



Author of Report: Matthew Lowe

Tel: 0114 273 6208

Report of: Executive Director, Place
Report to: Cabinet Member for Transport and Development
Date of Decision: Not before 6 July 2018
Subject: Mercia School Highway Improvement works.

Is this a Key Decision? If Yes, reason Key Decision: Yes No

- Expenditure and/or savings over £500,000
- Affects 2 or more Wards

Cabinet Member Portfolio: Transport and Development
Scrutiny and Policy Development Committee: Economic and Environmental Wellbeing

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given? 306

Does the report contain confidential or exempt information? Yes No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:

“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”

Purpose of Report:

To report the outcome of public consultation on highway improvement works associated with the new Mercia School.

Recommendations:

Having considered all of the objections the;

- proposed zebra crossing should be implemented,
- proposed improvement to the Springfield Avenue junction should be implemented,
- items relating to Carter Knowle Road and St Oswalds Way in the Sheffield City Council (Consolidation) (On street parking and prohibition of waiting) (Outer Area) Order 2008 (Amendment No X Order 2018) should be made in accordance with the Road Traffic Regulation Act 1984.

Inform respondents to the public consultation of this decision.

Background Papers:

APPENDIX A – Consultation letter and plans sent to residents

APPENDIX B – Anonymised consultation comments

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson 05/07/18</i>
	Legal: <i>Richard Cannon 24/07/18</i>
	Equalities: <i>Annemarie Johnstone 06/07/18</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	EMT member who approved submission: <i>Laraine Manley</i>
3	Cabinet Member consulted: <i>Councillor Jack Scott</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Matthew Lowe</i>
	Job Title: <i>Senior Engineer</i>
	Date: <i>24/07/2018</i>

1. PROPOSAL

1.1 The proposal is for highway improvements and a Traffic Regulation Order (TRO) conditioned by the planning approval for the new Mercia School (ref 16/04750/RG3, conditions 8 and 9).

1.2 The following improvements are proposed;

- zebra crossing located on a bus friendly road hump at the main pedestrian entrance to the school on Carter Knowle Road near to St Oswalds Way, the old Bannerdale access road
- Widening at the Springfield Avenue/Carter Knowle Road junction to increase capacity and an island to help pedestrians cross,
- Improvements to two existing bus stops on Carter Knowle Road to make it easier for the bus to get to the bus stop and for people to get onto the bus,
- A TRO to introduce;
 - no waiting at any time restrictions (double yellow lines) on the south side of Carter Knowle Road, between its junctions with Montrose Road and Springfield Avenue to prevent parking on the south side of Carter Knowle Road where there is no footway and to ensure the free and safe movement of traffic,
 - no waiting at any time restrictions (double yellow lines) on the part of St Oswalds Way adjacent to the school and school car park to ensure the free and safe movement of traffic,
 - a prohibition of parking on the footways to the north and south side of the zebra crossing so that parked vehicles do not obstruct visibility,
 - time limited waiting restriction (single yellow line) in the proposed layby on the service road which is intended for the drop off and pick up of disabled pupils.

1.3 The improvements would remove seven parking spaces from the north side of Carter Knowle Road, six from in front of properties. All parking on the south side of Carter Knowle Road, between Springfield Avenue and Montrose Road junctions, would also be removed.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The proposal contributes towards the:-

- Better Health and Wellbeing priority by making it easier and safer for people to walk to the school from adjacent residential areas,
- Thriving Neighbourhoods and Communities priority by improving access to the bus service on Carter Knowle Road for all bus users,
- Tackling Inequalities priority by improving pedestrian access to the school for the 27% of Nether Edge and 13% of Ecclesall households who do not have access to a motor vehicle (source

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 A letter and plan was delivered to around 70 properties on Carter Knowle Road informing residents of the proposal. A copy of the consultation letter and plans is included in Appendix A.
- 3.2 E-mails were sent to the Cabinet Member for Transport and Development, Ward Members, the Local Area Panel, Statutory Consultees (Fire, Ambulance, bus etc. and other interest groups).
- 3.3 Public Notices for the TRO, Road Hump and zebra crossing were put along the affected lengths of Carter Knowle Road and the TRO and Road Hump were advertised in the local press.

Consultation response

- 3.4 A total of eighteen responses were received in response to the consultation. Of these responses seven were objecting to the zebra crossing and/or parking restrictions, one supporting the waiting restrictions with the rest commenting on the proposed works but not expressing objection or support.
- 3.5 Comments received from people regarding the proposed zebra crossing were;

“Is there anything we can write that will prevent this crossing being built? A simple yes or no response would be appreciated?”

Resident, response 4 Appendix B

“I am strongly objecting to the proposed zebra crossing on Carter Knowle Road. My wife has a disability and is a holder of blue badge. She needs access to our home. This proposal is totally inappropriate and infringes her rights. I have been in touch with a solicitor and have been told will we take legal action if you go ahead with this proposal. Her civil rights will be violated under European law”

“Why not shift the crossing opposite the church where it will not create any problems for residents?”

Resident, response 11 Appendix B

“The proposed new crossing again takes only one thing into consideration, what will be most convenient for the school/council. The community have raised issues regarding the increase in traffic due to the school and we are explicitly told, traffic will not increase, yet bus stops are to be widened as is Springfield Avenue junction to allow for an increase in traffic.”

“Lastly I would like to highlight the poor position for the crossing in regards to the bus stop adjacent the church. It is human nature to take

the shortest route possible and teenage school children are more likely than most to take a shortcut instead of the long way round. It is my belief children using said bus stop will instead of walking up to the crossing, will cut diagonally across the road from the stop towards the school which will obviously be a dangerous situation that could have been avoided had the crossing been positioned opposite the church, on the lower side of school access road and nearer to the bus stop.”

Resident, response 7 Appendix B

“The proposed crossing will make it impossible for residents to park near their homes or even pull up temporarily to unload shopping or pack the car for holiday for example.”

Resident, response 7 Appendix B

“While I understand there is a need for a safe crossing I would suggest this crossing is positioned further down Carterknowle Road opposite the church (which is non residential) and before the junction with what will be St Oswalds Way. This is where there is currently a speed cushion. This will keep high flow of students away from the residential properties and they will be able cross over safely. Clearly the school will need to have a safe crossing within St Oswalds way in any case and students can use this to then cross over to the school.”

Resident, response 16/17 Appendix B

3.6 The objections to the zebra crossing appear to be due to the amount of parking that would be lost on Carter Knowle Road.

3.7 Good visibility between drivers and pedestrians is required for the safe operation of a zebra crossing. To achieve this it is necessary to prevent cars from parking where they would obstruct this visibility and the proposed design achieves this by using a footway buildout. This would result in the loss of kerb space equivalent to seven parked vehicles from in front of residential properties.

Existing parking pressures may mean that residents cannot always park directly in front of their own properties and may already have to park elsewhere, for example on Montrose Road.

Several of the affected properties have rear access and a driveway. As such the loss of parking on Carter Knowle Road wouldn't totally remove parking for these properties.

3.8 The zebra crossing has been positioned so that it leads people to the main pedestrian entrance into the school. If it was put in front of the Church it would mean that anyone walking to the school would have to cross St Oswalds Way in addition to crossing Carter Knowle Road to get to the main entrance. This increases pupils' exposure to traffic and hence increases the risk of them being injured.

Similarly given the need to cross St Oswalds Way as well Carter Knowle Road it is considered likely that anyone using the bus to get to the

school will cross using the zebra crossing.

In addition the movement of pupils into the school has been designed around the main pedestrian entrance and zebra crossing. With school construction almost complete it would be difficult, for example in terms of the alignment of footpaths, to make the necessary alterations to accommodate the zebra crossing in different location.

Any pupils walking to school from the Ecclesall Road area are unlikely to walk past the school entrance to use a crossing located to the east of St Oswald's Way and are likely to cross Carter Knowle Road away from the crossing.

- 3.10 Two broad issues were also raised in the consultation responses.
- 3.11 The first of these issues relates to parking on Carter Knowle Road associated with the school and the impact this would have on the ability of residents to park on Carter Knowle Road.

- 3.12 Comments from people regarding parking were:

"I am unaware of any school that doesn't have issues with parents parking and waiting for their children to come out and this means, in reality, they will park outside our homes, probably with their engines running."

Resident, response 4 Appendix B

"Space is already at premium for residents and the neighbours will struggle to park their cars? Further the parking when the church is open creates even a more headache."

Resident, response 11 Appendix B

"At the weekend any available spaces on Carter Knowle Road and Montrose Road are taken up by the church members further putting pressure on resident parking. I would be happy for the council to consider resident parking for Carter Knowle Road and Montrose Road."

Resident, response 6 Appendix B

"We will have to move our vehicles elsewhere having a major knock on effect on nearby roads such as Montrose Road which is already very busy and narrow. It is not a case of one car per house; many of us have 2 or 3 plus work vans/trucks. Apart from the inconvenience to ourselves and our neighbours, some of whom are elderly; along with the wider area I fear there will be an increased risk of theft or damage to vehicles left parked away from resident's houses"

Resident, response 7 Appendix B

- 3.13 It is understandable that residents have concerns about the impact the school will have on parking on Carter Knowle Road. There has been parking problems on Carter Knowle Road since construction of the school began due to the parking of workmen's vehicles. In addition there

is weekend pressure on parking caused by the local Church and by activities taking place on the playing fields to the south of Carter Knowle Road.

- 3.14 The planning process considered the likely impact of the school on the surrounding highway network and concluded that the 139 space car park, drop off/pick up area and TRO would be sufficient to accommodate the parking demand generated by the school.

The planning permission also conditions a Drop Off and Pick Up management plan which should be designed to confine pick up and drop off to the school car park.

There is no evidence at this time that suggests this won't be sufficient and so to introduce measures such as Permit Parking would be premature at this time.

With regard to parking associated with the Church and playing fields it is right that planning decisions only take into account the impact of the development; it is not for the applicant to address problems which are not of their making such as these.

- 3.15 The second issue is that the proposed improvements do not go far enough and that further improvements, such as zebra crossings, are required at the Springfield Avenue junction with Carter Knowle Road to help pupils travelling from the west of the School to safely cross busy roads.

- 3.16 Comments from people regarding the need for further improvements were:

“However there seems to be one glaring omission which is a safe crossing area at the proposed widened junction with Carter Knowle Rd and Springfield Ave. The junction is notoriously bad to cross at present, I often witness school children and the elderly struggling to safely cross. The elderly live in the flats on the corner and walk across this junction to the shops. Children from Dobcroft, St Wilfrids, Carterknowle, High Storrs and Holt house schools all currently cross Carter Knowle Rd at this junction. In fact this junction is currently the reason my own children cannot walk to school independently. I know other families that have this issue.”

Resident, response 3 Appendix B

“As the local community group we are concerned that the proposed improvements do not go far enough. Given the numbers of pupils likely to be attending the school from the upper Springfield Rd area - i.e. South of Carter Knowle Rd and West of Springfield Avenue - the lack of appropriate crossing points at the junction of that road with Carter Knowle Rd is a potential danger, particularly when combined with the lack of a footpath on the South side of Carter Knowle Rd. Such pupils will have to cross both the Avenue and Carter Knowle Rd to access the

footpath on the North side of Carter Knowle Rd. to walk down to the new crossing-point opposite the school.”

Community group, response 8 Appendix B

“...we walk from carterknowle Road to st wilfrids school on Springfield Road. We therefore have to cross at the junction of springfield ave. I already find that this junction is busy and as an adult can navigate the junction with cars turning on and off the road. However my children struggle to make a judgement about when it is safe to step out. Cars pull quickly out trying to join the busy road at peak times. I also see elderly people struggle when trying to cross to the paper shop. Please consider putting a zebra crossing in. No extra parking spaces would need to be lost. We have strong concerns about increasing traffic at this junction when the new school is open.”

Resident, response 14 Appendix B

- 3.17 The proposed highway works were conditioned in the planning approval for the new school and were considered to be sufficient to cope with school journeys, drop off/pick up and parking. There is currently no funding to make any further highway improvements to those conditioned other than to minor changes.
- 3.18 The design conditioned by the planning application included a pedestrian island in the Springfield Avenue junction with Carter Knowle Road to help people cross the widened junction. As detailed design progressed it was found that such an island would prevent a pantechnicon type vehicle from making a right turn out of Springfield Avenue into Carte Knowle Road. However as the traffic survey in the Transport Assessment shows a very low number of large vehicles coming from Springfield Avenue, and that larger vehicles have alternative movements available. It is recommended that the island should still be installed as this will make it easier for pedestrians to cross Springfield Avenue.
- 3.19 In addition, the road hump at the junction of Springfield Avenue and Carter Knowle Road will be converted to an 85mm high hump as opposed to the low hump currently installed to further reduce the speed of vehicles travelling through the junction.
- 3.20 An objection was received from the Carter Knowle Seventh-day Adventist Church on the grounds that the loss of parking would have an impact on the Churches Congregation and contribute towards worsening already strained relationships with local residents.

“Since the Church’s license to park vehicles in the former Bannerdale carpark site was unilaterally terminated by the Council to support it’s development on the Bannerdale site, the Church members have become heavily reliant on on-street parking, both on Carter Knowle Road and Montrose Road. The Church members also have serious concerns about the proposed reduction in on-street parking, which will further damage neighbourhood relationships and community cohesion. There

are already existing tensions around parking between the Church and the residents.

The Church has grave concerns about the following:

- *the impact on disabled and elderly members who need to be in close proximity to the Church entrance*
- *the new parking arrangements will inhibit and restrict the Church's ability to carry out its functions in relation to large events such as weddings, funerals and other church related activities, where the need for increased parking is unavoidable*
- *having to park a long way from the church will affect the safety of our children, particularly families attending the church with young children and those with two children under five"*

Given the above concerns and the fact that the Church is a charity that has been in this location for 63 years, we are requesting alternative appropriate parking be provided by the Council, to ensure reasonable access to the premises that does not impede the functions of the Church or the attendance of its members."

Carter Knowle Seventh Day Adventist Church, response 15 Appendix B

3.21 Addressing the specific concerns raised in the objection;

- disabled and elderly members could be dropped off near to the church and vehicles parked elsewhere. Blue badge holders would be able to park on nearby double yellow lines,
- in terms of the likely amount of parking generated by events at the Church the loss of at most eight parking spaces will have a minimal effect,
- the safety of children shouldn't be affected by parking further from the Church as these young children would be accompanied by an adult who could walk them safely to the Church.

It is likely that given the demand for parking the Church will already be affected in the ways it foresees as being "a grave concern" with the scheme in place.

In terms of providing alternative appropriate parking for the Church this is not an issue for the Council, it is up to the Church to control/minimise its parking, perhaps through a Travel Plan, the use of its land to construct a small car park for the use of its elderly or disabled congregation members or negotiating the use of the school car park at weekends with Mercia School. These measures would also go some way towards improving community cohesion.

3.22 Subsequent to this objection the Church requested that the proposed section of no waiting at any time on the south side of Carter Knowle Road, opposite the Church, is relaxed to a single yellow line operating weekdays during the working day.

If implemented this request would have no impact on the safety of pupils

as there would still be a waiting restriction in place at school times. It would also provide additional spaces for residents and visitors to the Church to use in the evening and at weekends.

It is for these reasons that it is recommended that this section of no waiting at any time is relaxed to a no waiting, Monday to Friday, 07:30 to 18:30 restriction.

- 3.23 No response has been received from South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 3.24 An anonymised list of all consultation comments is included in Appendix B.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 4.1 Overall there are no significant differential, positive or negative, equality impacts from this proposal. Improved access to the bus service should benefit secondary school children, older people, people with impaired mobility, wheelchairs users and pram/pushchair users. The zebra crossing should improve road safety for all.

There is potential negative impact on community cohesion by parking issues resulting from school drop off/pick up and church goers parking on the street. However this is mitigated through the car park space availability and drop off/pick up area on the school premises. Recommendations have been provided for the Church to consider how it can control/minimise its parking requirements.

The potential negative impact on the two households with disabled blue badge holding residents could be mitigated by proposed informal disabled person's parking spaces.

Financial and Commercial Implications

- 4.2 This proposal will be funded from the Department for Education Basic Need Capital Grant as part of the overall approval for the construction of the school granted at cabinet in November 2016.

Legal Implications

- 4.3 The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report, including the provision of pedestrian crossings and waiting restrictions. Said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant effect on the environment.

In exercising the powers under the 1984 Act, the Council is required to secure (a) the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

In accordance with the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council needs to consider whether any duly made objections received in response to the proposal outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal..

Other Implications

- 4.4 There will be some disruption during construction however this will be kept to a minimum through temporary traffic management arrangements.

5. ALTERNATIVE OPTIONS CONSIDERED

(Outline any alternative options which were considered but rejected in the course of developing the proposal.)

- 5.1 Other than modifications to accommodate responses to the consultation no other options have been considered

6. REASONS FOR RECOMMENDATIONS

- 6.1 The proposed works are required to facilitate the new school on the surrounding highway network.

APPENDIX A

City Growth

Head of Strategic Transport and Infrastructure: Tom Finnegan-Smith,
Howden House, 1 Union Street, SHEFFIELD, S1 2SH
E-mail: matthew.lowe@sheffield.gov.uk
Website: www.sheffield.gov.uk



Officer: Matthew Lowe
Ref: 2030-DA-CL1

Tel: (0114) 273 6208
Date: 7 June 2018

The Owner/Occupier

Dear Sir or Madam,

**Mercia School
Carter Knowle Road
Highway improvements and Traffic Regulation Order (TRO)**

As you may be aware a new school is currently being constructed off Carter Knowle Road. The planning permission for the school means that highway improvements are being proposed to make it safer for pupils to walk to the school and also to protect access to the school for vehicles through waiting restrictions.

In summary the following changes are proposed;

- A new humped zebra crossing on Carter Knowle Road located close to the school access road,
- Widening at the Springfield Avenue/Carter Knowle Road junction to increase vehicle capacity,
- Improvements to two existing bus stops on Carter Knowle Road to make it easier for the bus to get to the bus stop and for people to get onto the bus,
- A TRO to put no waiting at any time (double yellow lines) on the south side of Carter Knowle Road, between its junctions with Montrose Road and Springfield Avenue and a section of the school access road. It is also proposed to prohibit parking on the footway and verge at the zebra crossing.

Details of the zebra crossing and bus stop works are shown drawing 2030-DA-PC-01A and TRO on drawing 2030-DA-TRO-01, both attached.

As part of the legal process associated with a TRO and Road Hump Notice, and the Councils policy to engage with the local community on new schemes you are invited to make comment or object to this proposal. These must be submitted in writing, details given below, with a deadline for responses of 28 June 2018. Any requests for clarification or further information should also be made in this way.

By e-mail to: scheme.design@sheffield.gov.uk

In writing to: Design and Assurance
Transport, Traffic and Parking Services
Floor 5, Howden House
1 Union Street
Sheffield
S1 2SH

If you make comment or object you are giving your consent for the council to process your personal information. This information will only be used in relation to the above proposed highway works and will not be shared with anyone else without express your permission.

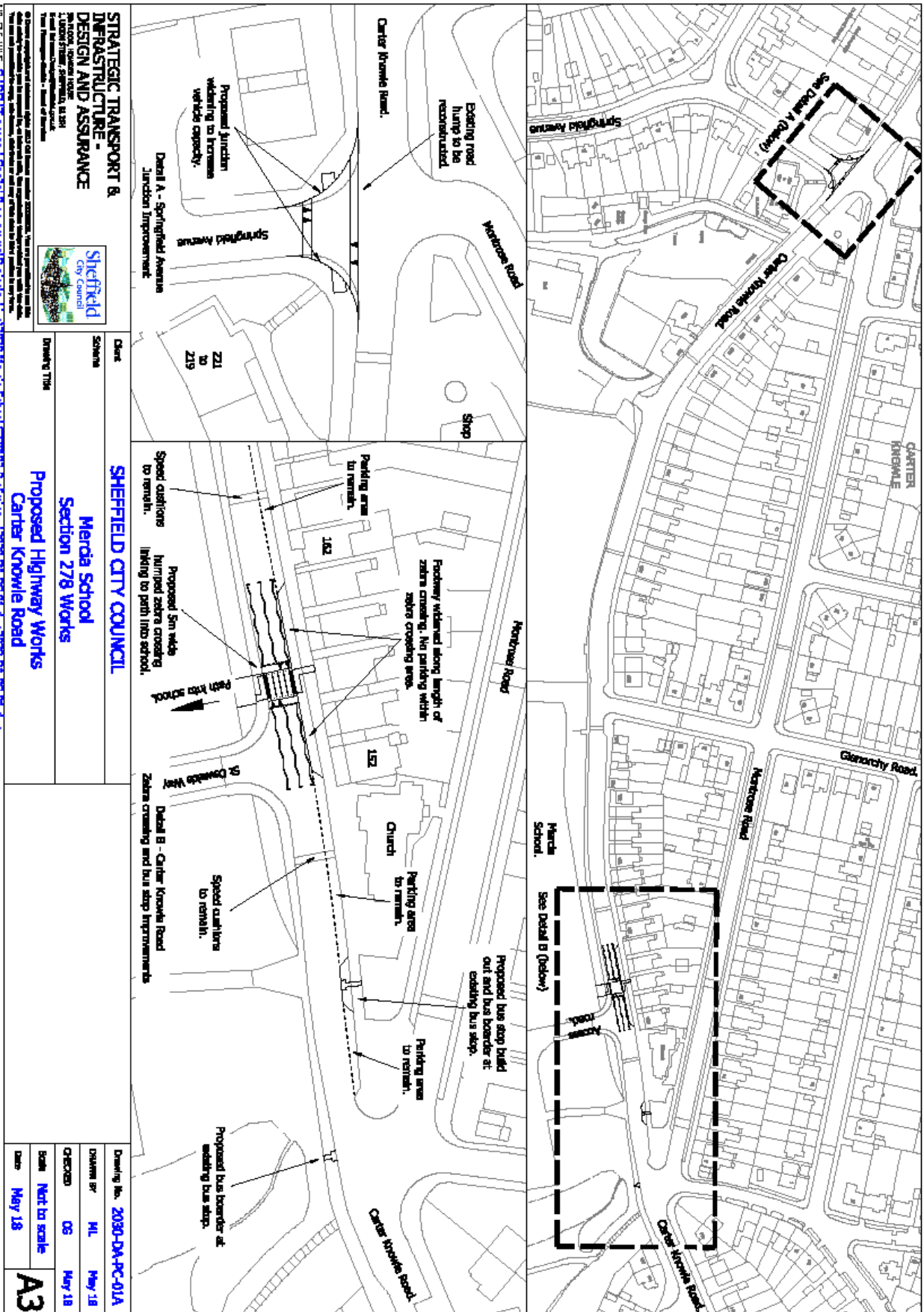
Any objections received will be reported to the Cabinet Member for Transport who will make a decision on how the proposed highway works should proceed.

Yours faithfully,

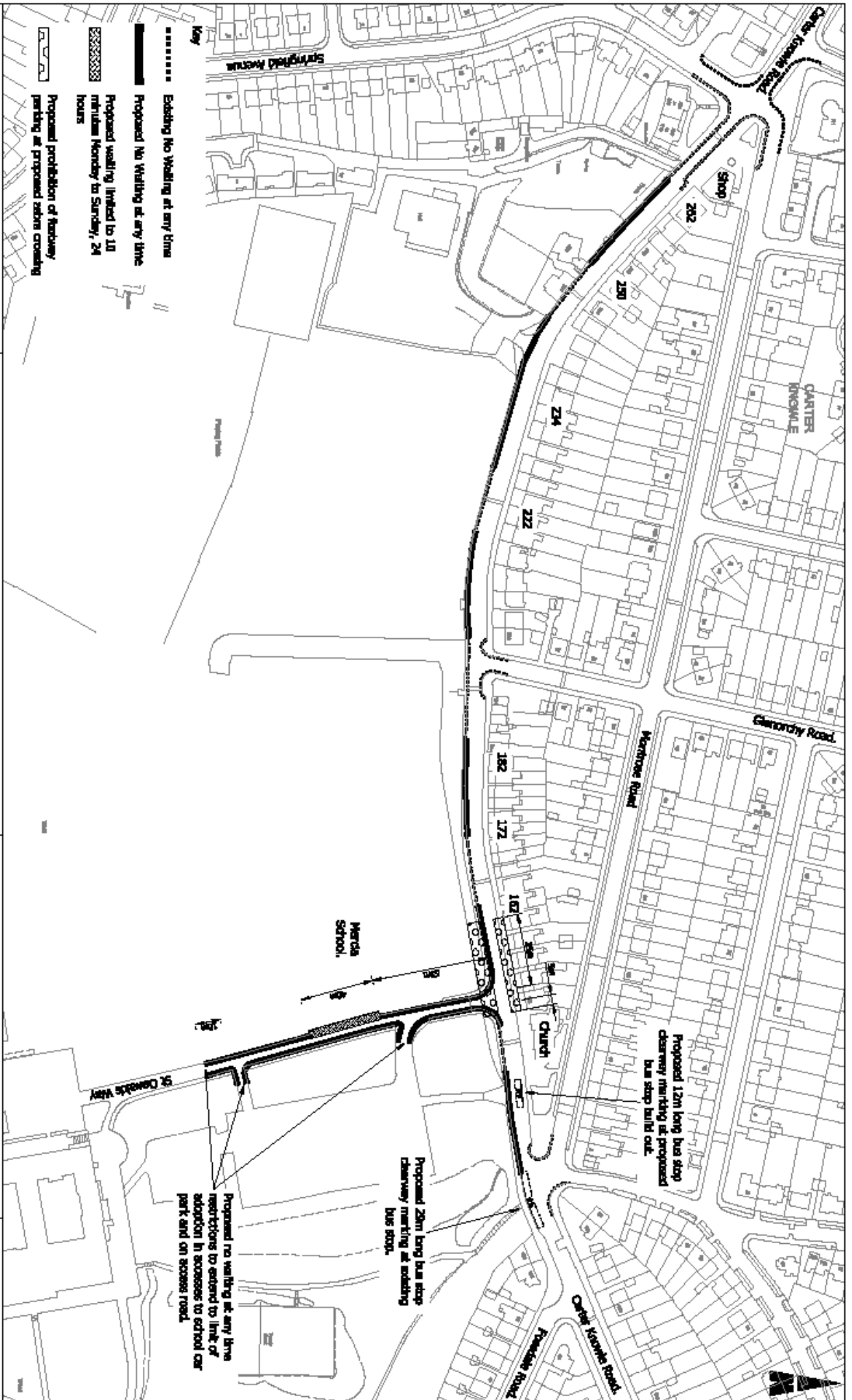
A handwritten signature in black ink that reads "MLowe". The letters are cursive and slightly slanted.

Matthew Lowe
Senior Engineer, Design and Assurance
Transport, Traffic and Parking Services

APPENDIX A



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE SHEFFIELD CITY COUNCIL PROJECT NUMBER: 2030-DA-PC-01A DRAWING NUMBER: 06 DATE: May 18 SCALE: Not to scale DRAWING BY: HL CHECKED: 06 DATE: May 18 DRAWING NO.: 2030-DA-PC-01A DRAWING BY: HL DATE: May 18 CHECKED: 06 DATE: May 18 SCALE: Not to scale DATE: May 18 A3		Date: 2024/05/18 Scheme: Merda School Section 278 Works Drawing Title: Proposed Highway Works Carter Knowle Road SHEFFIELD CITY COUNCIL Proposed Highway Works Carter Knowle Road
--	--	--



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE

PROJECT: **TRAFFIC REGULATIONS - CARTER KNOWLE ROAD**
 ROAD NAME: **CARTER KNOWLE ROAD**
 ROAD NUMBER: **181201**
 THE DEVELOPER: **Sheffield City Council**

SHEFFIELD CITY COUNCIL

Client: **Mernda School**
 Scheme: **Section 278 Works**

Drawing Title: **Proposed Traffic Regulation Order Carter Knowle Road**

Drawing No: **2030-DA-TR0-01**

Drawn by: **ML** May 18

Checked: **BH** May 18

Scale: **NTS**

Date: **May 2018**

A3

APPENDIX B

1	<p>We support the proposed removal of onroad parking and the installation of traffic calming measures and pedestrian improvements which will enable more active travel to and from schools.</p>
2	<p>Will I still be able to park outside my house at [REDACTED] Carterknowle road when the new highway improvements take place</p>
3	<p>As a local resident I would like to comment on the recent proposed highway works and TRO which effects Carterknowle rd.</p> <p>I am in support of the double yellow lines running on the south side of the road as this has been a problem for years.</p> <p>However there seems to be one glaring omission which is a safe crossing area at the proposed widened junction with carterknowle rd and Springfield ave.</p> <p>The junction is notoriously bad to cross at present, I often witness school children and the elderly struggling to safely cross. The elderly live in the flats on the corner and walk across this junction to the shops. Children from Dobcroft, st Wilfrids, Carterknowle, High Storrs and Holt house schools all currently cross Carterknowle rd at this junction. In fact this junction is currently the reason my own children cannot walk to school independently. I know other families that have this issue.</p> <p>I also assume that if Mercia school has attracted local children then they also will have no safe way to travel from any residences to the Springfield rd side of the school.</p> <p>At present there is a dropped kerb below the current bus stop. Would the Council consider turning this into a crossing which would increase the safety of pedestrians particularly in the light of this junction becoming more busy and being widened.</p>
4	<p>With regards to the letter sent to myself and my neighbours you had absolutely no reason to start it with "as you may be aware a new school is currently being constructed off Carterknowle Road" unless you did it for comedic reasons.</p> <p>The reason why it was unnecessary is due to the following we have endured as neighbours:</p> <p>7 weeks of a compactor smashing the contaminated soil down on the site. This work took place for 6 days of the week, on occasion starting at 7.30 am</p> <p>13 nights of work polishing the concrete floors of the school. By night work , this was 6pm- 6am the next day (Friday-Saturday).</p> <p>15 months of mess and disruption.</p> <p>Last Sunday, the road was controlled by temporary traffic lights as it was dug up due to the school and with no notification.</p> <p>50+ contractors vans parked on the road, sometimes on double yellows. When these were reported by myself and my neighbours, we received the response that they would get to us as soon as possible after they had been to schools with parking</p>

issues!

Suffice to say we are fully and horribly aware of the construction.

Is there anything we can write that will prevent this crossing being built? A simple yes or no response would be appreciated?

What you could also reply to is the following Why was the crossing outside of Carterknowle Junior School only built after years of appeals to the council. At times we were told that there had not been enough serious accidents to justify its building. Why has this new one been allowed with no accidents to date to justify it?

In addition we have been turned down for residents parking with the justification that we are not priority and that it would have the effect of pushing the issue on to other streets. This comment from the council clearly confirms that schools create traffic and parking issues despite us being assured at consultation that this school would only create none or minimal disruption to us. A more cynical resident may think that the we were lied to throughout the consultation process. Given the councils view of potentially pushing the problem onto other roads if we are granted residents parking , how do you justify putting waiting restrictions on St Oswalds Way, but nothing that helps us out?

Perhaps you could clarify the following points:

1) If there has to be a convincing argument to stop a crossing being put in , what actual purpose is your letter to us, as residents? Is it not just a case of being able to say that you, as our council, sought the residents views even if, in reality, nothing we could write would change this decision?

2) Surely, by putting no waiting restrictions on the school road to encourage parents to use the drop off points will just cause more of a problem for us on Carterknowle Road? I am unaware of any school that doesn't have issues with parents parking and waiting for their children to come out and this means, in reality, they will park outside our homes, probably with their engines running. Also we were told at the so called consultation phase, that most children will use public transport or walk. So why have the council any need to accommodate those who want to drive their children to school and no help for the local residents?

3) How can you say we don't need residents parking as the impact of the crossing is minimal to us? You are removing the parking area of 6 homes out a total of 21 homes , which by my calculation equates to a 35% loss of a resource and that is not surely minimal?

Finally we as residents all pointed out at the planning stage just what impact this school would have on us as it was constructed. To date we have had no recourse to the council when our predictions have been proved correct as opposed to the many incorrect ones made in all the supporting planning documents. There will be issues for us as residents in the future due to selfish, ignorant parents and possibly teachers. When that happens who can we go to at the council to open up an honest, sensible discussion about the way forward?

To date we have tried our local councillors who get the same brush off responses as we have had when we tried to engage with the environmental health division of the

	<p>council with regards to noise issues and traffic management with regards to contractor parking and our request for residents parking? *****</p> <p>Can you provide us with the criteria which the council uses to determine what is minimal or not. This reason to justify the school and its impact on us has been used throughout the planning phase. The word "minimal" is just a word unless the reason behind using it is explained to those affected. I can not see any justification for its use in regards to the impact of school traffic on the 21 homes directly affected, an example being your decision to remove the parking option of 6 out of a total of 21 homes. I also can not see any reason why we can not be granted residents parking as it will not have a wider impact on the community, it will discourage those parents expecting to be able to drop off and pick up their children as closely as they want at the school and, most importantly, it will go some way towards placing us residents back in the position we were in before the school was imposed on us.</p> <p>Furthermore, as I asked for in my previous email, can I have a contact number and name of any council official who will be able and willing to engage with us when problems occur with regards to increased parking and traffic volumes caused by the school.</p> <p>All the above concerns do not even take into account the additional impact of the construction of 60 new build homes on the adjacent site, due to start once the school opens this September!</p>
5	<p>Tenants rep is asking if consideration was given to a crossing point for pupils at the Springfield/Montrose/Carterknowle Rd junction. The reason being that there's no footway on the south west side of Carterknowle Road if you wish to approach the school from that direction.</p>
6	<p>Please could you email me the plans for the parking restrictions along Carterknowle Road as a result of the building of Mercia School.</p> <p>You have only sent out details to five residents? along Carterknowle Road and yet the decisions will impact a lot of residents in the area.</p> <p>Please do this as soon as possible so that I have a chance to look at them properly and reply before the 20th June. *****</p> <p>"When considering the planning application for the school Planners decided that there would be minimal impact in terms of parking on Carter Knowle Road, this is because the majority of pupils will walk to school".</p> <p>This is a nonsense. The original plan was for a 'local school', now it has no catchment and students can come from anywhere in the South West of the city. Have planners actually visited other schools in the area and watched the chaos on the roads when students are going in to or out of school. In particular I am thinking about Silverdale School, but closer to home Carter Knowle Junior School.</p>

	<p>The current proposal to widen the existing footpath each side of the zebra crossing outside of 156 Carterknowle Road, will have a huge impact on resident parking. The owners of 152 to 160 will probably end up parking on Montrose Road because they have access from the rear of their houses. Assuming that on average, households have two cars, that is an extra 10 cars parking on Montrose Road. The parking below these properties will also surely be affected by the 12m bus stop proposed. The Church also has a small carpark for approximately 4 carparks which they will not really want residents to park in front of which is right next to the bus stop. Have you taken account of this? At the weekend any available spaces on Carter Knowle Road and Montrose Road are taken up by the church members further putting pressure on resident parking. I would be happy for the council to consider resident parking for Carter Knowle Road and Montrose Road.</p> <p>You are planning to widen the entrance of Springfield Road onto Carter Knowle Road to cope with increased capacity, or that is what it says on the plan. Why do you need to do this if you are envisioning the majority of the students walking to school?</p> <p>Why does the bus stop on the school side of Carter Knowle Road need to be 30 m long? What provisions are you putting in place to ensure that the students cross the building site entrance and St Oswald way safely?</p> <p>I have seen your reply to [REDACTED] email concerning the parking of the housing site contractors is there any guarantee of this? What happens when the school has a parents' evening or a concert and the football clubs need to park? Have any of these situations been considered.</p> <p>Just one other observation, surely these traffic restrictions should have been available for residents at the start of the school building process. Why have you left it so late to inform residents?</p>
7	<p>In reference to your letter dated 07 June 2018 regarding Mercia School, Carter Knowle Road, Highway Improvements and Traffic Regulation Order, the proposed plans directly affect our residential parking and the community around us, we wish to formally object and log our complaint.</p> <p>Throughout the planning and construction of Mercia School little attention has been given to the impact on residents and we have to endure an ever increasing negative effect on our home life. The proposed new crossing again takes only one thing into consideration, what will be most convenient for the school/council. The community have raised issues regarding the increase in traffic due to the school and we are explicitly told, traffic will not increase, yet bus stops are to be widened as is Springfield Avenue junction to allow for an increase in traffic. This does not fill the community with confidence that Mercia School/council is listening to us or even aware of their surrounding community. A few letters at short notice feels such a throw-away action and residents would appreciate home visits regarding the planning affecting us.</p> <p>Parking is at a premium in this area and already difficult to come by. Not only do almost all residents have to use on-street parking as they do not have driveways but</p>

	<p>there are also many visitors to the area. The church congregation are often present all weekend along with midweek gatherings and the local football teams that use the fields also add to parking issues. The proposed crossing will make it impossible for residents to park near their homes or even pull up temporarily to unload shopping or pack the car for holiday for example. We will have to move our vehicles elsewhere having a major knock on effect on nearby roads such as Montrose Road which is already very busy and narrow. It is not a case of one car per house; many of us have 2 or 3 plus work vans/trucks. Apart from the inconvenience to ourselves and our neighbours, some of whom are elderly; along with the wider area I fear there will be an increased risk of theft or damage to vehicles left parked away from resident's houses.</p> <p>We are the only house in our row to have a driveway for which I have been assured access will be maintained, but by placing the crossing in its proposed position it could create a major risk to those trying to cross. As we try to access/egress our drive, cars travelling up the road won't have a clear view of the crossing and similarly pedestrians on the crossing will also have their view of oncoming traffic obscured. The issue is also exasperated by the turning into the school opposite our driveway. On the proposed plan drawing you can see the zigzag no waiting road markings extend right across the school entrance road but that doesn't stop cars from trying to pull in and out of the junction, again, seriously affecting all parties view and creating unnecessary hazards.</p> <p>Lastly I would like to highlight the poor position for the crossing in regards to the bus stop adjacent the church. It is human nature to take the shortest route possible and teenage school children are more likely than most to take a shortcut instead of the long way round. It is my belief children using said bus stop will instead of walking up to the crossing, will cut diagonally across the road from the stop towards the school which will obviously be a dangerous situation that could have been avoided had the crossing been positioned opposite the church, on the lower side of school access road and nearer to the bus stop.</p> <p>On paper you expect these plans to work but in reality they are not safe or considerate. We urge you to visit Carter Knowle Road at various times throughout the day and weekend to gain a sense of how this section of the road is used.</p> <p>I believe the points made above highlight there is a better and far safer solution for pedestrians, your pupils and all road users. I only hope that you will take these issues raised into consideration and do look to safer planning of the road.</p>
8	<p>As the local community group we are concerned that the proposed improvements do not go far enough. Given the numbers of pupils likely to be attending the school from the upper Springfield Rd area - i.e. South of Carter Knowle Rd and West of Springfield Avenue - the lack of appropriate crossing points at the junction of that road with Carter Knowle Rd is a potential danger, particularly when combined with the lack of a footpath on the South side of Carter Knowle Rd. Such pupils will have to cross both the Avenue and Carter Knowle Rd to access the footpath on the North side of Carter Knowle Rd. to walk down to the new crossing-point opposite the school.</p> <p>The lack of crossing-points at that junction is already an issue for older people seeking to access the shops and the pub and cafe on Montrose Rd, and with any extra traffic generated by both the school and the new developments locally - the Barratt estate on</p>

the Bannerdale Centre site now being constructed, and the likely sale of the Brethren Church site for an older peoples' supported care home - the crossing of Carter Knowle Rd is likely to become more problematic. Traffic on that road, and the use of both Springfield Ave and Montrose Rd as cut-throughs, has already increased considerably over the last few years, and with the new developments planned is going to include lorry-traffic as well. It would not be appropriate to wait until there has been an accident to start thinking about the potential for increased risk.

We would like to see a pedestrian crossing on Carter Knowle Rd at that junction, plus islands splitting the joining of Springfield Ave and Montrose Rd with Carter Knowle Rd. to facilitate safer crossing there. Given that encouraging pupils to walk to school is a key component of the school's Travel Plan, such an addition to the local highway arrangements would seem entirely appropriate and necessary. The proposed widening merely facilitates extra traffic and does nothing to address the risks posed by that traffic.

... while we realise that the Council Planning Dept is operating on the assumptions built into the school development plan, - that pupils will all walk to school, that all staff will fit into the new car-park, and all parents will abide by the rules and use the provided drop-off spaces - clearly there are lots of opportunities for those assumptions to prove wrong. And there are other needs that don't seem to have been factored in - e.g. from [REDACTED], local resident.

"Have you seen the plans for parking restrictions on Carter Knowle Road? Apparently this has been sent out to 70 residents along Carter Knowle Road but they haven't sent any to the surrounding roads. The lack of parking near to the school will obviously have an impact on parking on Montrose Road, Archer Lane and Glenorchy Rd etc. I am particularly concerned about the impact from parental parking but also if the fields are used by the football clubs where exactly are they going to park?"

I understand the need for parking restrictions around the school but what I would really like somebody to take up or point out is ;

1. Where are the builders from the housing development going to park for the next two years?
2. If the football clubs are using the field where exactly are they going to park. Are they allowed to use the school car park?

I personally would like to go for permit parking around the area. I do not know what neighbours think at the moment because only people on Carter Knowle were sent the information."

... it would be re-assuring if these queries could also be taken on board, and the Council able to show it has taken the needs of the wider area into account. It would also be re-assuring if all Council Departments made use of the Community Consultee process - our Group is clearly named as a consultee for planning and other matters yet we did not get any copy of this letter.

... thanks for getting back. However please see my more recent email to [REDACTED],

	<p>copied to you - and also please note that the Planning Conditions also refer to the need to review the traffic arrangements and how they are working, both in 2021 and again in 2023-4. I would appreciate a response to that email also, and I hope we can have a dialogue about how the interests of the wider community can be better taken into account, even given the lack of funding - which I take to be only that coming from the school development. There should be income via the Community Infrastructure Levy [CIL] both from the Barratts development and the prospective Brethren Church one.</p> <p>*****</p> <p>... I do appreciate the history and assumptions behind the planning conditions etc., having been involved with the school development, and the Bannerdale site since 2011 and the closure of Abbeydale Grange school and the Bannerdale Centre.</p> <p>However those assumptions did not foresee the recent chaotic traffic conditions on CK Rd and nearby ones from the school development, with workmen and sub-contractors parking all over the place, including blocking bus-stops, driveways, and even at one point the junior school gate I am told. Parking Services were out several times but were not very effective; nor were the police. BAM were of little help. Traffic on the road was often affected, with buses delayed and heavy rush-hour traffic adding to the problems. That resulted in rat-running along the side-roads with knock-on effects for local residents.</p> <p>You will have seen [REDACTED] email suggesting other situations in which these predictions might well be unrealistic, and could give rise to unfortunate consequences for local residents - not just those on Carter Knowle Rd. I cannot understand why it was assumed only Carter Knowle Rd might be affected - that runs counter to any sensible evaluation of the situation in my opinion. And assumptions about the behaviour of pupils, and their parents, have been shown to be well wide of the mark by known parking and traffic problems elsewhere, as Kaye points out.</p> <p>All of which goes to suggest that office- and standard formula-based predictions don't always come true. It also seems the only criteria allowed for in the assumptions is the 'free-flow of traffic', with no consideration for how local residents might be affected. And the problem with planning conditions is that they only take that particular development into account - and do not take account of other potential developments or factors that might combine to exacerbate the situation. You are not necessarily bound by such restraints - as a traffic engineer you must surely try to see the wider picture - even if you are subject to funding restraints.</p> <p>Would it not be sensible if your report to Cabinet included recommendations for monitoring the situation to check if the predictions were correct, and for the taking of extra measures should they be proved necessary?</p>
9	<p>Thank you for sending the plans for proposed Highway improvements in respect of access to Mercia School from Carterknowle Road.</p> <p>I am a resident of Carterknowle Road (Number [REDACTED]) and I write to express concerns about the proposed changes, which are amendments to the original proposal when</p>

	<p>Planning consent was agreed.</p> <p>The current proposals envisage footway widening along each side of a zebra crossing on the pavement side to facilitate safer crossing for pupils attending the school on foot. While the general principle of increased pedestrian access for children attending school is to be welcomed, I am concerned about the impact on resident parking. Occupiers of the houses directly affected (152 to 160) currently have 10 vehicles which regularly park in the area now proposed to be withdrawn. This will inevitably mean consequential parking issues to be moved up the road, affecting other properties where parking is even more problematic. Although parking below the properties affected is remaining, these parking areas are not overlooked by residential properties and are even now seen as insecure, with an increased vulnerability to vandalism and theft. This is unlikely to diminish. I don't suppose the City Council will pay for the increased insurance premiums that might follow if this becomes a problem.</p> <p>The use of this stretch of road for parking by members of the Church community, particularly on weekends, already creates a problem and I would like you to consider the case for a Residents Parking Zone in order to ease the difficulty which this proposal will inevitably create.</p> <p>In particular, however, I am concerned that my wife, who has a substantial mobility problem and a Blue badge issued as a result, will find it difficult to ensure parking in the immediate vicinity of the house. Our property does not have rear access and no step-free access at the front and she is reliant on the easy access to a vehicle to ensure she can safely leave the house. If we were forced to park further away from the house, this would be a major problem, particularly as the street is on a hill and walking any distance uphill is extremely difficult for her.</p> <p>These proposals as currently set out will create significant hardship for her and I would be grateful if you would consider what steps might need to be taken as reasonable adjustments to mitigate the impact of this proposal.</p>
10	<p>Thank you for your letter of 7th June about the highway improvements planned for Mercia School and adjacent roads. These all seem very sensible.</p> <p>I live at no [REDACTED] Montrose Road and I am concerned about the inevitable increase in traffic along this road as the nearest unrestricted road. I am also concerned about the increase in parked cars as people drop off children and potentially park cars all day to work in town.</p> <p>Have you considered the impact on residents living near the school? It would be reasonable to expect activity to both monitor impacts and, where necessary, reduce impacts. One option would be to close the end of Montrose Road closest to the School.</p> <p>I would appreciate a response and be happy to discuss.</p>
11	I AM STRONGLY OBJECTING TO THE PROPOSED ZEBRA CROSSING ON

CARTERKNOWLE ROAD. MY WIFE HAS A DISABILITY AND IS A HOLDER OF BLUE BADGE.SHE NEEDS ACCESS TO OUR HOME. THIS PROPOSAL IS TOTALLY INAPPROPRIATE AND INFRINGES HER RIGHTS. I HAVE BEEN IN TOUCH WITH A SOLICITOR AND HAVE BEEN TOLD WILL WE TAKE LEGAL ACTIION IF YOU GO AHEAD WITH THIS PROPSAL. HER CIVIL RIGHTS WILL BE VIOLATED UNDER EUROPEAN LAW

WHY NOT SHIFT THE CROSSING OPPOSITE THE CHURCH WHERE IT WILL NOT CREATE ANY PROBLEMS FOR RESIDENTS? DID THAT EVER CROSS YOUR MINDS, OR DO YOU LOOK FOR EASY UNCOMPLICATED ANSWERS AND DON'T GIVE A TOSS ABOUT THE PEOPLE THAT LIVE HERE PARKING HERE IS ALREADY A PROBLEM AS IT IS. THINK LONG AND HARD. BEFORE YOU MAKE ANY STUPID DECISIONS LIKE YOU NORMALLY DO.

THIS IS EXCTLY WHY RESIDENTS OBJECTED TO THE SCHOOL BECAUSE OF CONGESTION BUT OH NO HIGHWAYS SAID THERE WOULD BE NO CONGESTION WHAT SO EVER. WHAT A JOKE

TAKE NOTE OF THIS OBJECTION

Thank you for your reply. First let me ask where is St Oswalds Way? I have lived here 54 years and not seen this road? Also, am I correct in assuming that there will be no parking between 152 and 160 Carterknowle Road?

I understand that you can create a space for my wife to park the car. Do you not think by creating this space it will create a contentious issue? Space is already at premium for residents and the neighbours will struggle to park their cars? Further the parking when the church is open creates even a more headache. This school should have been in its original place, but the Council is so bloody minded to do as it pleases with out scant regard to the views of the community at large. Even BAM Group think it's a bloody stupid place to build the school where you have.

Also, on a separate note why not have traffic on a one way scheme whereby cars enter either from Carterknowle Road or exit and use the wasted access road by Holt House School instead of having all the traffic flow from one side, To say the least it's ridiculous with some of the decisions you guys make.

Thank for the information. I would like my objection to stand. With regards to the designated parking bay offer. I am not prepared to enter in to unhealthy relationship with my neighbours. Even if the council was to encourage such behaviour. I want my car parking slot in front of the house and not in a neighbours slot. Move the Zebra crossing. Use your brains if you have any how to sort this. That's what you're paid to do.

The new road will cause havoc for residents but you (Highways) already know that. You knew that right from the start. Just for second think about my suggestion in my previous email about the one-way system. It makes sense but the highways as usual are not interested unless some bright spark from within had thought of it.

12	<p>After reading your plans for the highway improvements, I feel that a humped zebra crossing has been missed and would like one to be considered on Carterknowle Road near the Springfield Avenue junction. This is a very busy road and there will be lots of children and families crossing to access the roads and the nearby shops. Additional double yellow lines would also be advantageous around these junctions.</p> <p>I'd also plea for you to visit the area around the Mylnhurst School junctions, as a prime example of how NOT to do it. The parking situation around this school is incredibly dangerous and desperately needs more double yellow lines. Parents and families park on junctions, on pavements and block the roads for emergency vehicles to get down. As we will now have a school drop off/pick up at the top of our road (Ranelagh Drive) and at the bottom (Springfield Avenue) I ask that you please take this into consideration, as at present we find it extremely dangerous to walk our young children to school in the mornings, without the situation getting worse.</p>
13	<p>I refer below to the proposed alterations to the junction of Carterknowle Road and Springfield Avenue.</p> <p>As I am sure you are aware the present junction profile was constructed some years ago as a result of several accidents – two of them quite serious, due to the vehicles taking the junction at excessive speed. The pavements were built out and the present 'hump' put in place. Since that time there have been no serious accidents as far as I am aware – though of course there have been one or two minor bumps as might be expected.</p> <p>Whiles there is no doubt that the upper “North West” corner is a bit of a 'bottleneck' at busy times the major flow is Springfield Avenue to Ecclesall Road and vice versa and room for vehicles also turning right down Carterknowle Road would be a definite improvement.</p> <p>However there is no problem with traffic turning left of Carter Knowle Road onto Springfield Avenue, and any widening at this side will only enable vehicles to take the corner even faster and encourage the cornering on two wheels brigade to go even faster.</p> <p>I suggest that cutting back of the opposite corner, although definitely improving flow, will also enable the speed ones to cut the corner at quiet times – as indeed they do so at present in both directions!</p> <p>Perhaps a centre bollard on a small island is probably the only way to make it safer!</p>
14	<p>Hi we walk from carterknowle Road to st wilfrids school on Springfield Road. We therefore have to cross at the junction of springfield ave.</p> <p>I already find that this junction is busy and as an adult can navigate the junction with cars turning on and off the road.</p> <p>However my children struggle to make a judgement about when it is safe to step out.</p>

	<p>Cars pull quickly out trying to join the busy road at peak times.</p> <p>I also see elderly people struggle when trying to cross to the paper shop.</p> <p>Please consider putting a zebra crossing in. No extra parking spaces would need to be lost. We have strong concerns about increasing traffic at this junction when the new school is open.</p>
15	<p>With reference to the letter dated 7 June 2018, regarding proposed highway improvements and traffic regulation order (TRO) on Carter Knowle Road, we, the Church members have a number of objections and concerns about the above proposals.</p> <p>Since the Church's license to park vehicles in the former Bannerdale carpark site was unilaterally terminated by the Council to support it's development on the Bannerdale site, the Church members have become heavily reliant on on-street parking, both on Carter Knowle Road and Montrose Road. The Church members also have serious concerns about the proposed reduction in on-street parking, which will further damage neighbourhood relationships and community cohesion. There are already existing tensions around parking between the Church and the residents.</p> <p>The Church has grave concerns about the following:</p> <ul style="list-style-type: none"> • the impact on disabled and elderly members who need to be in close proximity to the Church entrance • the new parking arrangements will inhibit and restrict the Church's ability to carry out its functions in relation to large events such as weddings, funerals and other church related activities, where the need for increased parking is unavoidable • having to park a long way from the church will affect the safety of our children, particularly families attending the church with young children and those with two children under five <p>Given the above concerns and the fact that the Church is a charity that has been in this location for 63 years, we are requesting alternative appropriate parking be provided by the Council, to ensure reasonable access to the premises that does not impede the functions of the Church or the attendance of its members.</p> <p>We would welcome the opportunity to discuss this in person. We are inviting you to attend a meeting in person to discuss the above on Thursday 5th of July at 7pm at the above address.</p>
16	<p>I write to object to the proposed highways improvements and traffic regulation order Ref 2030-DA-CL1/ML4. I object in particular to the location of the proposed zebra crossing. The residents directly opposite the school are already greatly inconvenienced by the entrance to the school being so near residential property. A crossing here would cause a bottleneck as students cross over in front of residential housing.</p> <p>While I understand there is a need for a safe crossing I would suggest this crossing is</p>

	<p>positioned further down Carterknowle Road opposite the church (which is non residential) and before the junction with what will be St Oswalds Way. This is where there is currently a speed cushion. This will keep high flow of students away from the residential properties and they will be able cross over safely. Clearly the school will need to have a safe crossing within St Oswalds way in any case and students can use this to then cross over to the school.</p>
17	<p>I write to object to the proposed highways improvements and traffic regulation order Ref 2030-DA-CL1/ML4. I object in particular to the location of the proposed zebra crossing. The residents directly opposite the school are already greatly inconvenienced by the entrance to the school being so near residential property. A crossing here would cause a bottleneck as students cross over in front of residential housing.</p> <p>While I understand there is a need for a safe crossing I would suggest this crossing is positioned further down Carterknowle Road opposite the church (which is non residential) and before the junction with what will be St Oswalds Way. This is where there is currently a speed cushion. This will keep high flow of students away from the residential properties and they will be able cross over safely. Clearly the school will need to have a safe crossing within St Oswalds way in any case and students can use this to then cross over to the school.</p>
18	<p>I am writing with reference to the new zebra crossing on carterknowle road that is planned outside 154 carterknowle road.</p> <p>I am sure you know this will very inconvenient to those that will be affected by the zebra crossing and white zigzag lines, this will reduce parking space for those affected and surrounding house holds.</p> <p>I have looked and I am wondering why the crossing cannot go outside the church and the bus stop moved further down the road, this is less likely to cause upset to the residence in the area and they are more likely to support the he idea of a crossing close to residential properties.</p>