minutes of the Session held on 17 November 2015.
- 4. Chesterfield Road - London Road Corridor: Objections to Traffic Regulation Orders** (Pages 13 - 24)
Report of the Executive Director, Place.

NOTE: The next Highway Cabinet Member Decision Session will be held on 11 February 2016 at 10.00 a.m.

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session held 17 November 2015

PRESENT: Councillor Terry Fox (Cabinet Member for Environment and Transport)

ALSO IN ATTENDANCE: Simon Botterill (Team Manager, Scheme Design)
James Burdett (Highways Engineer)
Ian Taylor (Transport Planner)
Gay Horsfield (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 previous Session held on 13 August 2015 were approved as a correct record.

4. SHEFFIELD 20MPH SPEED LIMIT STRATEGY: OBJECTIONS TO PROPOSED SPEED LIMITS IN GLEADLESS VALLEY, STANNINGTON AND PARK ACADEMY AREAS

4.1 The Executive Director, Place submitted a report describing the response from residents to the proposals to introduce a 20mph speed limit in Stannington, Gleadless Valley and the area around Sheffield Park Academy and outlining the Council's response.

4.2 Alan Barnett attended the Session to make representations to the Cabinet Member. He commented that the 15 properties on Roscoe Bank and 17 properties on Long Lane which had not been included in the proposals for a 20mph limit should be included as the roads were similar to those included in the proposed scheme.

4.3 He further stated that there was no bus service on Rivelin Valley Road so people often had to walk to the bus stop on Liberty Hill. Schoolchildren also walked on those roads and it could be very busy with pedestrians at times.

4.4 There was an average of 7-8 cars a minute which used Liberty Hill, Long Lane and Roscoe Bank at peak times and because of parked vehicles it was often like one way roads at times. During recent Streets Ahead works on Bingley Lane, people used Roscoe Bank as a diversion and the number of vehicles using the road increased to around 10-15 cars a minute.

4.5 Mr Barnett had long standing concerns over the speed of vehicles on the roads

not included in the proposals for a 20mph limit. A speed survey had been undertaken but this was in the first week of July when local schoolchildren were on holiday and the traffic was a fraction of what it usually was.

4.6 More houses were being built in the area and Mr Barnett believed the problem would only get worse. He suggested that it would not be difficult to include Roscoe Bank in the current proposals and would actually be cheaper if it could be included in this scheme rather than further down the line. He concluded that Roscoe Bank should be included in the proposals for a 20mph limit as it was only 400m from the urban area and speeding was a major problem. If Tofts Lane could also be included this would save money on signage.

4.7 Matt Turner attended the Session to make representations on behalf of Cycle Sheffield. He stated that one of the outcomes from the recent Cycling Inquiry undertaken by the Council was the aim to introduce two way cycling on one way streets. In May 2015 Cycle Sheffield had examined all the 20mph areas in the City to identify areas which were one way and this evidence was available. He was disappointed therefore that the proposals did not include the option for cyclists of two way on one way streets.

4.8 In response Simon Botterill, Team Manager, Scheme Design, commented that he wasn't aware of the request for two way exemptions for cyclists on one way roads when developing the design briefs for the scheme. He didn't disagree with the principle but would always need to assess the safety implications on a case by case basis.

4.9 The Traffic Regulation Order had already been advertised so for the remainder of Roscoe Bank to be included there would have to be a new order. He was cautious of mixing up a country lane by including a 20mph scheme but would be agreeable should the Cabinet Member request this. If any complaints were received from the Police it was unlikely that Roscoe Bank would be able to be included but officers would have to see if the Police did lodge an objection.

4.10 **RESOLVED:** That:-

- (a) the Stannington, Gleadless Valley and Sheffield Park Academy area 20mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the proposed 20mph speed limits be introduced;
- (d) an advisory part-time 20mph speed limit on parts of Stannington Road as shown in Appendix C of the report be introduced; and
- (e) a further 20 mph Speed Limit Order be promoted for the remainder of Roscoe Bank.

4.11 **Reasons for Decision**

- 4.11.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 4.11.2 Having considered the objections to the introduction of a 20mph speed limit in Stannington, and Gleadless Valley, the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy.

4.12 Alternatives Considered and Rejected

- 4.12.1 In the case of Stannington Road, consideration has been given to two alternative options to that recommended in this report. The first, to introduce a 20mph limit along the full length of Stannington Road as advertised, has been discussed in paragraph 4.8 of the report. The introduction of a mandatory part-time 20mph speed limit in the area around the entrance to Stannington infant school has also been explored and discounted due to the disproportionately high cost involved in providing the correct variable message signing required to render the limit legally enforceable.
- 4.12.2 The other objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in paragraph 4.14 of the report.

5. NORTH SHEFFIELD BETTER BUSES - RUTLAND ROAD/PITSMOOR ROAD

- 5.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project at Rutland Road/Pitsmoor Road.
- 5.2 Richard Westaway, a local resident, attended the Session to make representations to the Cabinet Member. He accepted that there was no ideal solution to address the problems in the area and the proposals would go a long way to improving the situation.
- 5.3 Mr Westaway had observed a number of red light violations at the junction and there had been a number of crashes. The engineering aspect of the scheme would also not resolve problems of people turning at Minna Road into the junction. Traffic flow will be impaired and the situation would become more hazardous for pedestrians and the difficulties people experienced crossing on both sides of Rutland Road would only be increased. The proposed traffic island would help but people may get stranded on the island unable to cross. An on demand light facility could be the solution which would only come into effect when a pedestrian requested it.

- 5.4 Mr Westaway further commented that there was a problem with surface water caused by the position of the gully outside 287 Rutland Road. The gully outside Mr Westaway's house was also permanently blocked, as a result the surface water increased the risk of accidents at the junction.
- 5.5 Prior to the road resurfacing, Heavy Goods Vehicles (HGVs) were frequently getting stuck in the road. Despite the resurfacing this still occasionally occurred making the backlog of traffic even worse.
- 5.6 The proposals brought the road closer to residents and as a result it was hoped that Mr Westaway's neighbour would be given a dropped kerb outside his property as he had requested.
- 5.7 An additional cycle advance area was needed on the approach to Minna Road. Mr Westaway then asked if there was any scope for consideration of making the area a 20mph limit given the proximity of the junctions and people turning on and off the road. Many road users also straddled the lanes because of the road markings, increasing the backlog, so Mr Westaway asked if a solid white demarcation line to define the lines could be introduced.
- 5.8 Mr Westaway concluded by asking for careful consideration of where street furniture was to be placed, as local residents will be reversing in and out of their properties, and whether there could be any mitigation measures introduced to address the issues of noise and pollution in the area.
- 5.9 Matt Turner made further representations to the Cabinet Member on behalf of Cycle Sheffield. He stated that the aim of the Council was to ensure 10% of journeys were made by bike within 10 years and the proposals in the report would put cyclists off from using the area. Advance stop lines were of little value.
- 5.10 Mr Turner did not wish to see highway capacity extension at the expense of pedestrians and the footway. Any pedestrians did not have access to a signal control, so there was a dangerous element. The scheme had also not been submitted to the Cycle Scheme Sub Committee despite assurances that all schemes would do so.
- 5.11 In response, Simon Botterill commented that, in respect of the red light abuse, cameras were only usually installed in areas where there were a high number of accidents and the evidence suggested that accidents in this area were mainly damage to vehicles rather than injury.
- 5.12 The drainage issues were in the process of being investigated. Officers would try and incorporate as many of the requests as they could into the scheme whilst bearing in mind the funding was coming from bus operators with the intention of easing congestion and improving journey times. He was surprised about the comments regarding skid resistance as the road resurfacing should have improved that but that could be tested.
- 5.13 James Burdett, Highways Engineer, reported that he had met with Mr Westaway to try and resolve some of his issues. The junction was very intensively used and

it was hoped that the extended right turn would help with that. Regarding Mr Westaways' request for a yellow box at the junction, officers would assess the scheme once it had been implemented to see if a yellow box was needed. It was hoped, given the cost implications, that it would not be needed.

5.14 The road needed to be reprofiled in full if the scheme was approved, so many of Mr Westaway's requests could be looked at at that stage. His neighbour would be getting the dropped kerb he had requested.

5.15 Simon Botterill added that he didn't believe Rutland Road was an appropriate road for a 20mph limit, although the policy on 20mph limits had been amended so as not to exclude B and C category roads. Consideration will, however, be given to including this part of Rutland Road within the 20 mph programme when this area is due for assessment.

5.16 Simon Botterill believed that the scheme was an acceptable one for pedestrians. Although he acknowledged that it did remove some of the footway, it did not take it all away and it did not reduce it lower than the normal level of provision. There was a balance to take in ensuring the scheme met the needs of the bus operators whilst not having an adverse impact on pedestrians.

5.17 The scheme had had a cycle audit and no adverse issues had been raised. It was the responsibility of the Cycle Auditor to take the scheme to the Cycle Sub Group and he would liaise with the Auditor to ensure this took place in the future.

5.18 **RESOLVED:** That:-

(a) the highway scheme on Rutland Road, between Cooks Wood Road and Pitsmoor Road, as shown in Appendix A, be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums); and

(b) the respondents be informed accordingly.

5.19 **Reasons for Decision**

5.19.1 The scheme described in the report will contribute to improving journey times and reliability for bus services along this route. At the same time it addresses the concerns of the one respondent.

5.19.2 The scheme is currently being designed in preliminary detail, with funding available to allow the scheme to progress to detailed design and construction in 2016/17.

5.20 **Alternatives Considered and Rejected**

5.20.1 The alternative to the scheme would be to do nothing, which would not address the issues that regularly occur at the location.

6. NORTH SHEFFIELD BETTER BUSES - SPITAL HILL

6.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project at Spital Hill.

6.2 Matt Turner made representations to the Cabinet Member on behalf of Cycle Sheffield. He commented that it was a very busy road with a complex junction and the proposals would discourage cyclists from using the road. It was unreasonable to expect people to share lanes with cyclists. Advanced stop lines reduced capacity for traffic and caused conflict. There was a need for a separate space for cycling as the road was too busy for people to realistically share the road.

6.3 Simon Botterill acknowledged that the proposals were not the ideal solution he would wish for cyclists. However, everything could not be started at the same time. Mr Turner's proposals, as highlighted in a video shown to the Session, would cause additional traffic congestion and therefore the scheme would not be implemented as it was funded by bus operators. He was confident that the proposals did not provide a worse situation for cyclists than was currently in operation, whilst having significant benefits for bus operators. It was a low cost change which could be added to or reversed in the future if necessary.

6.4 Councillor Terry Fox, Cabinet Member for Environment and Transport, commented that he welcomed the scheme. He was aware that bus operators were not taking the needs of cyclists into account and would raise this when meeting with the bus companies on 18 November. Issues of process such as the requirement to take schemes through the Cycling Sub Committee would be followed up.

6.5 **RESOLVED:** That:-

- (a) the highway schemes on Spital Hill, as shown in Appendices A and B of the report, be implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums); and
- (b) the respondents be informed accordingly.

6.6 Reasons for Decision

6.6.1 The schemes described in the report will contribute to improving journey times and reliability for bus services along this route.

6.6.2 The schemes are being designed in detail with funding available to allow the schemes to be built in 2015/16 and 2016/17.

6.7 Alternatives Considered and Rejected

6.7.1 The alternative would be to do nothing which would not address the issues that regularly occur at these locations. The designs are therefore the preferred options.

7. FURNISS AVENUE ZEBRA CROSSING: REPORT ON PROPOSED SCHEME

WITH LETTER OF REQUEST TO CHANGE CROSSING FROM A ZEBRA CROSSING TO A LIGHT CONTROLLED CROSSING

- 7.1 The Executive Director, Place submitted a report describing the proposals for a zebra crossing to be located on Furniss Avenue close to both Totley Brook Road and a footpath. The report also outlined comments received following public and statutory consultations and any responses given.
- 7.2 **RESOLVED:** That:-
- (a) the request for a signal controlled crossing, on Furniss Avenue, be noted but for the reasons stated in the report, approval be given to the installation of a Zebra crossing on the grounds this will be on the desire line and that the overall pedestrian vehicular flows do not warrant a signal controlled crossing at this location; and
 - (b) the relevant consultee be informed accordingly.
- 7.3 **Reasons for Decision**
- 7.3.1 To improve pedestrian facilities and safety at the site of a very busy route to school.
- 7.4 **Alternatives Considered and Rejected**
- 7.4.1 At the time of assessment it was considered most appropriate to have a zebra crossing due to the relatively low traffic speed and the desire line. A light controlled crossing would need to be a minimum of 20m away from the junction with Totley Brook Road and would be difficult to site with the driveways to houses. Moving the crossing away from the desire line would mean it would be less likely to be used. The cost of a signalised crossing is much higher and would not provide materially improved benefits. Therefore it cannot be justified at this location.

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 January 2016

Subject: Chesterfield Road – London Road Corridor: Report of
Objection to Traffic Regulation Order

Author of Report: Simon Nelson / David Whitley

Summary:

To report the receipt of an objection to the introduction of a Traffic Regulation Order on parts of the A61 Chesterfield Road and London Road.

Reasons for Recommendations:

Having considered the objection to the introduction of Traffic Regulation Order varying the hours of operation of the parts of the Chesterfield Road and London Road clearway restrictions the officer view is that the reasons set out in this report for making the Order outweigh the objections.

Recommendations:

- 7.1 Make permanent the experimental Traffic Regulation Orders shown in the appendices to this report in accordance with the Road Traffic Regulation Act 1984.
 - 7.2 Inform the objector accordingly.
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Background Papers:

Appendix A: (Scarsdale Road to Smithy wood Crescent)
Appendix B: (Smithy Wood Crescent to Heeley Retail Park)
Appendix C: (Heeley Retail Park to Broadfield Road)

Category of Report: OPEN



Statutory and Council Policy Checklist

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

CHESTERFIELD ROAD – LONDON ROAD CORRIDOR: REPORT OF OBJECTION TO TRAFFIC REGULATION ORDER

1.0 SUMMARY

1.1 To report the receipt of an objection to the introduction of a Traffic Regulation Order on parts of the A61 Chesterfield Road and London Road.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The measures described in this report make it easier for residents of Chesterfield Road to park near their homes without causing delays for buses or other traffic.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The proposals will contribute to improving parking opportunities for local residents while not adversely affecting the public transport network or accident statistics in the area.

3.2 The report will contribute to the “An in touch organisation” objective by making sure our services can change to deliver the best outcomes for Sheffield people.

4.0 REPORT

Introduction

4.1 In June 2006 Councillors approved a recommendation to alter the hours of operation of loading and waiting restrictions on a number of major transport routes around the city. The purpose of the change was to reduce congestion by extending the restrictions by half an hour in both the morning and evening weekday peak periods. The times that parking and loading would be prohibited were changed from 8.00-9.30am to 7.30-9.30am, and from 4.30-6.30pm to 4.00-6.30pm. This followed the successful trial along the Abbeydale Road corridor where journey times were improved for all vehicle types.

4.2 In February 2012 Cabinet Highways Committee approved the use of camera enforcement of loading and waiting restrictions on the city’s major commuter corridors, although more recent Government legislation has limited the type of loading and waiting restrictions that can be enforced using cameras.

4.3 The revised hours of operation of waiting and loading restrictions are being introduced corridor by corridor in tandem with core maintenance works. Before introducing the new hours of operation the existing restrictions are audited to determine whether they were still appropriate or could be changed to provide additional parking opportunities.

A61 Meadowhead - Chesterfield Road – London Road corridor (Meadowhead roundabout to the junction with Broadfield Road)

- 4.4 Weekday peak-hour traffic flow is generally tidal. In the morning peak the overwhelming flow is city-bound and in the afternoon the prevailing flow is outbound.
- 4.5 In September 2008 City Centre, South and East Planning and Highways Board requested that 'tidal' parking restrictions be trialed on sections of the Chesterfield Road corridor; that is, allowing parking on the outbound side of the road during the morning peak period and on the inbound side during the evening peak period, areas that it had previously been prohibited.
- 4.6 The introduction of the extended hours of operation of waiting and loading restrictions along the whole corridor in 2015 provided an opportunity to trial tidal parking. It was hoped that the additional parking opportunities that this would afford would go some way to offsetting any inconvenience caused to fronting property owners by the otherwise-extended times when parking restrictions would be in force. Officers were mindful that tidal parking arrangements would only be appropriate in certain locations, namely:
- it would not be detrimental to traffic flow;
 - there was a demonstrable suppressed demand for additional on-street parking; and
 - most importantly officers would only consider sections of road that were unlikely to generate large numbers of additional turning manoeuvres as drivers sought to access parking spaces that were only available on one side of the road.
- 4.7 It was for these reasons that the length of Chesterfield Road between Scarsdale Road and the Smithy Wood Crescent was selected for a trial of tidal parking under an experimental Traffic Regulation Order (see Appendix A). On this section of road:
- it is *extremely* rare for there to be any congestion outbound during the morning peak period or inbound during the evening peak;
 - the demand for parking was demonstrated by the numbers parked at weekends, i.e. when the cars would not have to be moved until the Monday morning (during the week many chose to garage their cars overnight on side streets or in the former Carpet Right car park next to Homebase; and
 - the area is residential, that is there is not the high turnover of parking associated with a more commercial area.
- 4.8 The changes to parking arrangements in this area were advertised on street and a letter and drawing was delivered to each property in May 2014. Residents and others were invited to submit an objection during the period of the experiment if they did not want the trial arrangement to be made permanent. Due to construction programming issues the tidal parking trial did not begin until April 2015.

- 4.9 A number of other more minor alterations to existing waiting restrictions were also advertised in this way. These are shown in Appendix A (Scarsdale Road to Smithy wood Crescent), Appendix B (Smithy Wood Crescent to Heeley Retail Park) and Appendix C (Heeley Retail Park to Broadfield Road).

Objections

- 4.10 One objection has been received, from the Cycling Touring Club. This states:

“By experimentally allowing parking in the against-the-flow bus lanes on some section cyclists will lose the protection that the bus lane provides with no alternative provision. There has been a longstanding agreement at the City Cycle Forum that bus lanes will not be removed in Sheffield without alternative provision being made for cyclists. This proposal violates that agreement. The Experimental Traffic Regulation Order should therefore be removed from the scheme.”

Officer response: Officers are not aware of an agreement to make alternative provision for cyclists when bus lanes are removed but agree that bus lanes offer cyclists a useful alternative to staying in the main flow of traffic. That said, the Council is expected to make best use of available road and kerb space and the primary purpose of bus lanes is to improve the journey time reliability of public transport. In the area under consideration (Scarsdale Road to Smithy Wood Crescent) the morning operation of the outbound bus lane and accompanying parking restrictions offered limited benefit to public transport services, and similarly the inbound restrictions were of limited benefit in the evening.

The bus lanes and associated restrictions continue to operate in the direction of peak flow (inbound in the morning peak and outbound in the evening) therefore cyclists travelling with the heaviest flow of traffic are unaffected by the changes, indeed will benefit from the additional half hour that parking restriction are now in operation.

Surveys conducted during the trial have shown that typically between 35-40% of the potential parking space within the outbound bus lane is occupied during the morning peak period. A similar percentage is occupied on the shorter inbound length during the evening peak. As the outbound bus lane is a reasonable width, there is still scope for a cyclist to pass a well parked car and remain within the bus lane.

- 4.11 No objections have been received from residents fronting the length of road on which tidal parking is in operation. No objections have been received to any of the other alterations indicated on the appended drawings.

Other Consultees

- 4.12 South Yorkshire Passenger Transport Executive was briefed prior to the introduction of the tidal parking arrangement and asked to note any impact on services. More recently they have been asked whether the bus operators have reported any adverse effects on bus journey times or service reliability

resulting from the experimental changes. The PTE themselves are not aware of any issues and have contacted the bus operators for their views. At the time of writing no adverse comments have been received.

- 4.13 Before the experiment began South Yorkshire Police offered the following comments:

“I have looked at these proposals, and feel that parts of this scheme (relaxed parking within the bus lane etc.) could increase the risk of collisions and possible injuries to all road users. I feel that this scheme could encourage drivers to park against the flow of traffic. This could increase the risk of accidents occurring on this very busy road. I feel that not only is there an increased risk from drivers crossing the flow of traffic to get to park, but also for pedestrians crossing to get to their vehicles, and getting in and out of their vehicles into the flow of heavy traffic. We feel that the dangers to all road users far outweigh any parking benefit.

Due to these concerns we feel that we cannot support this scheme at this time in its current form.”

Officer comment: Although the Police were correct to raise these concerns, the only way to know for sure how the proposals would operate was by conducting a trial.

Following the implementation of the measures a stage three road safety audit was been carried out and no concerns were raised or observed. No injury accidents have been reported since the commencement of the trial to 7 November 2015 (the latest date for which data is available). Surveys conducted during the trial have found that around 80% of drivers choose to park on the 'with flow' side of the road, a similar proportion to that chose to do so before the trial. As such it is considered that the Police concerns have not materialised in practice.

- 4.14 The South Yorkshire Fire and Rescue Service and the Yorkshire Ambulance Service were consulted prior to the changes being made. Neither responded.

Discussion

- 4.15 In order to be successful, tidal parking should offer a genuine amenity whilst not adversely effect the safe movement of traffic or reduce journey times for either car drivers or public transport. This appears to be the case at this location (Scarsdale Road to Smithy Wood Crescent). However, the lessons learned are not automatically transferrable to other locations where traffic flow and parking demand may be different.

Relevant Implications

- 4.16 The Council as local highway authority have the power to vary waiting restrictions on roads other than trunk or restricted roads by making Traffic Regulation Orders under section 84 of the Road Traffic Regulation Act 1984. The procedure in relation to consultation and notification, which is set out in

Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

A notice was placed in The Sheffield Star stating that an Experimental Traffic Regulation Order was made on the 24th July 2014 and became operative on the 1st August 2014 in compliance with Regulation 22(2), Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

4.17 No negative equality impacts have been identified for this proposal. The improved parking opportunities likely to result from this proposal are fundamentally equality neutral with no differential impacts related to ethnicity, faith, gender, disability, sexuality, age, etc.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The peak hour restrictions could revert to being in operation in the morning and evening periods on both sides of Chesterfield Road. However this would remove an amenity from owners of fronting properties who have enjoyed additional parking opportunities for the nine months of the trial.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The recommendations of this report will maintain the improved parking opportunities enjoyed by the residents of Chesterfield Road without delaying buses or other traffic.

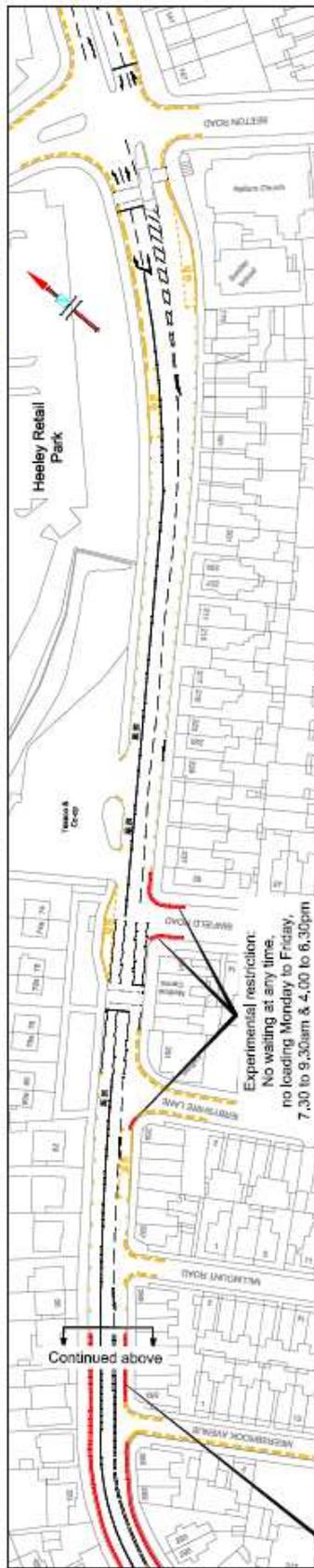
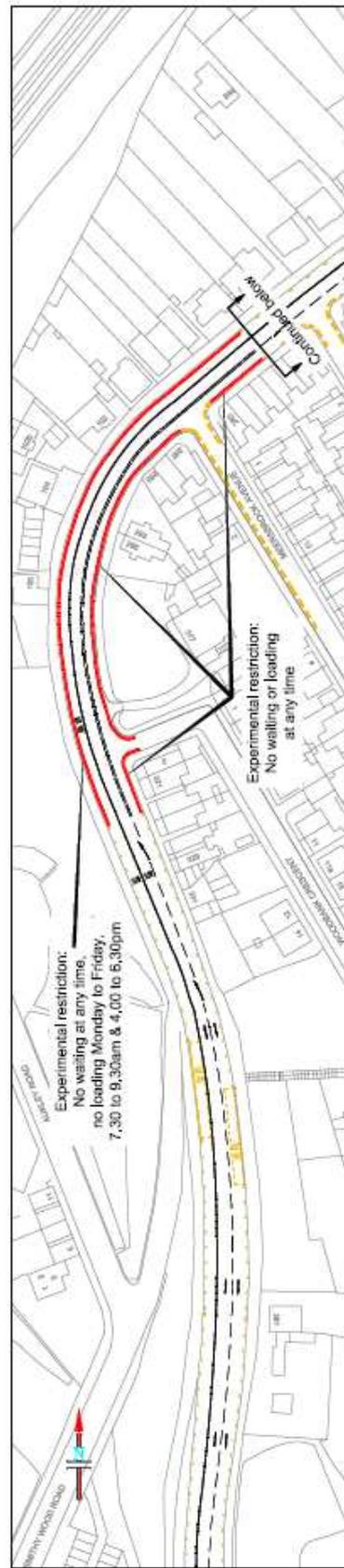
7.0 RECOMMENDATIONS

7.1 Make permanent the experimental Traffic Regulation Orders shown in the appendices to this report in accordance with the Road Traffic Regulation Act 1984.

7.2 Inform the objector accordingly.

Simon Green
Executive Director, Place

17 December 2015



Changes to Chesterfield Road and London Road parking restrictions

The hours of operation of the bus lanes and other parking and loading restrictions on Chesterfield Road and London Road are going to be extended to aid the flow of traffic at busy times. In future parking and loading will be prohibited from **Monday to Friday, between 7.30am and 9.30am and between 4.00pm and 6.30pm**. Please remember that it is an offence to park or load in any area covered by these restrictions during the times stated on the road-side signs.

Parking is already prohibited within the double white line system. A 'No waiting at any time' restriction will be introduced to reinforce this message.

A number of other more minor alterations will also be made, initially on an experimental basis. The ones between Woodbank Crescent and Beeton Road are shown on this drawing.

The new peak-time restrictions and the experimental changes will come into force in summer 2014.

Existing parking restrictions and permanent changes:

No waiting at any time, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
(loading restriction does not apply to side roads)

No waiting or loading, Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm

'Bus Stop Clearway' (no stopping except buses at any time)

Experimental changes:

No waiting at any time; loading restrictions as shown

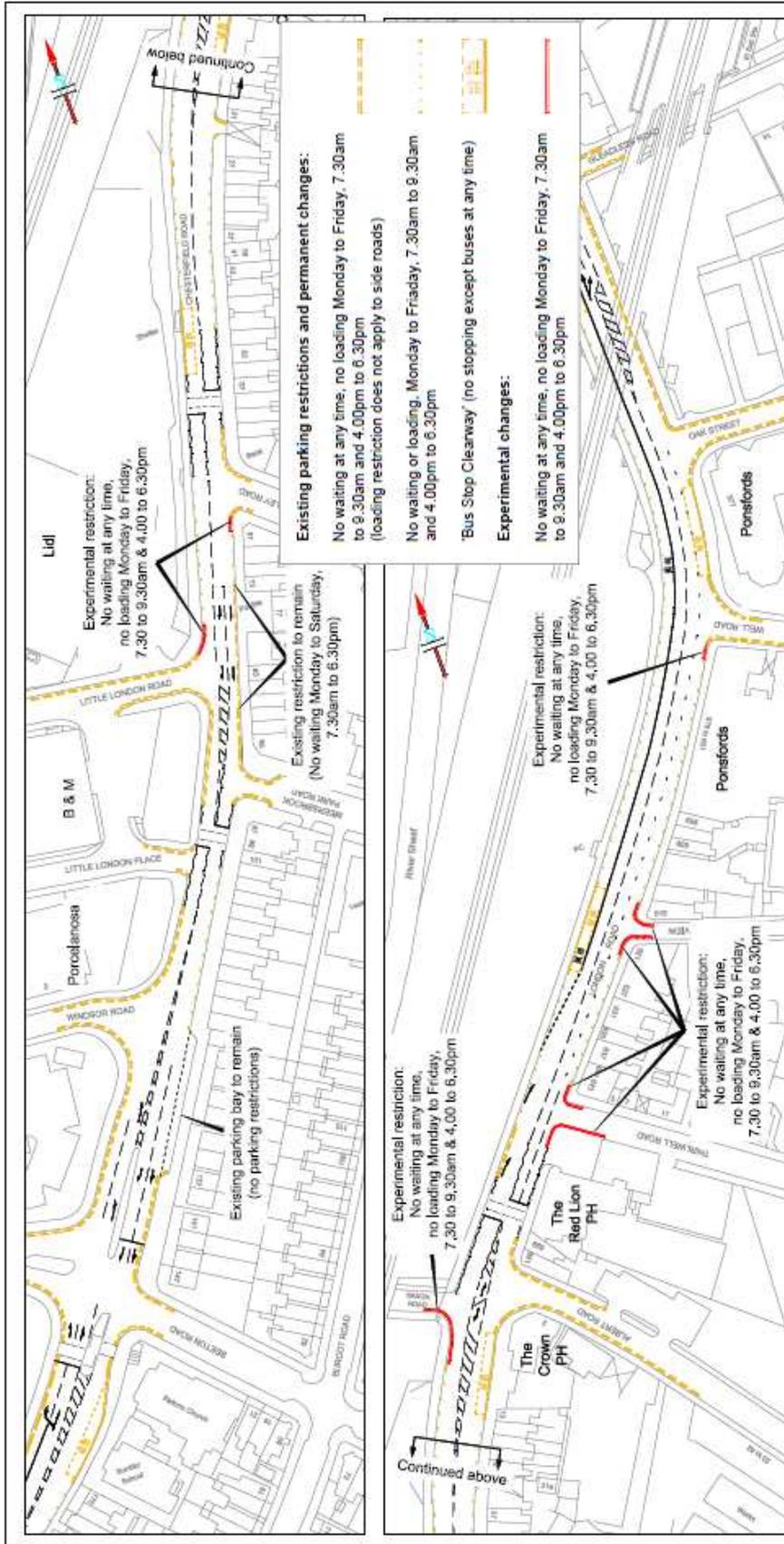


Simon Neilson, Scheme Design
Transport, Traffic & Parking Services
April 2014

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A number of other more minor alterations will also be made, initially on an experimental basis. The ones between Beeton Road and Broadfield Road are shown on this drawing.

The new peak-time restrictions and the experimental changes will come into force in summer 2014.

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Simon Neilson, Scheme Design
Transport, Traffic & Parking Services
April 2014
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