



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: Astrea School Highway Improvement works.

Is this a Key Decision? If Yes, reason Key Decision:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>		
- Affects 2 or more Wards		<input type="checkbox"/>		
Cabinet Member Portfolio:	Transport and Development			
Scrutiny and Policy Development Committee:	Economic and Environmental Wellbeing			
Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given?	314			
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:				
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>				

Purpose of Report:

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

Recommendations:

Having considered the objections the

- proposed traffic light controlled crossings on Rutland Road and Pitsmoor Road, road humps on Andover Street and Pitsmoor Road, pedestrian crossing points and bus stop improvements should be implemented,
- items shown on drawing 2032-DA-TRO-03 and 2032-DA-PC-02 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 – Plan showing location of improvements

APPENDIX B – Plan showing waiting restrictions to be implemented.

APPENDIX C – Consultation letter sent and plans to residents

APPENDIX D – 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 11/07/2018</i>
		Legal: <i>Richard Cannon 24/07/2018</i>
		Equalities: <i>Annemarie Johnstone 10/07/2018</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 Astrea School (ref 17/00868/RG3, conditions 3 and 4) and for improvements at the two bus stops located nearest to the school entrance.

1.2 The following improvements are proposed;

- New traffic light controlled pedestrian crossing on Rutland Road close to its junction with Wood Fold and on Pitsmoor Road close to its junction with Pye Bank Road,
- New dropped kerb crossing points on walking routes to/from the school,
- Improvements to existing bus stops on Rock Street and Nottingham Street to make it easier for the bus to get to the bus stop and for people to get onto the bus,
- Bus friendly flat topped road humps on Andover Street, between the two school buildings and on Pitsmoor Road at the light controlled crossing,
- School Keep Clear markings at entrances used by pupils,
- A TRO to put no waiting at any time restrictions (double yellow lines) around junctions and in areas where parking needs to be restricted to allow vehicles to get to the school and to provide visibility.

The location of these improvements is shown on drawing 2032-DA-GA-02 in Appendix A.

1.3 There is currently some uncertainty on how larger vehicles would service the school. In the planning application it was envisaged that a one way servicing system would operate i.e. vehicles would enter the school from Andover Street and leave via Fox Street/Fox Hill. However during the design process it was found that this would be problematic for larger vehicles due to physical constraints leading to overrun of the footway when turning from Fox Street into Fox Hill.

As a result of this discussions were held with Astrea Academy into alternative servicing arrangements i.e. all large vehicles should enter and leave the site from Andover Street by reversing into the school and driving out forwards. The Academy has indicated their agreement to this however there is risk that the situation could change such that there is a need to return to the original one way system.

Given this uncertainty a TRO was proposed that included waiting restrictions to deal with both servicing methods. The intention was that only one of the servicing methods would be used by the school and as such not all of the waiting restrictions would be implemented.

It is recommended that the TRO elements required to protect access for the servicing of the school from Andover Street and the non-servicing

related restrictions are made. These are shown on drawing number 2032-DA-TR-03 included in Appendix B.

Should the one way servicing option become necessary the waiting restrictions to protect this could be made in a separate TRO provided that this was done within two years of first advertising these restrictions.

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 Rock Street and Nottingham Street for all bus users,
- Tackling Inequalities priority by improving pedestrian access to the school for the 49% of Burngreave, 60% of Central and 44% of Walkley households who do not have access to a motor vehicle (source UK Census 2011)

3. HAS THERE BEEN ANY CONSULTATION?

3.1 A letter and plan was delivered to around 330 properties in the area surrounding the school and the two proposed light controlled crossings. A copy of the consultation letter and plans is included in Appendix C.

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 puffin crossings were put up on roads affected throughout the area around the school and the TRO and Road Hump were advertised in the local press.

Consultation response

3.4 A total of seven responses were received in response to the consultation

3.5 One resident objected to the proposed traffic light controlled crossing on Rutland Road;

"I am writing to object to the proposed traffic light controlled pedestrian crossing on Rutland Road close to the junction with Wood Fold"

Pupils/parents are not going to walk along Rutland Road if they are coming from the Cookswood Road/Pitsmoor Road area. They will cross at the junctions of Cookswood Road/Rutland Road or Pitsmoor Road/Rutland Road/Minna Road, and follow a direct route along Pitsmoor Road/Nottingham Street to the new school. Surely pedestrian crossings would be best situated in these areas, as had been requested

in the past”

“Parking is in short supply for the residents of Rutland Road and Wood Fold, it would be further restricted by the new lights and zig-zag markings”

Resident, response 6 Appendix D

The objection to the proposed crossing is on the basis that it is not required in this location and that it will increase pressure on parking on Wood Fold and Rutland Road.

The proposed crossing has been conditioned by the planning approval for the school and is considered necessary to accommodate walking journeys to the school.

In order to minimise the impact of the crossing on parking it is proposed to move it closer to Wood Fold, this reduces the number of parking spaces lost by one. It is not possible to free up any more roadside parking by moving the crossing any further or to shorten the zig zag markings which are required to ensure sufficient visibility to the crossing for drivers on Rutland Road.

Given the above the objection to the puffin crossing on Rutland Road should not be acceded to.

- 3.6 In addition to the resident above one other resident made comment about parking problems on Wood Fold.

“Our main issue with the plans is simply that currently there is not enough parking on or close to Wood Fold, and the proposed parking exclusions and yellow lines around the pedestrian crossings on the plans will only add to this problem.”

“As you are probably aware there are a number of business premises on Wood Fold, FME and Platts-Nesbitt being probably the largest employers. Due mainly to the activity of these businesses, when I or my wife return from work in the afternoon, we nearly always find there to be no parking on Wood Fold and have to park on either Rutland or Pitsmoor Road. However, if you add crossings and further double yellow or zigzag lines to these, what are we supposed to do?”

“What I would like to request from Sheffield Council, is that the top half of Wood Fold, where the terraced houses are, be marked as residents only parking so that the proposed improvements do not impact our quality of life in a negative way.”

Resident, response 7 Appendix D

It is understandable that residents have concerns about the loss of parking on Rutland Road and the impact this will have on their ability to park near to their homes on Wood Fold. Parking demand in this area is already high, due to local businesses, and the loss of several parking

spaces will increase this pressure.

Unfortunately it is not possible to implement a permit parking scheme on Wood Fold as such schemes are usually only installed on a network of roads which suffer from problems caused by commuter or shopper parking.

In the case of Wood Fold the problem is caused by the demand for parking outstripping the supply of parking. As local businesses and residents would both qualify for permits it is likely that even with a permit scheme in place the demand for parking would exceed the number of spaces available.

3.7 Further comments from residents were;

“If the new plans come into practice for rutland road and woodside lane, it would encourage more people than the ones already using wood fold and woodside lane as a shortcut to avoid even more traffic lights.

Woodside lane would be double yellow lines on both sides, this would give drivers a clear run to speed up going either way. would it not be a good idea to install speed bumps on both roads. i am also wondering if it may be worth looking at making wood fold and woodside lane one way traffic only “

Resident, response 5 Appendix D

Woodside Lane won't have double yellow lines on both sides; they would be on the south east side between the existing single yellow line and Pitsmoor Road and on the north/north west side approximately 20m back from the junction with Pitsmoor Road. Drivers using Woodside Lane will still have to negotiate parked cars as they do now and the proposed measures should have a minimal effect on traffic speed or numbers. As such there is no need to consider traffic calming or one way restrictions at this time.

3.8 *“I would like to feedback my observation that local drivers generally drive at a higher speed than the limit of 20mph between the speed cushions further south on Rock Street (2 no. speed cushions about 20m before the junction with Verdon Street) and then turning either right or left on to Andover Street.”*

“There is a raised road narrowing structure and speed bump to the north of the junction that does slow drivers down who are going up Rock Street, but for car drivers turning right/left into Andover Street there is no need to slow down on the south side of the junction.

From observing pedestrians who cross this junction – most people cross on the south side of the junction, rather than detouring to the road narrowing and speed hump cross point on the north side.

I am not sure how many children will be coming from the east side of

Rock Street and where the main entrances are for the school, but guess that this junction will be a major crossing point for local children from Pitsmoor / Verdon Street area and children arriving on bus.

I would ask you to consider this 'on the ground' feedback into your design considerations and consider providing some suitable safety measures such as puffin crossing / zebra crossing / road humps across Rock Street that provides a reduction to the hazard I have highlighted."

Resident, response 4 Appendix D

Rock Street is within the Burnbank 20mph zone and as such vehicle speeds should be constrained by physical traffic calming vehicles to a level appropriate for a 20mph speed limit.

Drivers approaching the Andover Street/Rock Street junction from the south would be slowing to either turn left or right into Andover Street or to negotiate the road narrowing located to the north of the junction. As such it is likely that any traffic calming feature located to the south of the junction would be unlikely to lead to a significant reduction in traffic speed.

A drop kerb crossing point is being provided on Rock Street to the south of its junction with Andover Street to help pedestrians cross from the easy/south east side of Rock Street to get to the school.

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

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 4.1 This proposal would be funded from the Department for Education's Basic Need Capital Grant as part of the overall school expansion scheme approved by Cabinet in July 2017.

Financial and Commercial Implications

- 4.2 This proposal would be funded from the Department for Education's Basic Need Capital Grant. Capital Programme Group approved the Outline Business Case for the new school and funding was received in July 2017.

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

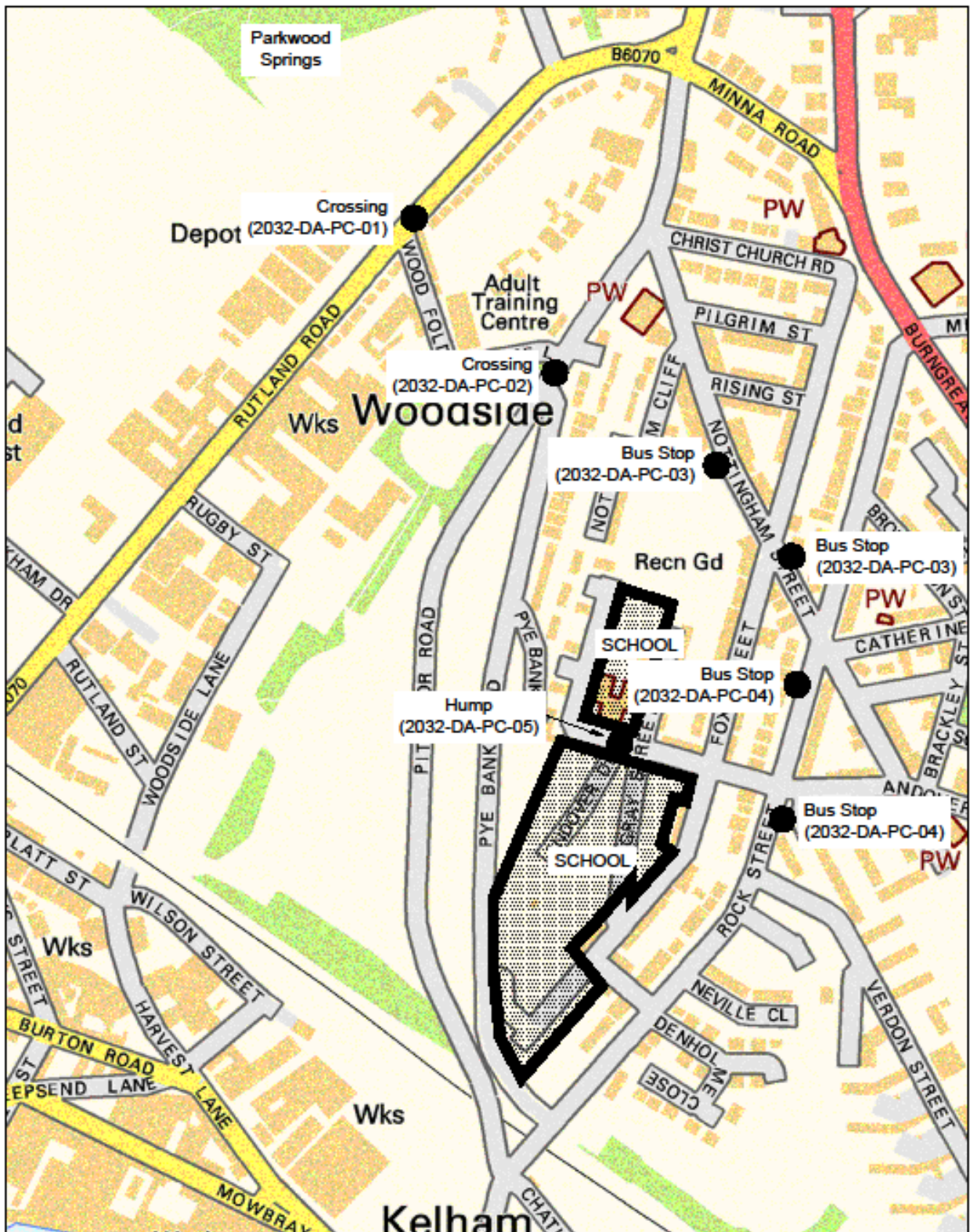
(Outline any alternative options which were considered but rejected in the course of developing the proposal.)



- 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.

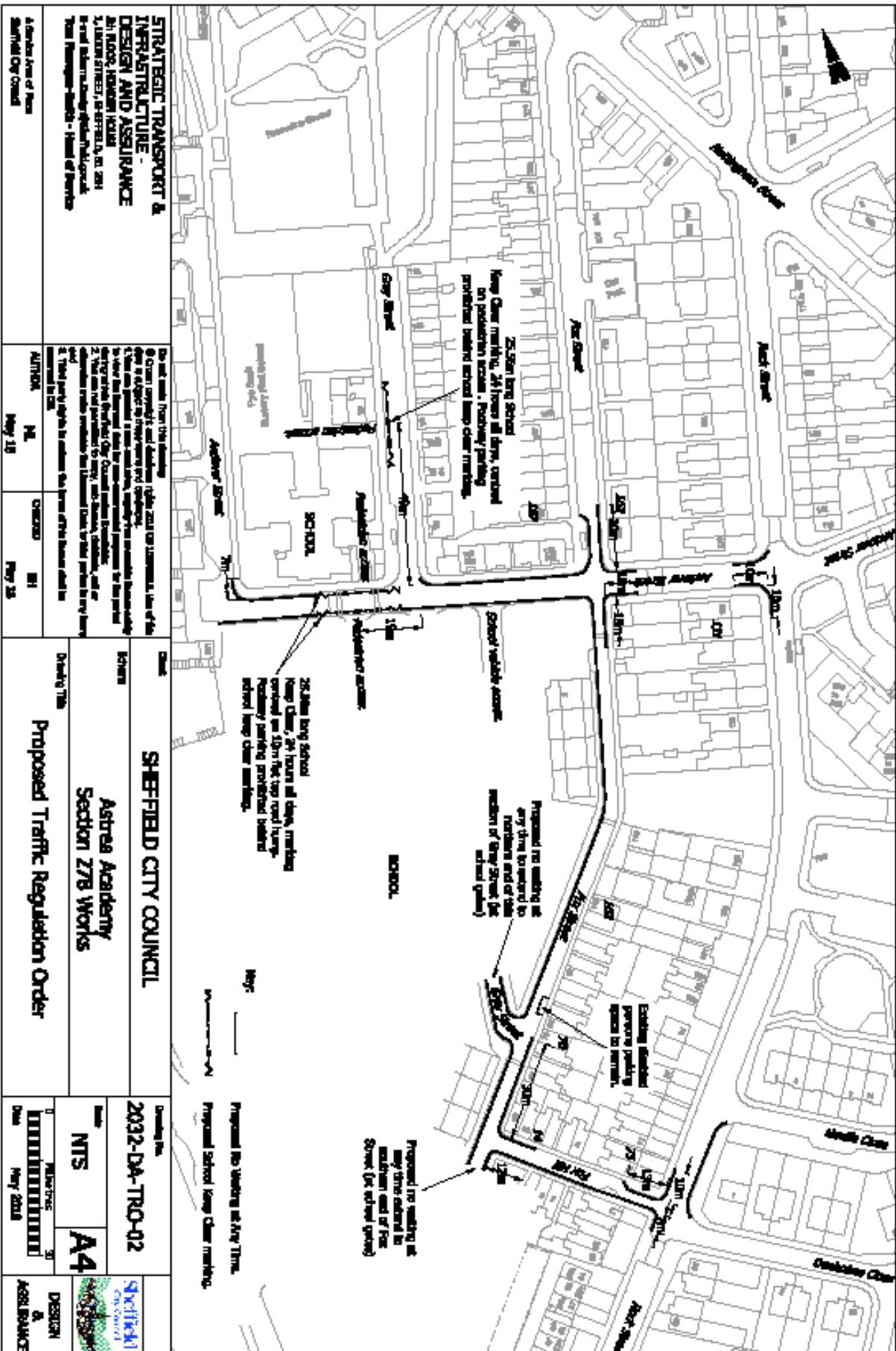
APPENDIX A



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 5th FLOOR, HOWDEN HOUSE 1, UNION STREET, SHEFFIELD, S1 2SH Email: Schemes.Design@Sheffield.gov.uk Tom Finnegan-Smith - Head of Service	Client	SHEFFIELD CITY COUNCIL		Drawing No.	2032-DA-GA-02	 DESIGN & ASSURANCE
	Scheme	Astrea School Section 278 Works		Scale	NTS A4	
	Drawing Title	Location of Improvements		 Date Jul 18		

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APPENDIX B



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE
BRIDGES, ROADS AND
2, ALBERT STREET, SHEFFIELD, S1 2BA
 E-mail: shelley@sheffield.gov.uk
 Tel: 0114 275 2222 - Head of Service

A Member of the Sheffield City Council

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Sheffield City Council
Astrea Academy
Section 27B Works

Proposed Traffic Regulation Order

Drawn by: **NTS**
 Scale: **A4**
 Date: **May 2018**

DESIGN & ASSURANCE

APPENDIX C

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: 2032-DA-CL1

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



The Owner/Occupier

Dear Sir or Madam,

Astrea Academy School Highway improvements and Traffic Regulation Order (TRO)

As you may be aware a new school is currently being constructed on Andover 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 restriction.

In summary the following changes are proposed;

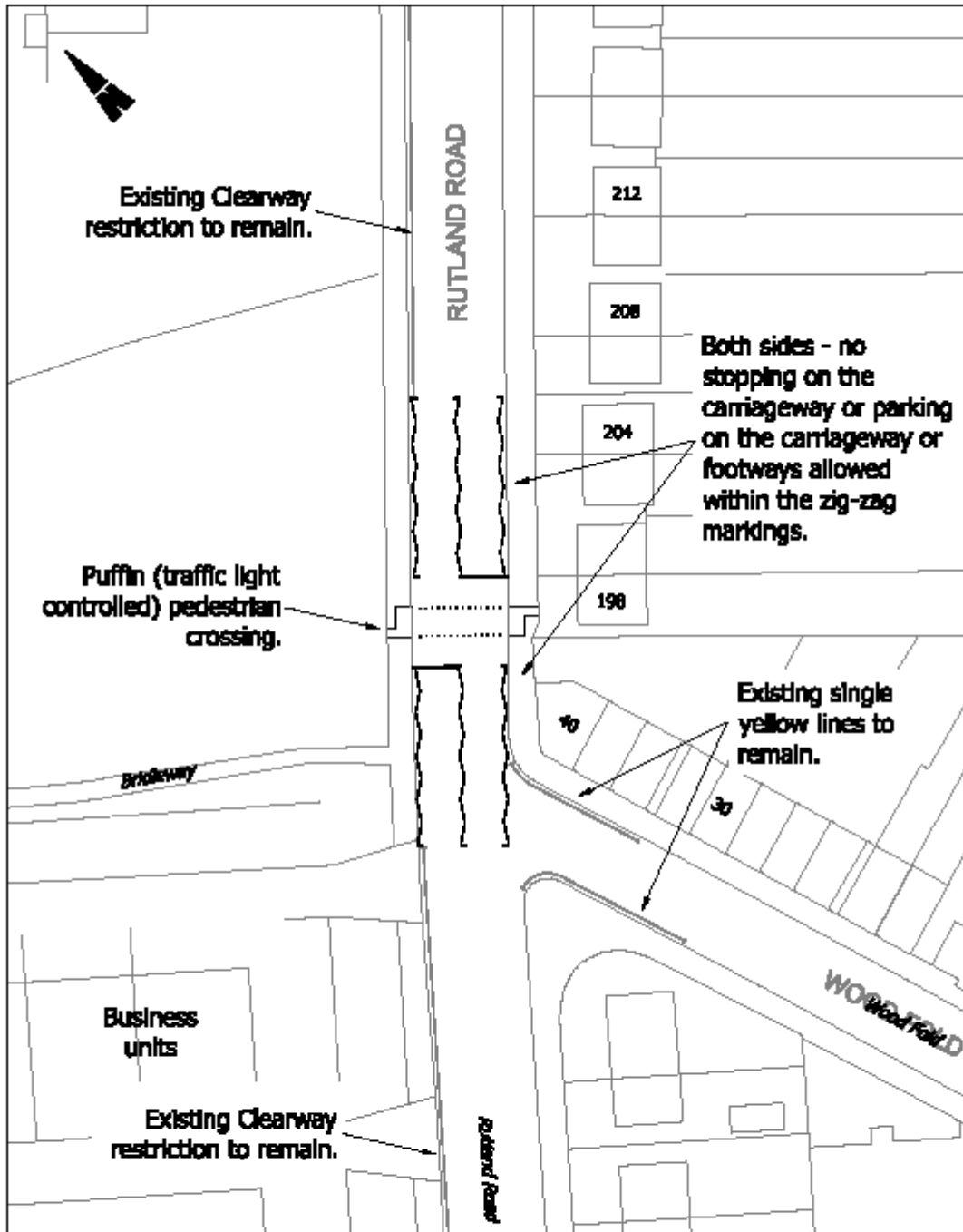
- A new traffic light controlled pedestrian crossing on Rutland Road close to its junction with Wood Fold,
- A new traffic light controlled pedestrian crossing on Pitsmoor Road close to its junction with Pye Bank Road,
- New dropped kerb crossing points on walking routes to/from the school,
- Improvements to existing bus stops on Rock Street and Nottingham Street to make it easier for the bus to get to the bus stop and for people to get onto the bus,
- Flat topped road humps on Andover Street, between the two school buildings and on Pitsmoor Road at the light controlled crossing,
- School Keep Clear markings at entrances used by pupils,
- A Traffic Regulation Order (TRO) to put no waiting at any time (double yellow lines) around junctions and in areas where parking needs to be restricted to allow vehicles to get to the school.

Details of the light controlled crossings, road humps and TRO are shown on the six attached drawings.

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 comments or objections 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.

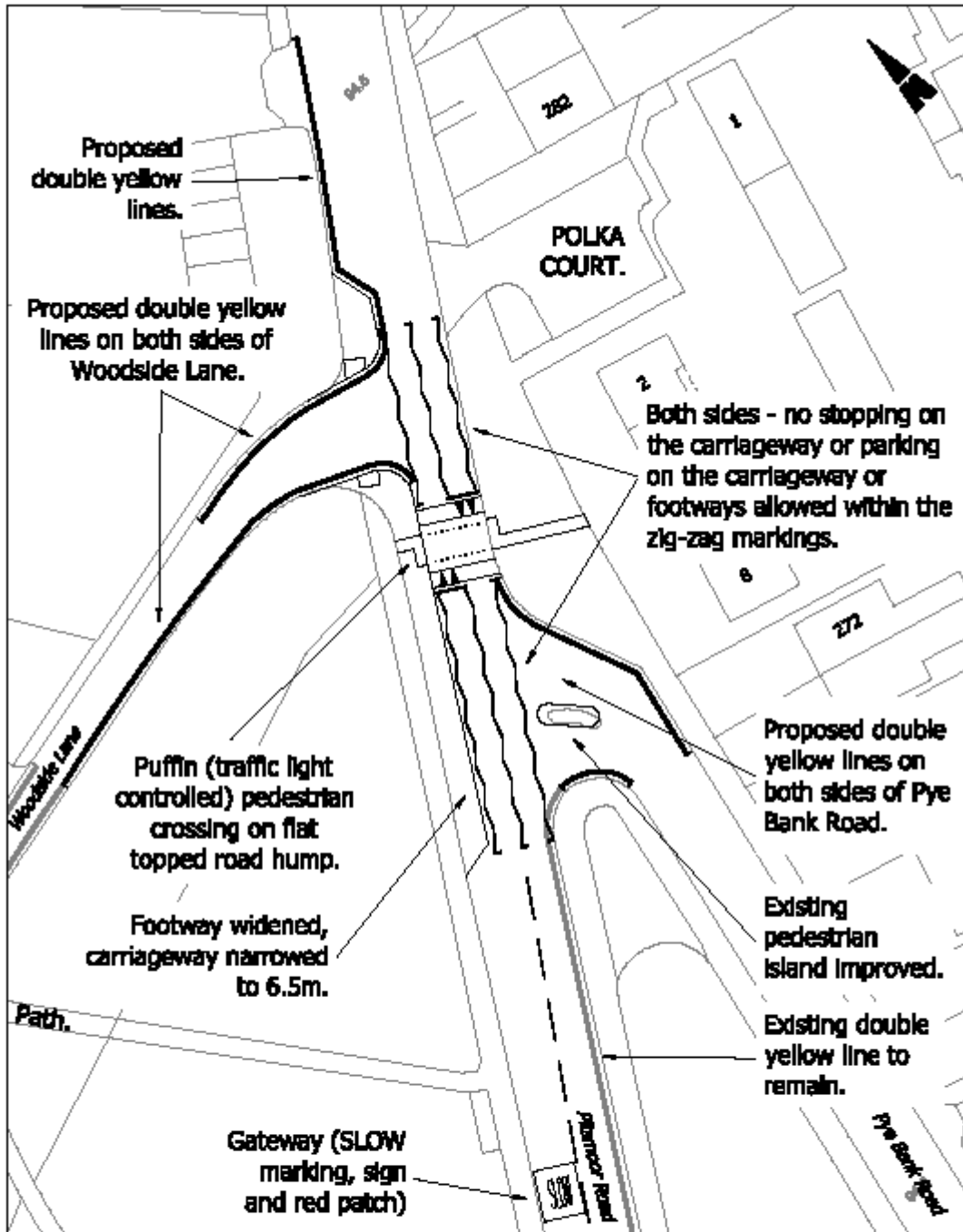
By e-mail to: scheme.design@sheffield.gov.uk

In writing to: Design and Assurance
Transport, Traffic and Parking Services Division
Floor 5, Howden House
1 Union Street



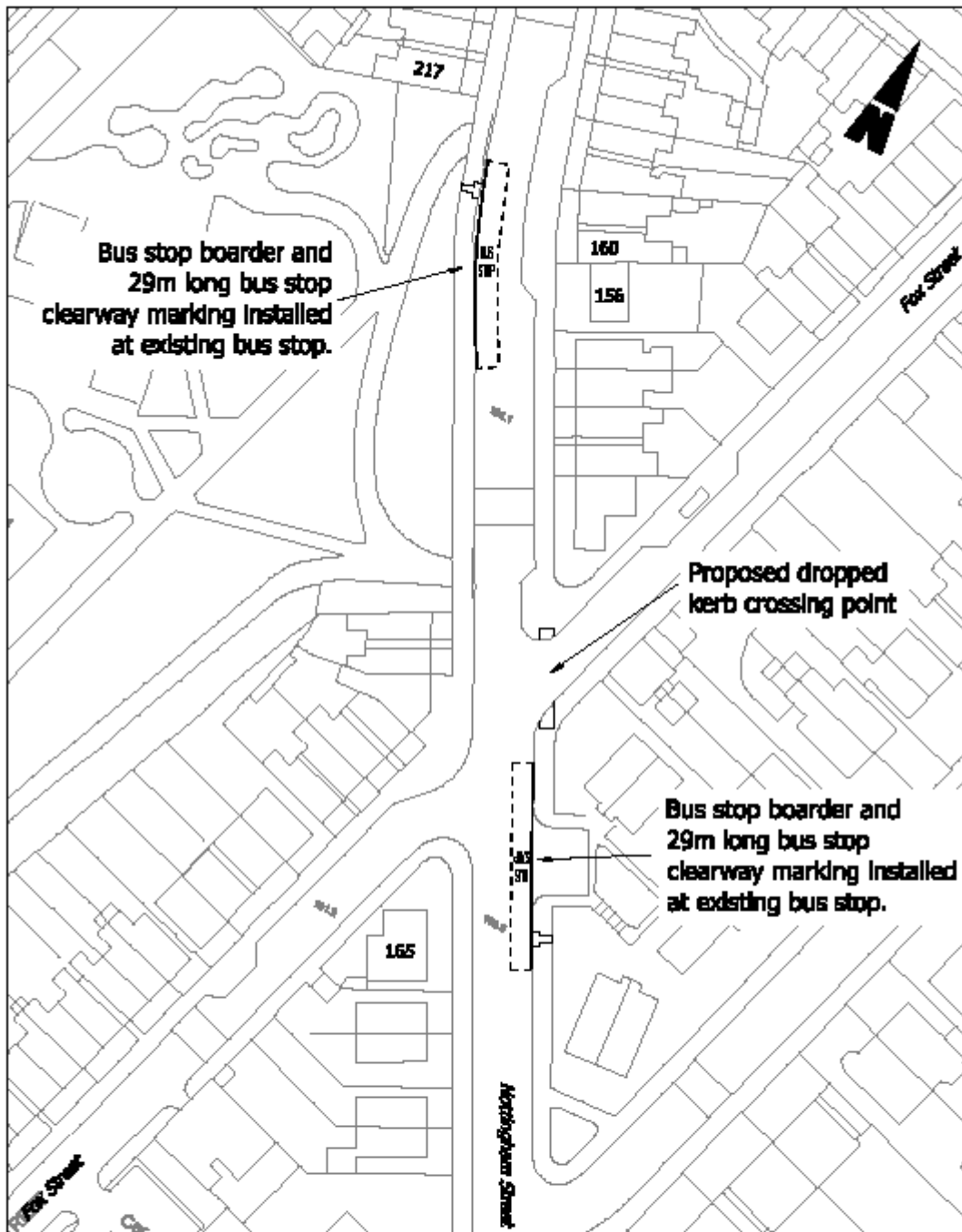
STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 016 11000, 1000000000 1, LINDEN STREET, SHEFFIELD, S1 2BB Email: design@sheffield.gov.uk Transport Manager: design@sheffield.gov.uk - Head of Service	Client: SHEFFIELD CITY COUNCIL	Drawing No.: 2022-DA-PC-01	
	Scheme: Astrea Academy Section 278 Highway Works	Scale: 1:500	
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<small> Date: May 2022 </small>		<small> Date: May 2022 </small>	



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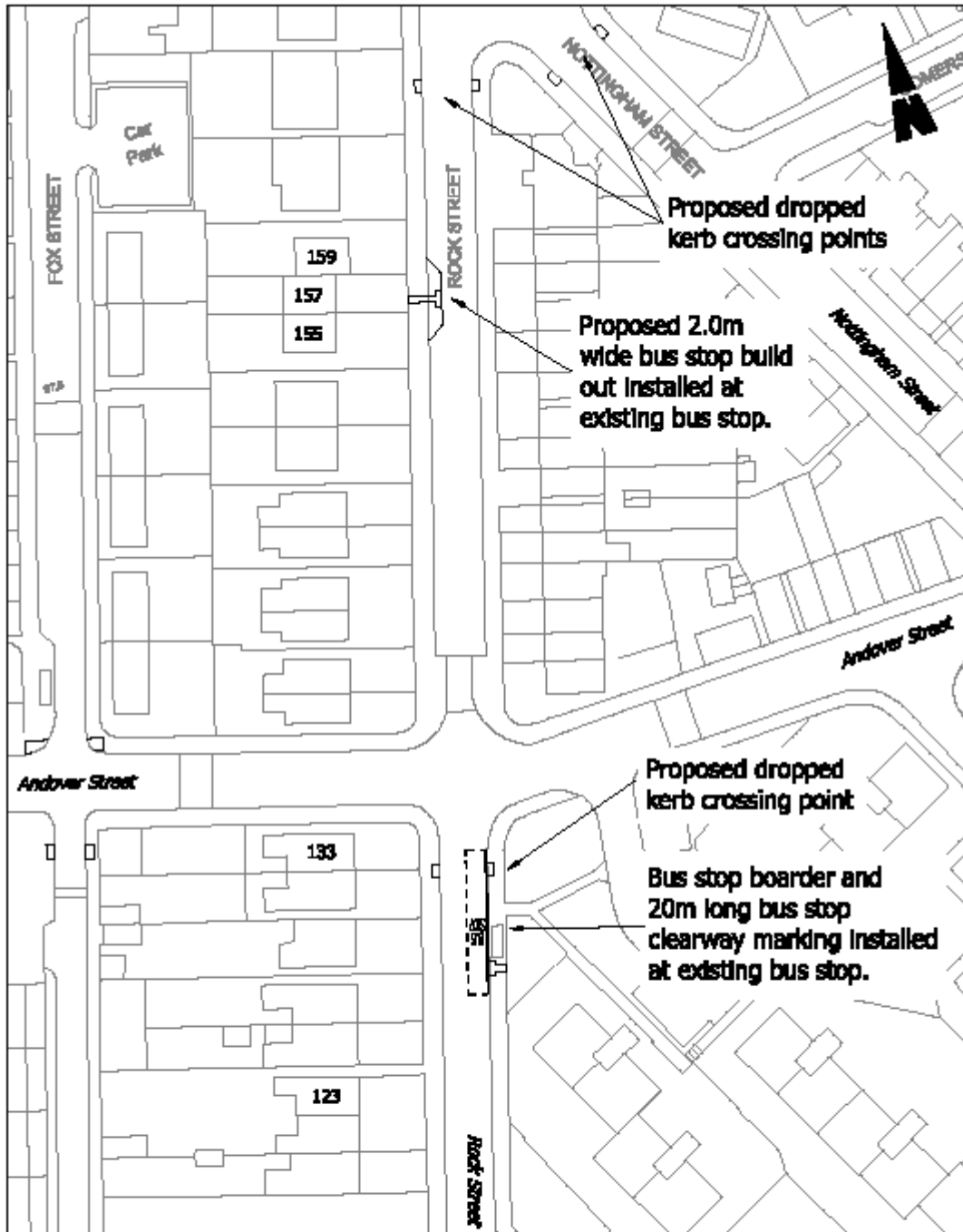
STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 0411 11000, 10000000000 1, LINDEN STREET, SHEFFIELD, S1 2ND Email: Design.Design@Sheffield.gov.uk Team Manager: Gareth@Sheffield.gov.uk - Head of Service	Client	SHEFFIELD CITY COUNCIL		Drawing No.	2032-DA-PC-02		
	Scheme	Astrea Academy Section 278 Highway Works		Scale	1:500	A4	
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001 FILE NAME



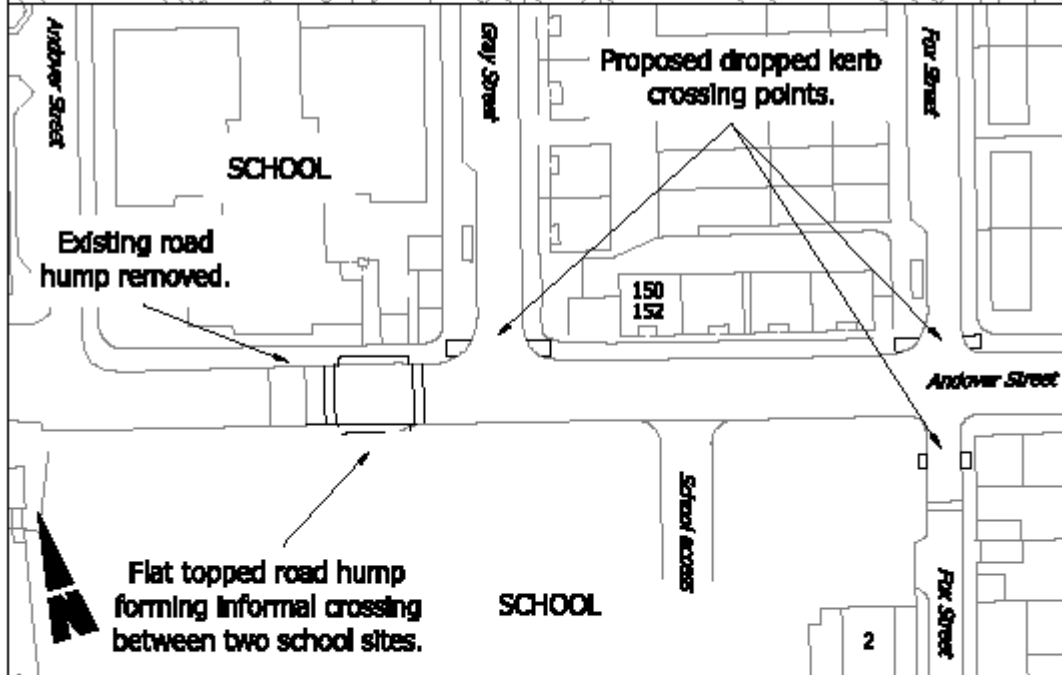
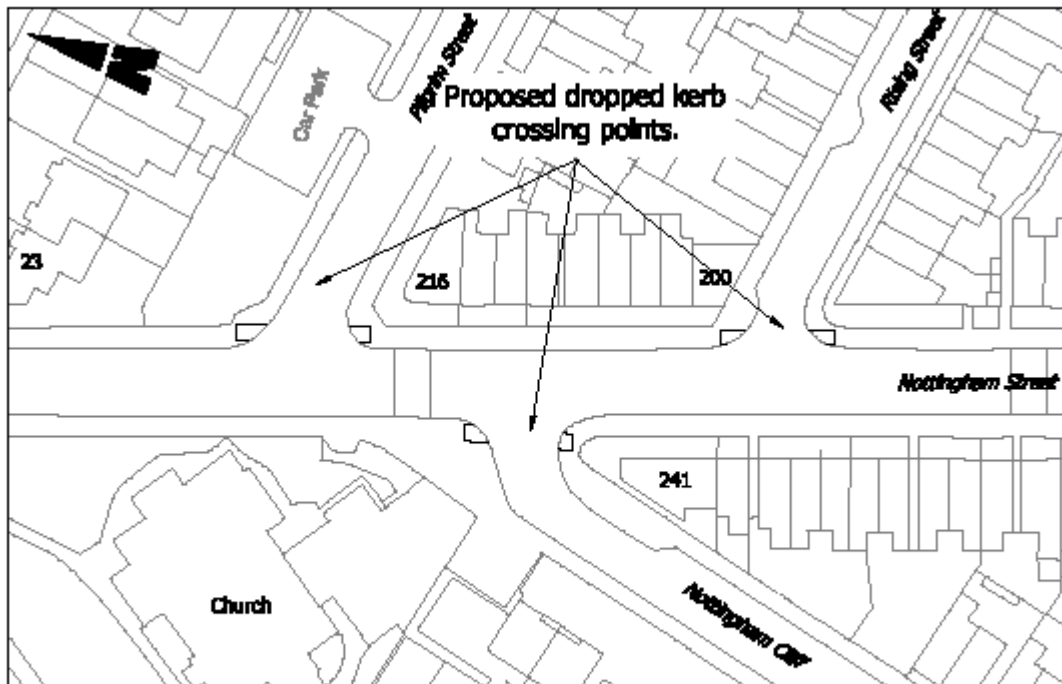
STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 014 11000, 100000 HOUDE 1, LINDEN STREET, SHEFFIELD, S1 2BB Email: design@sheffield.gov.uk Transport Manager: design@sheffield.gov.uk - Head of Service	Client SHEFFIELD CITY COUNCIL	Drawing No. 2022-DA-PC-03	
	Scheme Astrea Academy Section 278 Highway Works	Scale NTS	
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Date May 2024			

001 FILE RW6



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 049 PLD/C, HANOVER HOUSE 1, LAMB STREET, SHEFFIELD, S1 2RH Email: design@sheffield.gov.uk Team Manager: Keith - Head of Service	Client SHEFFIELD CITY COUNCIL	Drawing No. 2032-DA-PC-04	
	Scheme Astrea Academy Section 278 Highway Works	Scale NTS	
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Date: May 2024		Date: May 2024	

001 FILE NAME



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE 011 11000, 1000000000 1, LINDEN STREET, SHEFFIELD, S1 2ND Email: design@sheffield.gov.uk Team Manager: tim@sheffield.gov.uk - Head of Service	Client	SHEFFIELD CITY COUNCIL		Drawing No.	2032-DA-PC-05A		
	Scheme	Astrea Academy Section 278 Highway Works		Scale	NTS	A4	
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001 FILE RW6

APPENDIX D

1	<p>I am responding on behalf of CycleSheffield.</p> <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>In regards to Astrea Academy School TRO Ref 2032-Da-CL1/ML5 In particular Drawing No 2032-DA-PC-02</p> <p>Can you please confirm & clarify how far the double yellow lines go onto Pye bank Road</p>
3	<p>Your reference 2032-DA-CL1/ML5 To my house 🏠 Please what is this I can't understand</p>
4	<p>Thank you for your letter consulting local residents about the proposed highway improvement and TRO associated with the opening on the new Woodside Academy School.</p> <p>All the improvements presented I fully support as a local resident of 11 years, and parent of school age children.</p> <p>But, as a local resident on Rock Street – I am would like to feedback the following concern I have with regards the current proposals lack of consideration of:</p> <ul style="list-style-type: none"> i) Speed reduction measures and safer crossing facilities on Rock Street / Andover Street south side cross road junction <p>I would like to feedback my observation that local drivers generally drive at a higher speed than the limit of 20mph between the speed cushions further south on Rock Street (2 no. speed cushions about 20m before the junction with Verdon Street) and then turning either right or left on to Andover Street.</p> <p>Also drivers generally take the right hand turn from driving up Rock Street into Andover Street by cutting the corner of the road, and at speed.</p> <p>There is a raised road narrowing structure and speed bump to the north of the junction that does slow drivers down who are going up Rock Street, but for car drivers turning right/left into Andover Street there is no need to slow down on the south side of the junction.</p> <p>From observing pedestrians who cross this junction – most people cross on the south side of the junction, rather than detouring to the road narrowing and speed hump cross point on the north side.</p> <p>I am not sure how many children will be coming from the east side of Rock Street and where the main entrances are for the school, but guess that this junction will be a major crossing point for local children from Pitsmoor / Verdon Street area and children arriving on bus.</p> <p>I would ask you to consider this 'on the ground' feedback into your design considerations and consider providing some suitable safety measures such as puffin</p>

	crossing / zebra crossing / road humps across Rock Street that provides a reduction to the hazard I have highlighted.
5	<p>If the new plans come into practice for rutland road and woodside lane,it would encourage more people than the ones already using wood fold and woodside lane as a shortcut to avoid even more traffic lights.</p> <p>Woodside lane would be double yellow lines on both sides,this would give drivers a clear run to speed up going either way.would it not be a good idea to install speed bumps on both roads.i am also wondering if it may be worth looking at making wood fold and woodside lane one way traffic only.</p>
6	<p>I am writing to object to the proposed traffic light controlled pedestrian crossing on Rutland Road close to the junction of Wood Fold.</p> <p>Pupils/ parents are not going to walk along Rutland Road if they are coming from the Cookswood Road/ Pitsmoor Road area, they will cross at the junctions of Cookswood Road/ Rutland Road or Pitsmoor Road/ Rutland Road/ Minna Road, and follow a direct route along Pitsmoor Road/ Nottingham Street to the new school. Surely pedestrian crossings would be best situated in these areas, as has been requested in the past.</p> <p>Pupils of other schools, in the surrounding area, have managed for many years without pedestrian crossings, why is there a sudden need to 'make things safer' and 'protect access to the school'?</p> <p>Parking is in short supply for the residents of Rutland Road and Wood Fold, it would be further restricted by the new lights and zig-zag markings. The flow of traffic would be even slower as drivers would have to contend with three sets of traffic lights in a short distance.</p>
7	<p>I am writing in response to your letter dated 7th June 2018, regarding the proposed highway improvements for the new Astrea Academy School.</p> <p>We live on Wood Fold; and while we would welcome the addition of pedestrian crossings, especially on Rutland Road, it is apparent that the proposed developments do not give any consideration to the day to day lives of local residents.</p> <p>Our main issue with the plans is simply that currently there is not enough parking on or close to Wood Fold, and the proposed parking exclusions and yellow lines around the pedestrian crossings on the plans will only add to this problem.</p> <p>As you are probably aware there are a number of business premises on Wood Fold, FME and Platts-Nesbitt being probably the largest employers. Due mainly to the activity of these businesses, when I or my wife return from work in the afternoon, we nearly always find there to be no parking on Wood Fold and have to park on either Rutland or Pitsmoor Road. However, if you add crossings and further double yellow or zigzag lines to these, what are we supposed to do? It will be even worse for our neighbours, two of whom are elderly and less able bodied than us, and one who is a young, single girl, who is often scared to walk by herself, with good reason, across the parkland adjacent to Woodside Lane. We have lived on Wood Fold for around two and a half years and during this time have seen the parking situation grow steadily worse. I am aware that other residents on our street, and neighbouring Rutland Road, share our frustration.</p> <p>What I would like to request from Sheffield Council, is that the top half of Wood Fold, where the terraced houses are, be marked as residents only parking so that the proposed improvements do not impact our quality of life in a negative way. I would appreciate your thoughts on this matter.</p>