



Author of Report: Matthew Lowe

Tel: 0114 273 6208

Report of: Executive Director, Place

Report to: Cabinet Member for Infrastructure and Transport

Date of Decision: Not before 6 April 2018

Subject: Clarkehouse Road: outcome of public consultation into review of existing waiting restrictions.

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: Infrastructure and Transport

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? 265

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*"The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended)."*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 approve implementation of new parking restrictions on Clarkehouse Road in order to improve cycle safety.

Recommendations:

- 7.1 Having considered the objections, make The Sheffield City Council (Consolidation) (On street parking and prohibition of waiting) (Outer) Order 2008 (Amendment No Order 2018) in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Submit a proposal to affect the necessary works to introduce the proposed restrictions in accordance with the Capital Gateway Process
- 7.3 Inform respondents to the public consultation of this decision.

Background Papers:

APPENDIX A – Consultation letter sent to residents

APPENDIX B – Anonymised consultation responses

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>Gaynor Saxton</i>
		Legal: <i>Richard Cannon</i>
		Equalities: <i>Annemarie Johnstone</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:	Job Title:
	<i>Matthew Lowe</i>	<i>Senior Engineer</i>
	<i>Jayne Burbidge</i>	<i>Senior Transport Planner</i>
Date: <i>24/07/2018</i>		

1. PROPOSAL

- 1.1 The proposal is to remove parking from the whole of Clarkehouse Road. The reasons for proposing this change is to maintain the free and safe flow of traffic and to improve visibility into Clarkehouse Road out of side roads, especially at Park Lane, Broomgrove Crescent and Rutland Park.

The proposed changes would;

- Remove the peak hour waiting restrictions on Clarkehouse Road between Glossop Road and Brocco Bank,
- Remove the uncontrolled parking area between Park Lane and Broomgrove Crescent,
- Introduce double yellow lines on both sides of Clarkehouse Road for its whole length,
- Retain the existing peak hour loading restriction.

- 1.2 The proposal would lead to the loss of approximately eighty six parking places along the whole length of Clarkehouse Road.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The proposal aims to contribute towards the Council's corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion. A further outcome of this will be to improve air quality.

- 2.2 Outside of the peak hour loading restriction the cycle lanes on Clarkehouse Road are usually blocked by parked cars. This leads to the cycle lanes being unusable by people on bicycles for the majority of the day.

People cycling on Clarkehouse Road have to move in and out of the motor vehicle traffic flow to pass these parked cars leading to an increase risk of conflict and deters its use by less experienced cyclists. Removing parked cars from the cycle lane would vastly improve the usability of Clarkehouse Road for people on bicycles. It would also, as commented on by 3 respondents to the public consultation, lead to an increase in cycling.

- 2.3 Given the narrowness of parts of Clarkehouse Road when cars do park in the areas of covered by the peak hour waiting restriction they tend to park with two wheels on the footway. This has the effect of narrowing the footways to one pedestrian width which lead to problems maintaining two way pedestrian flow particularly for users of pushchairs/prams/wheelchairs. Removing the parking would free up the full width of the footway leading to a more attractive walking environment.

- 2.4 Clarkehouse Road is part of the National Cycle Network (Route 6) and is used by people commuting by bicycle from the west side of the city to

reach the Sheffield Teaching Hospitals, Sheffield University and the city centre, by students at both Universities travelling between their accommodation and campuses both on foot and by bicycle and for leisure.

Collisions

- 2.5 The South Yorkshire Collision Database shows that there were fifteen injury collisions on Clarkehouse Road in the five years, 2013-2017. Three of these collisions were serious and 12 slight, resulting in three serious and 17 slight casualties.
- 2.6 Eight (53%) of these collisions involved cyclists, one of which was serious. Nationally on similar roads an expected percentage of pedal cycle collisions compared to total collisions would be 10% (*RCGB 2017 Table RAS30001 Casualties by road user type and severity: Great Britain*). This indicates that there is a problem with pedal cycle accidents on Clarkehouse Road.
- 2.7 Of the pedal cycle collisions 4 involved vehicles failing to give way (pulled out on or turned across a pedal cycle), 2 involved cyclist riding into car doors, 1 a side swipe type collision and 1 a shunt type collision.
- 2.8 It is likely that replacing the peak hour waiting restrictions on Clarkehouse Road with no waiting at any time would lead to a reduction in cycling collisions; removing parking reduces the risk of a dooring type collisions and also makes cyclists more visible in the traffic stream reducing the risk of fail to give way type collisions however it is difficult to quantify this without undertaking a detailed collision reduction study.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 A letter and plan was delivered to 144 properties on Clarkehouse Road informing residents and businesses of the proposal to revoke the existing peak hour waiting restriction and remove the uncontrolled parking area on Clarkehouse Road and replace these with no waiting at any time. A copy of the consultation letter and plan is included in Appendix A.
- 3.2 E-mails were sent to Cabinet Member, Ward Members, the Local Area Panel, Statutory Consultees and other interest groups including Birkdale Preparatory School, the Botanical Gardens, CycleSheffield and King Edwards Swimming Pool.
- 3.3 Public Notices regarding the proposed change were put along the affected lengths of Clarkehouse Road and advertised in the local press.

Public consultation response

- 3.4 A total of 111 responses were received in response to the consultation. Of these 111 responses 101 were supportive of the proposal with nine

against and one offering no preference either way.

- 3.5 CycleSheffield, Sheffrec Cycling Club and Sustrans all expressed support for the proposal.
- 3.6 Support was received from 17 people who specifically stated that they supported CycleSheffield response.
- 3.7 Support was received from 89 people who self-identified as cyclists with 25 of these saying they regularly cycled on Clarkehouse Road
- 3.8 Typical comments received from people in support of the proposal are;

"We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.

Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.

Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multi-storey car parks within walking distance of this road and so there is no need for on road parking."

CycleSheffield

"Delighted to see the proposed TRO that will end parking on much of Clarkehouse Road. The current situation is wholly unsatisfactory from a cycling point of view, outside of commuting hours riders are forced into narrow main carriageway rather than continuing in cycleway. Moreover, motorists always abuse the current parking arrangements by waiting in their vehicles in the cycle lane from before 9am until parking is permitted."

Sheffrec Cycling Club

"I understand that Sheffield City Council are considering prohibiting parking along Clarkehouse Road and I'm writing in support of this. I live in Broomhall and use this route frequently. When I'm cycling the reduced width of the road, and the blocking of the cycle lane on the into-town side, make this journey more hazardous: drivers inevitably become impatient and either carry out risky manoeuvres or fail to give cyclists adequate room when overtaking. When walking, particularly along the stretch between King Edwards baths and Glossop Road, the cars half-parked on the pavements make negotiating the route very difficult.

There are now, with the opening of Q-Park, two multi-storey car parks close by and part of the rationale for allowing the development of Q-Park was that it would reduce on-street parking in the area."

"I am very glad to hear that the council is finally planning to free up the cycle lane for its intended purpose, Cycling! As a long term resident of the area, I have been amazed that motorists have been able to block one of the key cycle routes in Sheffield and get away with it. Sheffield has far too few segregated spaces for cyclists and, as someone who has seen the enormous increase in cycling in London since the introduction of cycling super routes there, I feel strongly that Sheffield should be doing something similar. The use of private cars should be actively discouraged in the city and the best way to do this is to provide safe, viable and attractive walking and cycling alternatives. Action to enforce the Clarkehouse Road cycle space and the new Broomhall cycle route are two good steps forward...may there be many more similar initiatives."

Local resident

- 3.9 Eight objections to the proposal were also received. Four of these objections were received from representatives or users of the Botanical Gardens, the Service Manager, Chair of the Sheffield Botanical Trust, an Event Organiser and a Friend of the Botanical Gardens.

- 3.10 The key issues raised in these objections are;

"The Botanical Gardens have no parking facilities internally and visitors are encouraged to use public transport. However many visitors to the gardens do come from a distance away and drive directly to the gardens."

Removing the on-road parking along the stretch of Clarkehouse Road outside the Botanical gardens will have the following negative impacts: Car parking will be forced on to local side roads and to Brocco Bank causing local issues for residents and increasing the traffic issues along Brocco Bank, which is a narrower stretch of road."

Parking restrictions will exacerbate parking issues during the many events that take place in the gardens including, theatre, Music in the Gardens, Art in the Gardens and Illuminate the Gardens. These events can attract many thousands of people. There are few formal parking sites in this area."

Removal of car parking will impact on disabled and less able visitors to the gardens would remove level access into the gardens"

Service Manager, Botanical Gardens

"The removal of any adjacent parking would further reduce the viability of the Gardens as a venue for events that can draw over 3000 people per night. With very restricted on-site parking capacity and the nearest public car parking over 1.5 miles away, the proposal to restrict car parking adjacent to the Gardens on Clarkehouse Road would effectively kill our charity fund raising event and the ability of a number of large events to take place in the Botanical Gardens."

- 3.11 Large events at the Botanical Gardens usually take place in the evenings and at weekends when parking restrictions in the adjacent residential areas are not in operation. In terms of total number of parking spaces around the Botanical Gardens the loss of the spaces on Clarkehouse Road is small and the impact on events in the Gardens should be minimal.
- 3.12 Given the above at any event in the Botanical Gardens it is likely that the surrounding residential areas will be swamped by visitor parking and the displaced parking from Clarkehouse Road is unlikely to have a significant increase in the impact of this.
- 3.13 The nearest public car park is the 561 space Durham Road multi-storey car park which is 0.7mile away from the Botanical Gardens which opened in 2016.
- 3.14 Any disabled visitors to the Botanical Gardens who are Blue Badge holders would be able to legitimately park on the double yellow lines, outside of the times of operation of the loading restriction, so long as they do not cause an obstruction.
- 3.15 Similarly mobility impaired pedestrians could legitimately be dropped off or picked up on the double yellow lines with the driver parking nearby.
- 3.16 Two objections were received from local businesses.

"We are a business based on Clarkehouse Road with no option to use the street parking currently available.

Parking has been extremely limited and competitive on Clarkehouse Road and on the nearby streets for a number of years. The current arrangements work better for our business as they allow on street free parking for our visiting client to use

We believe that the planned reduction of free parking on Clarkehouse Road will have a negative effect on our business"

Business

"Removing the parking would be very harmful to my business for a few reasons. Firstly when customers come to the Botanical Gardens they park on these spaces by removing them, customers will find it a burden to come to the Botanical Gardens. This means all the businesses will be affected and may have to close down due to lack of custom. If this happens it will be damaging to the council as they won't receive rent from all these businesses as they will be closing down. Secondly myself and the staff use the parking for our vehicles as Botanical Gardens don't have their own parking. If you take the parking away, we would have to park long distances away and walk which is another hassle when I'm bringing new stock in as usually I would make several trips to my vehicle

to take the stock inside.”

Business

- 3.17 Two objections were received from local residents.

“As residents, we are extremely dismayed and worried about the problems this will cause. We live in a semi-detached house with a shared drive which is adequate enough for us as residents, but these changes would cause terrible problems for anyone visiting or indeed delivering to our home.”

Resident

- 3.18 *“I am writing to express objection to the proposals to introduce no waiting at any time on parts of the above road. Having mobility problems, but no blue parking concession, I find parking on Clarkehouse Road as permitted at limited times, throughout the day, enables me to attend Hallamshire Hospital for medical appointments. Any alternative parking option is very limited either on street or in the hospital car park.”*

Resident

- 3.19 People making deliveries to businesses and residents would be able to legitimately park their vehicle on the double yellow lines to load/unload, outside of the times of operation of the loading restriction, so long as they do not cause an obstruction.

- 3.20 As demand for the limited parking on Clarkehouse Road is high there is no guarantee that visitors to the businesses or residents will be able to find a free parking space.

- 3.21 One objection was received from a commuter parker.

“Me and my colleague start work at the Hallamshire Hospital at 4:30am Monday to Friday we can only do our job because we can park in the lay by. If you stop that we can no longer do our job. It’s a safety factor that we park up and walk up together”

Commuter

- 3.22 At 4:30am it is likely that these commuters could find alternative parking close to the Hallamshire Hospital as demand for the uncontrolled parking around the hospital at these times will be low.

- 3.23 An anonymised list of all consultation responses is included in Appendix B.

Other consultees

- 3.24 Only one reply was received in response to e-mails sent to Cabinet Member, Ward Members, the Local Area Panel and Statutory Consultees from Councillor Magid who responded;

“I just wanted to support the proposal to prevent parking along

Clarkehouse Road. The current parking situation creates incredible danger for cyclists close to Glossop Rd. It's a route that will be used by a lot more cyclists if this goes through and a safe route through the area is created. That will help all road users by allowing people to leave their cars at home."

- 3.25 No response has been received from South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.

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 for this proposal. Parking will be restricted but is available elsewhere in the area. Blue Badge holders would still be able to park on the double yellow lines as long as they don't cause an obstruction and it is outside the times of the loading restriction. It should improve pavement accessibility for users of wheelchairs/pushchairs/prams. There will be a positive benefit to people choosing to cycle as the measures will reduce parking in the cycle lane, which forms part of the Trans Pennine Trail in Sheffield and is well used by cyclists.

Financial and Commercial Implications

- 4.2 The total estimated cost of the proposal, including legal procedures, consultation, design fees, works cost and contract administration is £19,000. The estimated allowance for future maintenance (commuted sum) is around £1,000. Making a total cost for the scheme of £20,000. This proposal would be funded from an allocation from the Local Transport Plan and the commuted sum funded from the negative commuted sums on record.
- 4.3 The allocation for implementing the proposal will be subject to Local Transport Plan funding being available and approval being gained through the Capital Gateway Process.

Legal Implications

- 4.4 The Council has the power to create a Traffic Regulation Order (TRO) under section one of the Road Traffic Regulation Act 1984 ("the Act") for reasons that include the avoidance of danger to people or traffic, for preventing the likelihood of such danger arising or for facilitating the passage on the road of any class of traffic (including pedestrians). Section 122 of the Act imposes a general duty on the Council to exercise its functions under the act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". Collectively, these criteria may be referred to as "traffic management purposes". Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities'

Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been met.

Other Implications

- 4.5 Removing parked vehicles will free up traffic flow on Clarkehouse Road. This could lead to an increase in vehicle speeds leading to an increased severity of collisions and complaints from residents about vehicle speed.

- 4.6 People who currently park their vehicles on Clarkehouse Road will have to find alternative places to park, probably in the adjacent residential areas. It is likely that some of these people already park in those areas when there are no parking spaces available on Clarkehouse Road.

These areas all have restrictions to prevent parking in dangerous and obstructive locations and accommodate commuter and visitor parking and it is expected that the displaced parking would have a minimal impact.

- 4.7 There will be some disruption during construction (removal of existing lines and provision of new signing and lining) however this will be kept to a minimum through traffic management.

5. ALTERNATIVE OPTIONS CONSIDERED

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

- 5.1 An option that kept the informal parking bay between Broomgrove Crescent and Park Lane was investigated. This option was discounted as there is insufficient width across the road to accommodate a cycle lane, two traffic lanes, a cycle lane and safety zone and parking bay.

A further reason for removing this parking bay is that it obstructs visibility for drivers joining Clarkehouse Road from Broomgrove Crescent and Park Lane junctions.

- 5.2 An option that kept the section of single yellow line in front of the Botanical Gardens was investigated. As with the informal parking area there is insufficient width across the road to accommodate a cycle lane, two traffic lanes, a cycle lane and safety zone and parking bay.

- 5.3 Retaining parking in either of these two sections would present an injury risk to cyclists from dooring as sufficient space couldn't be provided between parked vehicles and the cycle lane.

- 5.4 A business as usual option, where no changes are made to the road layout, was considered however this was discounted after public consultation showed strong support for the proposal.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Council has a corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion.
- 6.2 The potential for positive impact on cycling related accidents at this location.

APPENDIX A

Strategic Traffic and Infrastructure, City Growth Department

Head of Service: Tom Finnegan-Smith
Howden House • 1 Union Street • Sheffield • S1 2SH

Tel: 0114 273 6208
E-mail: matthew.lowe@sheffield.gov.uk
Website: www.sheffield.gov.uk



8 March 2018

Reference: 1963-DA-CL1/ML3

Dear Sir/Madam

Proposed change to parking restrictions Clarkehouse Road

As you may be aware one of the main concerns raised by people who responded to the recent consultation on the Broomhall cycling scheme was parking in the cycle lanes on Clarkehouse Road. In response to these concerns the Council agreed to review parking on Clarkehouse Road. This review has now been completed and as a result of this the following changes are proposed;

- Remove all of the sections of single yellow line between Glossop Road and Brocco Bank,
- Remove the uncontrolled parking area between Park Lane and Broomgrove Crescent.
- Introduce double yellow lines on both sides of Clarkehouse Road for its whole length

Details of the changes are shown on the attached plan. The effect of these changes would be to remove all road side parking on Clarkehouse Road. Picking up and dropping off of passengers would still be allowed at all times. Loading would be allowed at any time outside of the current 07:30-9:30 and 16:00-18:30 restriction.

The reasons for proposing these changes are to maintain the free and safe flow of traffic and to improve visibility into Clarkehouse Road out of side roads, especially at Park Lane, Broomgrove Crescent and Rutland Park.

As part of the legal process associated with a Traffic Regulation Order, 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 5 April 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
Strategic Transport and Infrastructure
Floor 5, Howden House
1 Union Street
Sheffield
S1 2SH

Any objections received will be reported to the Cabinet Member for Transport who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.

Yours faithfully

M Lowe

Matthew Lowe
Senior Engineer, Design and Assurance

APPENDIX B

<p>Delighted to see the proposed TRO that will end parking on much of Clarkhouse Road. The current situation is wholly unsatisfactory from a cycling point of view, outside of commuting hours riders are forced into narrow main carriageway rather than continuing in cycleway. Moreover, motorists always abuse the current parking arrangements by waiting in their vehicles in the cycle lane from before 9am until parking is permitted.</p> <p>Now that the nearby multi-storey car park is open there is no reason to maintain the free on-road parking on Clarkhouse Road.</p>
<p>The proposal to end car parking in the bike lane on Carkehouse Road has my fullest support, the long term use of the cycle lane as free parking is a dangerous a front to all cyclist on what is a busy route into Derbyshire. The arguments against this small group of selfish car owners have been well rehearsed and at last we have action. Please follow through on this.</p>
<p>Could you clarify what this actually means please - i.e. will people still be able to park on the Clarkehouse Rd cycle lanes outside peak times? Is waiting different from parking?</p> <p>Follow up</p> <p>this is excellent news and on behalf of Sustrans I can heartily support this proposal. As you may know this section of road is part of National Cycle Network Route 6 and anything that will make it safer for non-motorised and electric cycle users is very much appreciated.</p>
<p>I am a Broomhill resident () and am writing regarding the cycle lane on Clarkehouse Rd. I have read that measures may be taken to prevent parking in the cycle lanes and I fully support this.</p> <p>I was very surprised when I moved to Sheffield to see that parking was allowed on a cycle lane in this way as it renders the cycle lane unuseable. I would be very happy to see this road become a more welcoming space for bicycles.</p> <p>There is a bus route on this road and underused multi-storey car parks nearby so non-cyclists have other options.</p>
<p>I am responding to the TRO on behalf of CycleSheffield.</p> <p>We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>As a regular cyclist using Clarkehouse Road I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor</p>

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<p>I am writing in support of the proposals to ban parking on Clarkehouse Road. I use the cycle lane on this road and it is very challenging when cars are parked there, particularly when the traffic is busy. At present parked cars force cyclists into the road, causing car drivers get very annoyed, and fuelling anti-cyclist sentiment. Decent cycle facilities on this road would be better for passing cars and for cyclists. There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p>
<p>I am responding to the TRO on behalf of CycleSheffield. We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue. Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this. There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>I am writing to strongly support the proposed TRO to stop parking in the cycle lane on Clarkehouse Road. The cycle lane is unusable when cars are parked in it during the day and even at busy rush hour times there are often cars parked blocking the cycle lane and causing very real dangers to cyclists. At the moment I do not cycle on this road because of the problems with parked cars. If there was a ban on car parking then I would cycle more often.</p>
<p>I am so pleased to hear about the proposals to prevent car parking in the clarkhouse road cycle lane. I commute by bike about once or twice a week to the Hallamshire Hospital and have had quite a few near misses due to stupid and inconsiderate drivers blocking the lane. I am sure the private school brigade will be up in arms but it is time address this long standing abuse of cycling infrastructure.</p>
<p>I understand there is a proposing that parking in the cycling lane of this road will finally be stopped. I strong support this change. It will make cars and busses move better and make the paths better for pedestrians and especially the disabled who struggle to get past vehicles occupying half of the path as well as the cycle lane. It will improve things for people on bikes, of who there are many heading to and from universities, hospitals and the city. It would be better if the cycle lane could be segregated or raised to footpath level at the same time. Lots more people are trying out bikes from ofo now and they could use protection from traffic to keep them safe.</p>
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<p>the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p>
<p>I understand that Sheffield City Council are considering prohibiting parking along Clarkhouse Road and I'm writing in support of this. I live in Broomhall and use this route frequently. When I'm cycling the reduced width of the road, and the blocking of the cycle lane on the into-town side, make this journey more hazardous: drivers inevitably become impatient and either carry out risky manoeuvres or fail to give cyclists adequate room when overtaking. When walking, particularly along the stretch between King Edwards baths and Glossop Road, the cars half-parked on the pavements make negotiating the route very difficult.</p> <p>There are now, with the opening of Q-Park, two multi-storey car parks close by and part of the rationale for allowing the development of Q-Park was that it would reduce on-street parking in the area.</p>
<p>I understand that Sheffield Council propose to stop parking on Clarkehouse Road. As regular cyclist along this route I strongly support this initiative, which I am sure will encourage more people to cycle.</p> <p>Swerving to avoid parked cars can be unnerving and dangerous. Cars regularly overtake me when I am doing this in what is already a limited space. I believe that there is sufficient parking nearby to enable people in cars to walk to their destination along the road, if they leave sufficient time.</p>
<p>I have heard that the council are thinking of preventing parking on Clarkehouse Road and am just writing to say I strongly support this proposal.</p> <p>I cycle to work in Nether Edge from my home in Crookes and so cycle along this route several times a week. When cars are parked in the cycle lane I am forced out further into the middle of a busy road. This makes commuting more dangerous and slows down the vehicles behind me who then can't overtake. But if there were no parked cars then there is room for both cyclists and the vehicles who want to pass them.</p>
<p>I strongly support the proposal to ban parking on Clarkehouse Road.</p> <p>Parking in the cycle lane has been a problem for ages and I'll be very pleased if the council will finally resolve the issue. The parked cars make it difficult and potentially dangerous to cycle here and they often obstruct the pavement as well, which is a real nuisance for pedestrians and leaves no space for pushchairs etc.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road should have protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step forwards.</p> <p>Also, there are two large multistory car parks nearby so there is no need for onroad parking.</p>
<p>I am strongly in support of this Proposal.</p> <p>This is a very unpleasant section of road to ride along at anytime of day where parking is allowed and I have experienced a high number of close passes while doing so.</p> <p>I'm sure you will be aware that many of the painted bike lanes are used as free on street parking. I resent subsidising drivers in this way and believe that SCC could generate a significant amount of revenue by looking at this free parking which disincentivises active travel and use of public transport by making car use cheaper.</p> <p>I commute to, and during working hours in, my job as a Nurse</p>
<p>I am writing in full support of the proposed TRO on Clarkehouse Road.</p>

I drive and cycle on this road regularly and find it undesirable with either mode of transport. Worrying for my own safety when on bike, and worrying for others when in the car.

The road is main route in and out of the city centre and is clearly not appropriate to have on street parking on both sides of the road. This narrows the road to such an extent that cars and cycles are regularly in conflict with each other, as cars need to use the cycle lane often to avoid oncoming traffic. The speed and volume of traffic makes this unsafe for cycling and can just as easily cause a collision between two cars.

With cars regularly parked in the cycle lane, this forces a cyclist to move in and out of the cycle lane, merging with high volumes of fast moving traffic (or weaving in and out of stationary traffic at peak times). This is clearly not safe, and discourages even more experienced cyclists. The novice cyclist is likely to be put off completely. With multi storey car parks nearby its not necessary to have parking on the road, and being as is this is a main route in and out of the city its just not practical to impede the traffic flow in this way.

Ultimately I think the nature of this road means that a segregated cycle lane is the much needed solution, but I fully support this step in making the road safer for all road users, whether they be on foot, on a bike or in a car.

I am responding to the TRO on behalf of CycleSheffield.

We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.

Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.

Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking

I also think that any activity that addresses the long term issues around health i.e. pollution, exercise and quality of life is both welcome and necessary

I am responding to the TRO on behalf of CycleSheffield.

We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.

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There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking

I am responding to the TRO on behalf of CycleSheffield.

I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a long-standing one and I am pleased that the council is proposing to address the issue. After all, what is the point of having a cycle lane if it is blocked throughout the working day by cars parked in it.

<p>Clarkehouse Road is a popular route for cycling into Sheffield but parked cars blocking the cycle lane make it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p> <p>I look forward to hearing a positive outcome to this issue.</p>
<p>I am emailing you to express my strong support for the above.</p> <p>Parking on this road during the day and at weekends makes the route more dangerous for cyclists to use and also more difficult for car drivers travelling through. Keeping the cycle route available at all times will be great for the many people who use the route, including students who do not keep regular hours office hours.</p> <p>I know that this proposal will not be popular with the people who currently benefit from free parking but there are multi-storey car parks available nearby if they have to drive. It is unrealistic for people to expect to be able to park for free in such busy city areas. In the long term this sort of support and encouragement of cycling, along with public transport is the only way we can deal with the traffic problems and poor air quality we have in Sheffield. It is great that the Council is taking the wider view and are prepared to have some negative press whilst focusing on the bigger picture.</p> <p>Keep up the good work.</p>
<p>I am responding to the TRO on behalf of CycleSheffield.</p> <p>We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>I am responding to the TRO.</p> <p>I fully endorse this proposal. I use this route, either turning into Park Lane or continuing to the junction with Glossop Road</p> <p>Parked cars blocking the cycle lane make it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p> <p>I hope that preventing people from leaving their cars will not result in people traveling at greater speeds.</p>
<p>I am responding to the TRO on behalf of CycleSheffield.</p> <p>We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.</p>

I personally commute on this road most days towards the university in the morning, on average there are cars parked illegally on the cycle path until about 8pm, then from about 9pm you will often find about 10 cars parked illegally with people sitting inside waiting for a 9.30 watershed. This has caused me numerous problems, so much so that if i am late leaving my house travelling towards the university i will often make the decision to drive instead of cycling.

On the commute on the way back toward endcliffe park, there is a similar problem with school mini buses parking illegally outside the botanical gardens, then in the summer this is compounded by ice cream vans.

In addition when driving outside of peak times, and cars are parked legally there isn't enough room for two cars to pass each other. This is also dangerous and you will often find cars driving in the bike lane

Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well. This doesn't leave space for two pushchairs to pass each other.

Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.

I strongly support the proposal to prevent parking along Clarkehouse Road. What possible argument is there to prioritise parking over the use of a cycling lane?

I will limit comments to the section alongside the Botanical Gardens.

Background: The Botanical Gardens have no parking facilities internally and visitors are encouraged to use public transport. However many visitors to the gardens do come from a distance away and drive directly to the gardens.

Clarkehouse Road entrance is the postal address of the gardens and as such, most people drive to this entrance. The top two entrances (ie including Brocco Bank gate) give the best level access for less able visitors. Thompson Road entrance involves a significant climb before reaching the primary attractions of the site (café, pavilions, bear pit etc).

The stretch of road outside the gardens is wide enough to accommodate one side with parking without causing disruption to the flow of traffic and, if parking is restricted along the opposite side of the road, would deal with issues of visibility from the side roads.

Removing the on-road parking along the stretch of Clarkehouse Road outside the Botanical gardens will have the following negative impacts:

Car parking will be forced on to local side roads and to Brocco Bank causing local issues for residents and increasing the traffic issues along Brocco Bank, which is a narrower stretch of road.

Parking restrictions will exacerbate parking issues during the many events that take place in the gardens including, theatre, Music in the Gardens, Art in the Gardens and Illuminate the Gardens. These events can attract many thousands of people.

There are few formal parking sites in this area.

Removal of car parking will impact on disabled and less able visitors to the gardens would remove level access into the gardens.

I'm writing to strongly support the introduction of no parking along the cycle lanes on Clarkehouse road.

My Daughter attends KE7 school and cycled to school regularly until last year when she finally had her fill with the traffic (shes in 6 form now).

She would love to have the confidence to cycle again. Shes has bikability training but a little change like this would help her no end.
To my knowledge, there were only 3 pupils cycling to school regularly at KE7 upper school. Now shes stopped there are just 2. I find this unacceptable at a time when childhood rates of obesity are going up rapidly in this country.
I also notice then when she was cycling to school she was much less lethargic, though that seems to be the standard state for teenagers.
So do please go ahead with these changes, There is more than enough parking available in the area.

I've recently contacted my councillors (cced) about the issue of air pollution and poor cycle infrastructure. The problem of people parking cars on the bike lane along Clarkehouse Road is a case in point. My partner and I both commute by bicycle daily along this road, and often struggle with having to overtake the parked cars along this route.

The other side of the road:

Also on the other side of the road, part of the bike lane is painted directly in the door-zone of parked cars (i.e. when a door opens it could cause serious or fatal injuries to a cyclist). To cycle safely one must cycle outside the lane, which angers drivers.

Even better would be to remove car parking on both sides and make a wide, safe, segregated two way cycle lane.

Speed limits:

I'd also suggest Clarkehouse Road's speed limit is reduced to 20mph, as it is part of the National Cycle Network. The poorly evidenced increase in pollution for speed limits is fairly irrelevant in this case - where the peak pollution is during periods of stationary traffic.

More importantly a reduced speed limit encourages people to cycle to work. This has an incredibly massive health benefit. All the effort and cost my colleagues and I expend, here at the university and teaching hospital, trying to find complex treatments that end up achieving relatively marginal improvements in disease outcomes are completely and utterly dwarfed by the effect of **regular physical activity**[1]. The linked paper demonstrates that it is incidental commuting exercise that is vital - not trying to get people to the gym.

In particular I'd also suggest that you introduce a city-wide 20mph scheme.

Edinburgh has done so, and it's likely there will be at least 150 fewer serious or fatal collisions each year[2]. To put it another way, each year you delay rolling out such a speed limit in Sheffield will lead to dozens of deaths and serious injuries. This doesn't include the avoided strokes and cancers that will be achieved from the increased physical activity of a population less fearful of cycling.

Responding to [REDACTED] email:

Thanks for your reply. I'd like to take issue with your points regarding bus priority traffic lights. I strongly disagree with your reasoning why we can't have such lights. You say that roads are too narrow - but many roads have a bus lane already!! How are they too narrow? All it requires is a traffic light added to these inbound roads to move the traffic jam out of town, thus reducing pollution concentrations and allowing buses priority (thus giving drivers a reason to switch!). Second you say this will require "*some national change of traffic signs standards..to implement special bus signals.*" but there's already countless examples all over the UK E.g. Regent Street, London: <http://citytransport.info/Digi/P1090898a.jpg> (note the bus lane has its own traffic lights - feel free to google for other examples, e.g. Oxford has a few).

Given that it appears you were mistaken about this requirement that the law be changed, I hope you will reconsider introducing bus priority traffic lights?

I am responding to the TRO about parking in the cycle lane along Clarkehouse Road.

I strongly support the proposal. I cycle my two children from Greystones, up Brocco Bank and along Clarkehouse Road most weekday mornings and back again in the afternoon. I strongly feel that the obstruction of the cycle lanes renders them almost entirely useless. Given how ludicrously crowded with cars this road is, I would presume the Council would be looking to encourage getting people out of their cars and onto bikes. When the cycle infrastructure is treated with such disregard by cars, it hardly serves to convince potential cyclists that they should swap four wheels for two.

I am encouraged that there are moves to prevent cars parking in the cycle lanes and I hope that this marks the start of a series of much-needed measures to encourage cycling in the city. I moved to Sheffield 12 months ago from London and am originally from Edinburgh and I have been surprised and disappointed by both the cycling infrastructure in Sheffield and the number of people who cycle regularly. I presume that the Council has bold plans to do something to get people out of their cars on the West Side of the city given how clogged Brocco Bank, Clarkehouse Road and Eccleshall Road are with cars.

On a side note, there are two large multistory car parks within walking distance of this road and so there is no need for onroad parking. In my own view, making driving in the city less attractive ought to be one of the top transport priorities for the Council.

I am writing to respond to the TRO in relation to Clarkehouse Road cycle lanes. We moved to Sheffield one year ago from South East London. Whilst living in London we commuted daily to work and to our children's childcare by bike, we did not own a car, nor did we need one. Since moving to Sheffield we have found that the space for cycling is extremely limited and feel that there is a total disrespect for cyclists even where cycle lanes are mapped out. Clarkehouse Road is one such example. I strongly believe that if Sheffield is to make any headway tackling its growing traffic problem (numerous studies of which I'm sure you're aware place Sheffield very high on the list of the UK's gridlocked cities with rapid growth in this area) then it will need to drastically rethink its relationship with cyclists.

Our son's nursery is off Clarkehouse Road and we live near Hunters Bar, as such we are faced with a difficult choice in order to get him to nursery in the morning: a) cycle him there, diving into heavy traffic to escape the cars parked all along the cycle lane; b) walk him there with him in his pram facing the exhausts of countless cars stop starting all the way along the road churning out noxious fumes; c) give up and drive him there contributing to the emissions problem, gridlock and losing out on the health benefits of physical activity. Our preference is a) and yet we have very rarely taken this option due to the horrific cycle provision on this route - we believe made more dangerous by the weaving required to avoid cars parked in the cycle lane.

I have very little sympathy for those people parking along this route - I do not find Sheffield a very big place to get around coming from London and am surprised that the people parking do not have alternative transport options, walking, running, cycling or bus, but strongly believe this kind of social change takes leadership. Unless the council takes urgent steps to not only enforce and maintain existing cycle lanes but also to really review its cycling policy for the city then Sheffield will continue to rise to the top of the UK's most gridlocked city list.

... we are delighted to receive your letter setting out proposals to restrict parking on Clarkehouse Road. We live at [REDACTED] Clarkehouse Road and have, for sometime, been very concerned about the two parking bays outside our house and opposite the junction of Park Lane. They are a serious head on accident waiting to happen. Especially with the speeds that vehicles travel at. Please confirm they are proposed to be removed as the map doesn't recognise them as parking bays. They do not have shaded box on the map just a black line. I note the map also states Rutland Park when it should state College Street. Please would you also confirm that disabled badge holders will also be unable to park on Clarkehouse Road, as they appear to think they can park anywhere, anytime and regularly do, outside our house. It is clear that people visiting the King Edwards swimming pool do not realise it has its own car park or how to access it. Could some work be done to direct users of the pool to this car park accessed via Glossop Road, the School rear entrance, thus avoiding parking on Clarkehouse Road and College Street. You will see I am using a forward email containing dialogue between my wife and I with Chris Galloway over the excessive use of College Street and I have to say I am staggered that it has been felt appropriate to survey Clarkehouse Road for the benefit of cyclists and not for the sake of general road safety. As mentioned above the junction at Park Lane and two parking bays opposite are accidents waiting to happen. Perhaps I could ask cyclist groups to complain about the state of College Street in order for a very necessary survey to be carried out on there. I ask how have you found funds to complete these proposed works along with the alterations being made to Victor Road and Broomhall Road yet you don't have funds to deal with College Street which is equally desperately in need of review from both a Road use and parking perspective. Chris has already acknowledged the fact that College Street, a very narrow residential cobbled Street, must be used to access Clarkehouse Road, Park Lane, Collegiate Crescent and Ecclesall Road if travelling from the A57 and Fullwood area in order to avoid a very protracted route via the ring road. Consequently it is very very busy Street frequented by speeding and inappropriate vehicles and it is not maintained by the council or is a suitable thoroughfare. The current situation is very dangerous and only this Saturday, I myself cleared the drains, gutters and whole street of rotten leaves/mud and litter after Streets Ahead had ignored my requests. In my view the pavement along Clarkehouse Road should be extended across the bottom on College Street with bollards erected (in consideration of the Broomhill conservation area plan) preventing access or exit and it should be for residents use only with permanent restriction for parking for use by residents of the Street only. It is less than a year since Clarkehouse Road was resurfaced under the contract with Amey. At the time I asked the Amey workers to repaint the whole road with double yellow lines, it seems someone listened! So, no objection to your proposals from us but please please please acknowledge the College Street problem and also acknowledge its existence on your map. PS. is there any chance the current 60mph speed limit on Clarkehouse Road could be reduced to say 40mph??

I am emailing to support the proposed TRO for Clarkehouse Road. I am very pleased to see that the council is going to resolve the issues caused by parking in the cycle lanes along this road. The parking made cycling along the road difficult and potentially dangerous, it also obstructed the the flow of other vehicles on Clarkehouse Road and caused obstruction to pedestrians as it often blocked sections of the pavement as well. The presence of two multi story car parks within walking distance means that there is no need for onroad parking in this location.

<p>Given the volume of motor traffic on this road protected space for cycling needs to be created to enable more people to cycle, painted lanes are not enough.</p>
<p>I represent the organisers of an event using the Sheffield Botanical Gardens. We strongly object to the proposal to restrict vehicle parking along Clarkehouse Road. The removal of any adjacent parking would further reduce the viability of the Gardens as a venue for events that can draw over 3000 people per night. With very restricted on-site parking capacity and the nearest public car parking over 1.5 miles away, the proposal to restrict car parking adjacent to the Gardens on Clarkehouse Road would effectively kill our charity fund raising event and the ability of a number of large events to take place in the Botanical Gardens.</p>
<p>I am responding to the TRO on behalf of CycleSheffield. We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue. Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well. I cycle this route to work and witness the potential dangers every day. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this. There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>I am responding to the TRO to restrict parking on Clarkehouse Road. I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will finally resolve the issue. I cycle along this route and the parked cars blocking the cycle lane make it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this. There are two large multistory car parks within walking distance of this road, as well as very regular bus services, so there is no need for onroad parking.</p>
<p>We have received your letter dated 8th march re the proposed changes. As residents, we are extremely dismayed and worried about the problems this will cause. We live in a semi-detached house with a shared drive which is adequate enough for us as residents, but these changes would cause terrible problems for anyone visiting or indeed delivering to our home. Your letter says 'Loading would be allowed at any time outside of the current 0730-0930 and 1600-1830 restriction' but the attached map says 'Existing peak hour waiting restrictions become prohibition of waiting at any time'. This sounds very contradictory and confusing. Southbourne and Westbourne Road are mainly permit holder parking so there is little choice of anywhere else to go, the Pay and Display places fill up extremely quickly. Visitors to the park will have nowhere to go, King Edward's swimming pool the same, so what will be left for those of us who live here. We are involved with a charity and have meetings here where people from Sheffield and other towns visit, and we have always worked around the current restrictions so that there is usually parking availability on the road. This change would present us with great problems with no apparent solution. We also have friends who ask to park on our drive to visit the Hallamshire hospital because of the problems there with the car park</p>

getting full and no other option in the surrounding area. The Botanical gardens are well loved and events are well attended regularly. No more it would seem if this goes ahead, you surely know the problems and restrictions on Ecclesall Road. It seems that the residents, workers and visitors to the area are being completely disregarded in favour of the few cyclists who use this route. We wish to lodge our objection in the strongest of terms to these changes.

As a regular cyclist I do see the logic in the general strategy and the section of Clarkehouse Road in front of King Edward's School is so narrow that there is barely room for vehicular traffic when parking is occurring. However, the section by the Botanic Garden railings is very wide and there is plenty of room for everyone on the stretch from the main entrance of the Botanic Gardens to the crossing near the Brocco Bank gates. This is the one location where visitors to the garden can park with no time restrictions allowing them to see the gardens properly. A little intelligent road marking should provide plenty of space for cyclists as well as vehicles if parking is prevented on the other side of the road. Personally, I still would be uncomfortable using this as a cycle route as elsewhere in the city centre because there is no continuity of cycle routes (not to mention the air quality) but I can see the importance for those wishing to cycle to work at the hospital, the universities etc.

In my 40 years of regular cycling I have had 4 collisions with cars. 3 of them have been on Clarkehouse Road (and in the last 7 years). Any improvement to cycling safety along this route has to be welcomed.

I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will finally resolve the issue. Ad hoc parking in the cycle lane during prohibited hours, such as by parents dropping off children and parked cars blocking the cycle lane make during permissive hours make it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement, as well as the view at junctions.

Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are adequate public transport options and two large multi-storey car parks within walking distance of this road and so there really is no need for on-road parking. Safer cycling routes will no doubt also encourage more cyclists, the real sustainable and healthy solution.

As a regular cycle commuter using the road, often in that period when the road is lined with cars with drivers sitting there waiting for parking to be legal, I strongly support the proposal to stop cars waiting or parking in the cycle lanes on Clarkehouse Road. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will finally resolve the issue.

Parked cars blocking the cycle lane have made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well.

Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.

I strongly support this proposal. I have been dodging parked cars in the cycle lane along Clarkehouse Road for decades and am very pleased that the council will finally resolve this issue.

Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking

Hello, I would like to voice my support for the proposed change to parking on Clarkehouse Road.

I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.

Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.

There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.

I strongly support the proposal to enforce a 'No Waiting' zone along Clarkhouse Road and to stop the abuse of the cycle lane facilities by car users.

Cars parking in the cycle lane put cyclists in danger and encourages car drivers to ignore cyclists needs. It promotes the idea that cycle routes and cyclist safety measures are unimportant.

Allowing cars to park in the cycle lane encourages them to park in the footpath causing problems for pedestrians. It is also encouraging them to break the law by driving a motor vehicle on the footway.

Sheffield City Council should be seen to put cyclist and pedestrians first. Cars have plenty of road space & parking facilities in this city and should not have their parking needs put above the safety of other road users.

Objection to the proposed Order under the provisions of Sections 1, 2(1) to (3), 35(1), 45, 46, 46A, 49, 51, 53 and 124(1)(c), (d) (f) and Schedule 9 of the Road Traffic Regulation Act 1984

to introduce

- **Prohibition of Waiting At Any Time on Clarkehouse Road and part of Glossop Road;**
- **Restriction of Waiting and Loading, Mondays to Fridays 7.30 a.m. to 9.30 a.m. & 4.00 p.m. to 6.30 p.m. on part of Clarkehouse Road.**

Grounds for objection

We are a business based on Clarkehouse Road with no option to use the street parking currently available

Parking has been extremely limited and competitive on Clarkehouse Road as well as on the nearby streets for a number of years. The current arrangements work better for our business as they allow free on street parking for our visiting clients to use. The proposed change will result in further loss of free parking spaces during business hours not only to our clients but also visitors to the nearby schools and Royal Hallamshire Hospital. It will surely increase the searching-for-parking traffic.

We believe that the planned reduction of free parking on Clarkehouse Road will have a negative effect on our business and we do not see how shortening the maximum free parking duration by 30 minutes could significantly improve the traffic flow on Clarkehouse Road. Therefore we advocate that the Restriction of Waiting and Loading, Mondays to Fridays remains 7.30 a.m. to 9.30 a.m. & 4.30 p.m. to 6.30 p.m.

I strongly support the proposal to enforce a 'No Waiting' zone along Clarkhouse Road and to stop the abuse of the cycle lane facilities by car users.

I use this route daily to commute to work at the Hallamshire Hospital and frequently find I am forced to edge my way into traffic as the cycle lane is a car park. This is disruptive to traffic flow and no doubt irritating to car drivers. Some days the cars are also blocking the pavement and taking wheeley bins into account, there is no way through for wheelchair users or pushchairs.

Cars parking in the cycle lane put cyclists in danger and encourages car drivers to ignore cyclists needs. It promotes the idea that cycle routes and cyclist safety measures are unimportant.

Sheffield City Council should be seen to take care of all road users. Cars should not have their parking needs put above the safety of other road users.

I am emailing to offer support to the proposed scheme to prevent parking in the cycle lane on Clarkehouse Rd. As some who works on Collegiate Cres I am aware of the parking issues, however I am fully in support of proposals to keep cyclists safe of this stretch of road. As a cyclist I have been at risk of accidents many times on this stretch of road, and as a car driver (I use both forms of transport for work) I find it very difficult to give cyclists the room they need - the road simply isn't wide enough for cycles to safely pass the cars parked in the cycle lane, and cyclists are forced out into the road, and into the path of traffic all along this road, but particularly on the bend just before the junction with Glossop Rd. Worse still, at this point of the road, cars are also trying to turn left across the cycle lane - but as the cars are not that aware of the cycle lane (they can't see it when all the cars are parked on it) they often begin to turn here without being aware of the presence of cyclists.

Please could you have double yellow lines put in the cycle lane on Clarkhouse road, to stop cars blocking the cycle lane and make cycling safer in Sheffield.
I understand that it is under consideration to stop cars parking in this cycle lane. I am so glad to hear that, as it's dangerous for us cyclists, I hate having to go past the cars giving them a wide birth as you never know when people will suddenly open their car doors. Please ensure this happens, thank you!
I believe that you are considering ending parking in the cycle lane along Clarkehouse Road. Please do so. Cyclists need all the help we can get.
I urge you to prevent parking along Clarkehouse Road which will end the very long running issue with the cycle lane being blocked by cars. Sheffield is such a leader in cycling promotion. Do the right thing.
I am very much in favour of the proposal to remove permission to park on Clarkehouse Road. Only a very small number of people benefit from this parking, whilst a far greater number are inconvenienced or endangered by it. Removing parking will improve traffic flow and safety for all vehicles by freeing up the cycle lane, and improve sight lines for pedestrians crossing the road.
What is the point of cycle lanes if they are parked full of cars for most of the day as at Clarkehouse Road? Please ban parking in cycle lanes on Clarkehouse Road, and throughout Sheffield, now
I am writing to support the recommendation to put car parking restrictions on Clarkehouse Road. I regularly ride down this road on my way to work and it can be hazardous with cars parking on the cycle lanes - often way before 9.30 am. There is plenty of off street parking at the Hallamshire and University car parks. Please support the proposed removal of parking and vote for improved road safety and easier access to Sheffield, the hospital and University areas.
I would like to express my support for the proposal to ban parking along Clarkehouse road. I believe this will be a progressive step to make the road safer for all users. In particular cyclists. While the cycle lanes here are too narrow and segregation is of course the preferred model, this will be an improvement. It will also make it easier for commuting motorists to turn onto the road from side streets.
When is a cycle lane not a cycle lane? When it's a car park...Please may I urge you to make best use of the Clarkehouse Road cycle lane, by preventing parking, at least at busy commuting times. As you know, pollution around Broco Bank is amongst the worst in Sheffield, and anything that deters more cycle use will only make that worse. I used to work at the RHH and I know the parking issues only too well, which is why I used to cycle in. I honestly believe we have to have some carrot and stick to encourage staff to make healthy choices. Making parking more difficult and improving infra ticks both boxes. Having read, with some degree of unexpected approval, the Sheffield Transport Proposal, this is where tough choices need to start being made.
Add my name to No free parking.
I would like to give my support to the proposal to end parking on the cycle lane on Clarkehouse Road. The road widens and narrows and is very scary to ride on at the best of times and especially where there are cars parked.
I am very glad to hear that the council is finally planning to free up the cycle lane for its intended purpose..cycling! As a long term resident of the area, I have been amazed that motorists have been able to block one of the key cycle routes in Sheffield and get away with it. Sheffield has far too few segregated spaces for cyclists and, as someone who has seen the enormous increase in cycling in London since the introduction of cycling super routes there, I feel strongly that

<p>Sheffield should be doing something similar. The use of private cars should be actively discouraged in the city and the best way to do this is to provide safe, viable and attractive walking and cycling alternatives. Action to enforce the Clarkehouse Road cycle space and the new Broomhall cycle route are two good steps forward...may there be many more similar initiatives.</p>
<p>I am writing in support of the proposed TRO to ban car parking on street and in particular in the on highway cycle lane here.</p> <p>I frequently cycle here, use the bus, and walk sometimes, and the parking of cars (plus those waiting until the current limited hours restriction lifts), make the road very hazardous for cycling, forcing bikes towards the centre of the narrow carriageway, delaying following cars and exposing one to on coming traffic. Its even tricky for motorists and buses etc due to the narrow width when cars are parked, causing difficult manoeuvres and restricting free traffic flow, and causing delays.</p> <p>The way cars park part on the pavement as the carriageway is narrow, also hinders safe passage by pedestrians, school kids, and those using the Baths and the Hospital and University.</p> <p>There is in any case substantially increased and adequate off street car parking for those attending/working at local institutions in the hospital and new Durham Rd multistoreys, so prohibiting on street parking will not really adversely affect those needing to use their car and park.</p>
<p>I completely support these restrictions.</p> <p>It makes no sense to have a "cycle lane" which much of the time forces cycles into a narrowly dangerous and busy road.</p>
<p>I heartily agree with the proposal to end car parking on the Clarkehouse cycle lane. These lanes are a vital element in securing safe cycling in Sheffield.</p>
<p>I am pleased to hear that the council is considering banning parking in the Clarkehouse Road cycle lane. I very much hope that the council goes ahead with the parking ban. Parking in the cycle lane has resulted in Clarkehouse Road becoming more dangerous for cyclists than before the cycle lane was put in. This is because cyclists were forced into a narrowed road space by the long line of parked vehicles. As someone who used to commute 6 miles each way to work in London, I have found Sheffield far more difficult due to the traffic conditions. I hardly ever cycle in Sheffield these days. It's just too dangerous on most of the roads. It's not just the hills, most bikes have 18 gears these days. Now that the yellow Ofo bikes have proved so popular, this is a good opportunity for Sheffield to improve facilities for cyclists throughout the city. Millions of pounds to enable cars to move a tiny bit faster on London Road, would be far more usefully spent on creating proper segregated cycle lanes and better facilities for pedestrians too. Still, a parking ban on Clarkehouse Road would be a start. . .</p>
<p>I write to support the restrictions of parking in the cycle lane on Clarkehouse Road. The road is narrow and busy and the whole point of a cycle lane is to remove bikes from the roadway, not force them into it for much of the time.</p>
<p>I write in support of those who are campaigning for the cycle lane to be free of parked cars. At present the lane is almost wholly blocked by parked cars, making riding a cycle on that road unnecessarily hazardous. I hope the Council will ensure that the cycle lane is restored to its original intended function.</p>
<p>I am responding to the TRO.</p> <p>I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will</p>

<p>finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well for pedestrians, families with prams and pushchairs and wheelchair users.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p>
<p>I have heard that Sheffield Council are proposing to prevent parking along Clarkehouse Road, with a view to ending the very long running issue with the cycle lane being blocked by cars. I'm writing to support this proposal. As a cyclist and Sheffield resident I find parked cars in cycle lanes make me feel vulnerable to traffic and to opening doors (I have to give the cars a very wide berth because of this, then coming a bit too close to cars coming the other way or those wanting to overtake).</p>
<p>I'm writing in support of proposals to make the cycle lane along Clarkehouse rd into a permanent cycle lane and prevent use as a parking area.</p> <p>Having parked cars on this stretch of road, as with Glossop rd near the Hallamshire, pushes cyclists out into the traffic and is difficult for both car uses and cyclists alike.</p> <p>I would also be in support of some work to the Glossop Rd / broomspring lane staggered crossroads which despite being a signed cycle route is really difficult to navigate when coming from the Broomhill end. There is no advance stop box at the lights so if you use the cycle lane you effectively can't turn right onto broomspring lane because you end up boxed in on the left.</p>
<p>I gather that Sheffield CC are consulting on parking on Clarkehouse Rd. I would urge you to extend double yellow lines along this stretch of road to make it safer for cyclists and also end the current abuse of the bus lane. (I'm going to assume you already know what the issues are!)</p> <p>Sheffield CC is currently consulting on 'active travel' and recognises the benefits of walking and cycling whilst also flagging up the difficulties there will be in inevitably prioritising these over motor traffic. Here's a good first test: SCC has acknowledged the demand and need for a cycle lane and then allows people to park in it!</p> <p>I like SCC's good intentions with regards to cycling but if we can't improve safety on this busy commuting route and also end the abuse of a bus lane by preventing parking on this stretch of road, then it seems the grand ideas about active travel won't get off the drawing board.</p>
<p>I formally object to the proposal to introduce double yellow lines on both sides of Clarkhouse Road on behalf of Sheffield Botanical Gardens Trust.</p> <p>Parking is already severely restricted to the Botanical Gardens.</p> <p>This proposal would remove almost half the parking spaces currently available. It would seriously effect those with mobility problems or other health conditions who struggle with inclines.</p> <p>These individuals park on Clarkhouse Road to access the upper part of the Gardens to avoid the significant incline from the Ecclesall Road entrance and lower Gardens.</p> <p>The other group adversely effected are those with small children who park on Clarkhouse Road to access the comparatively level upper Gardens where the</p>

<p>Pavillions and Cafe are located. I am a retired GP. The stretch of Clarkhouse Road used for parking adjacent to the Gardens is straight and wide. It is wider than the rest of the road and Brocco Bank and is unavailable for parking during the morning and evening rush hour. If you have not received a response yet from the Curator and Head of Sheffield Parks please contact them. I would appreciate a response for the Trustees.</p>
<p>Please register my support for ending parking on the cycle lanes of Clarkhouse Road. It is dangerous for cyclists in the day time and evenings. I fully support the proposal to ban parking at all times so that cyclists can use the cycle lane safely</p>
<p>The practice of parking in cycle lanes is not necessary, presents cyclists with unnecessary danger and should not be tolerated</p>
<p>Hi. This is just a quick note to say that I fully support ending cars parking in the Clarkehouse Road cycle lane. I cycle down there every weekday and it's dangerous and scary. Also, what's the point of even having a bike lane that you can't cycle on? Please ban the parking there.</p>
<p>I am responding to the TRO on behalf of CycleSheffield. We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue. Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well. Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this. There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>I am just contacting you to say that I am delighted to hear that there are plans to end car parking in the cycle lane on Clarkehouse Road. I cycle (fairly slowly- I'm often overtaken by other cyclists!) to work at the Hallamshire along Clarkehouse Road and find this a challenging stretch on which I often feel quite vulnerable even though I'm a fairly confident cyclist. Please can I encourage you to continue with these plans. I am well aware that these plans may be controversial but the significant parking problems at the Hallamshire are best resolved with better public transport + cycling infrastructure to encourage us out of our cars Many thanks for taking this forward</p>
<p>I'm writing in support of this proposal. I cycle along this route. Allow parking in this cycle lane is quite frankly dangerous for cyclists. It has been a long time coming but I'm very pleased to see it being proposed at last. Well done on proposing something positive for Sheffield cyclists.</p>
<p>I'm writing in support of the proposals to restrict parking along Clarkhouse Road. A few years ago I made the video that you've probably seen on CycleSheffield's YouTube channel. It's great that this issue will get resolved and it'll be safer to cycle along here. When making the video, I used a helmet camera to film some of the problems, at about 1m15s into the video, you can see a car trying to overtake a parked coach, the video shows that the car scrapes the corner of the coach and the side of the car (I only cycled up and down the road filming twice and saw this). This current situation is bad for everyone travelling along this road, and your scheme will</p>

make it better.
<p>I am writing in response to proposals to restrict parking in the cycle lane on Clarkehouse road. This has been a main commuting route for me by bike, walking and driving.</p> <p>It is annoying to drive down with all the parking on such as small road. It is downright dangerous to cycle on, and I have been given abuse by drivers for trying to avoid parked cars or prevent dangerous overtakes. There is nearby parking within walking distance for most people, and there are some more spacious sections of the road where exceptions can be made for temporary loading and disabled use.</p> <p>Removing parking from this street will improve safety for all modes of travel.</p>
<p>...as a local resident, pedestrian, cyclist and car driver, I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am delighted that the council is proposing to finally resolve the issue.</p> <p>Parked cars blocking the cycle lane make it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well, causing an obstruction or hazard for pedestrians. And allowing cars to park on a clearly marked cycle route contributes to undermining the general idea of cycle lanes anyway, as it makes it appear that the cycle lanes are only to be used by bikes when it doesn't get in the way of cars using the road space for parking - not a helpful message.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic, but this proposal is a welcome step towards this.</p> <p>There are two large multi-storey car parks within walking distance of Clarkehouse Road anyway and so there is no need for on-road parking.</p>
<p>I am writing in support of your proposal to stop parking on the cycle lane in Clarkhouse Road. The route is used by many cyclists at all times of day and it is a busy and relatively narrow main road. This proposal will make it safer and less scary for cyclists re opening car doors into their path. It will also improve safety of pedestrians crossing the road.</p>
<p>I believe that Sheffield Council are proposing to prevent parking along Clarkehouse Road, and that this will stop the problems that have been occurring with cars blocking the cycle lane.</p> <p>I would like to say that I am very much in favour of this proposal. This city is *very much* in need of a shift in mode of transport away from car usage, both because of air quality and physical activeness of Sheffield citizens.</p> <p>Where we have cycle lanes they need to be usable. So many of the cycle lanes I come across around town (cf Glossop Road) aren't really cycle lanes as they have cars parked in them.</p> <p>The city cannot keep pandering to car users and needs to make some decisions which might stir up a fuss but which will start to shift the balance away from cars. Clearly, why this is important to the city needs to be well communicated.</p>
<p>We would like to complaine about the parking on Clarekehouse Road stopping. Me and my colleague start work at the Hallamshire Hosp at 4-30am Monday to Friday we can only do are job because we can park in the lay-by</p> <p>If you stop that we can no longer do are job. It a safety factor that we park up and walk up together.</p>
I am writing in support of the Council's proposed TRO which seeks to end parking

<p>in and blocking of cycle lanes along Clarkehouse Road.</p> <p>The current situation, in which time restrictions on parking end and 9.30am means that drivers routinely wait in the surrounding area and then park in the cycle lane, presenting a serious danger to all road users, including people cycling and people walking, as footways are often also parked on.</p> <p>It also results in a useless cycle lane, forcing people on cycles to negotiate numerous vehicle movements and in busy traffic. The route is popular and well-used by people who already cycle, but presents an environment that deters people who don't currently cycle from doing so. Ultimately the route is likely to need protected cycleways, but the proposal to ban parking is a good start.</p>
<p>I am responding to the proposed changes on clarkhouse road</p> <p>The problem of parked cars in the cycle lane is a longstanding one and hope that this will help resolve the issue. The council should take any actions it can which will help encourage cycling.</p> <p>This will help it meet its air quality targets, reduce traffic and help combat climate change.</p>
<p>I want to let you know my support for the changes proposed in restricting parking on Clarkehouse Road.</p> <p>The use of this cycle lane and pavement for parking is a very poor use of public space in a busy area.</p> <p>I wouldn't expect that keeping the existing painted cycle lane clear will itself make the route much more inclusive, as painted cycle lanes on narrow roads like tend to encourage drivers to overtake uncomfortably close rather than pulling out.</p> <p>But preventing parking here is certainly a step forward, and would be needed for any segregated space created in future. I'd urge removing the painted cycle lane to avoid guiding drivers to pass cyclists with little space. I hope that you will design a fully segregated cycle route here soon.</p> <p>I particularly welcome the benefits to pedestrians of having the pavement clear of parked vehicles.</p>
<p>I am writing in support of the proposal to deal with the issue of cars parking in cycle lanes along Clarkehouse Road. Although not my main route to work, I do use it from time to time and it can be an unpleasant, not to say unsafe, experience when the cycle lanes are blocked, and the traffic is heavy. Not only does it make the cycle lanes useless, but the narrowing of the carriageway increases the issue of drivers passing cycles too close. I strongly support the removal of on road parking on the cycle lanes along that road.</p>
<p>I want to add my objection to the proposed plans.</p> <p>This would have a big impact on a large number of garden visitors including those who come on garden tours and some volunteers, and I don't see that traffic flow is at all affected by cars parked along the railings side of the road.</p>
<p>I support the proposed prevention of parking along Clarkehouse Road. As a cyclist it'll make the cycle lanes much easier to use especially at busy times.</p>
<p>A route must be a route with no blockages at any point. It's no use abandoning cyclists just where things get tough. This is a very long standing issue. I had trouble with parked cars near the Hallamshire when cycling to school with my son aged 11. He is now 29. Thankyou.</p>
<p>I am responding to the TRO on behalf of CycleSheffield.</p> <p>We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.</p>

<p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking</p>
<p>I am emailing you to support the proposal to ban parking in the cycle lane on Clarkehouse Road, which is long overdue. I would advocate banning parking in any cycle lane anywhere.</p> <p>Allowing parking makes a mockery of a designated cycle path at the best of times; allowing vehicles which remain empty and stationary all day to block a relatively safe route for those who are taking exercise, combatting obesity and lessening congestion is a joke.</p> <p>It's time the council put its money where its mouth is in terms of encouraging greener ways to travel around our wonderful city</p>
<p>I am very strongly supportive of the move to stop car parking in the cycle lane. I used this route to cycle my children too and from Nether Green Junior School. Given this is a national cycle route I expected it to be a safe suitable route but it is extremely hazardous. I am now too scared to cycle there with my children after several near misses. Now I either use the car or the bus which seems ridiculous as it only adds to the traffic problem. There are many parents like me who would LOVE to be able to cycle to school with our children but are too scared to because of blocked cycle lanes and other dangers. Please help us get on our bikes again! If you stop the parking, then we will cycle again!. There are numerous schools within half a mile of Clarkehouse road. Imagine the reduction in car pollution if all parents felt it safe to cycle to school with their Children!</p>
<p>I have learnt of a proposal to restrict car parking in the cycle lane along Clarkehouse Road and would like to register my full support. This has been a problem to me as a cyclist for many many years. Parked cars restrict the area available for traffic on this very busy road - a main route for thousands of staff and visitors to Sheffield University and the Royal Hallamshire Hospital. Cycling along this road can be quite alarming and often feels dangerous as cars drive very close to me as they attempt to pass by. There is also the danger posed by passenger's opening car doors forcing me further out into the traffic or nearly causing me to crash. An enforced painted cycle lane would be a small move to protecting cyclists on this popular route and I would welcome a protected space for cycling due to the heavy volumes of motor traffic in this area, as can be found on similar routes in many other cities. The area is well served by bus routes and there are two multistory car parks within walking distance of this road, so there is no need for cars to park on the road and endanger others.</p>
<p>I strongly support the proposal to prevent parking along Clarkehouse Road which essentially see the whole cycle lane being blocked by cars. I am very pleased that the council will finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well. It certainly deters me from taking that route, as motorists are often having to drive across the centre line when overtaking the parked cars, nevermind when cyclists are also using the route.</p>

<p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this. I am sure this proposal will only increase its popularity with cyclists.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p>
<p>I am responding to the TRO.</p> <p>I strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and I am very pleased that the council will finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstruct the pavement as well for pedestrians, families with prams and pushchairs and wheelchair users.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so there is no need for onroad parking.</p>
<p>I would like to express strong support for ending parking in the Clarkehouse Road cycle lane. It is dangerous and the cycle lane should be for cycles, not parked cars.</p>
<p>I just wanted to add my support to the proposed changes to parking along Clarkehouse Road.</p> <p>I am an occasional cyclist and my preferred route for commuting to work takes me along this road. However, I am very reluctant to cycle to work on a regular basis because of the hazards posed by cars obstructing the cycle lanes, and drivers entering/exiting vehicles after parking. I have been injured as a result of a car door being opened into me in the past and I would not wish to repeat that experience. If this change was made, I would be able to commute by bike more frequently. This would in turn help reduce congestion. So, I fully support the proposal.</p>
<p>I hope this email finds you well. I just wanted to support the proposal to prevent parking along Clarkehouse Road. The current parking situation creates incredible danger for cyclists close to Glossop Rd. It's a route that will be used by a lot more cyclists if this goes through and a safe route through the area is created. That will help all road users by allowing people to leave their cars at home.</p>
<p>I support restricting parking on Clark house road</p>
<p>I'm writing to say that as a local resident, I strongly support the move to end parking over the cycle lane in Clarkehouse Road at any time during the day.</p> <p>The parked cars obstruct the cycle path making cyclist go out into the busy road and the pavement for pedestrians too.</p>
<p>I am responding to the TRO as a supporter of CycleSheffield.</p> <p>We strongly support this proposal. The problem of parked cars in the cycle lane along Clarkehouse Road is a longstanding one and we are very pleased that the council will finally resolve the issue.</p> <p>Parked cars blocking the cycle lane made it difficult and potentially dangerous to cycle along a very busy road. The parked cars often obstructed the pavement as well.</p> <p>Clarkehouse Road is a popular route for cycling into Sheffield and in the long run the road needs protected space for cycling due to the heavy volumes of motor traffic but this is a welcome step towards this.</p> <p>There are two large multistory car parks within walking distance of this road and so</p>

there is no need for onroad parking.
I'm really pleased the council will deal with the problem of parked cars in the cycle lane along Clarkehouse Road. I find it a disincentive to cycle having cars parked in the cycle lane as it feels dangerous and that cyclist are no wanted on that route. Thanks again.
<p>I'm writing to say that I strongly support the council's proposals to alter the waiting restrictions on Clarkehouse Road, changing the current restrictions to (largely) prohibit waiting & parking at any time:</p> <p>As a cyclist this road has always been difficult - despite there being cycle lanes painted on the road, these are often obstructed by parked or waiting motor vehicles, making it considerably harder to use the route - a high level of awareness and good overtaking skills are required, with cyclists having to frequently move out into the main flow of traffic to overtake these vehicles and there being little safety margin for mistakes (by nature of the road, esp. its narrow width). This means that the road is more intimidating than it would otherwise be for cycling, resulting in (I believe) fewer cyclists using the route and therefore reducing the benefits of seeing more journeys by bicycle in the city (esp. around active travel & lower air pollution). In addition the current cycle lanes are in places too narrow, leading some motorists to mis-judge how much space a cyclist needs to remain safe and comfortable on the road when being overtaken by a motor vehicle; I hope the opportunity can be taken to review cycle lanes widths along the road with a view to widening them to safer (wider) widths. This is likely to mean that drivers are more aware that they need to 'properly' overtake cyclists rather than attempting to squeeze past where there isn't actually room to safely do so.</p> <p>I also note Cycle Sheffield's response to this consultation which I fully support.</p>
<p>I am a regular Sheffield cyclist and frequently use the Clarkehouse Road cycle lane - or try to! I'm very relieved to hear that there is a proposal to prevent parking here as this really does defeat the objective of providing a safe space for cycling. Constantly having to pull out into fast moving motor traffic because of the parked cars is a dangerous manoeuvre. It's a busy road and I am strongly in favour of this lane being fully operational for cyclists all day.</p>
I welcome the new parking restrictions on Broomhall Place to prevent the endless flow of commuters looking for a parking space. This will free up the road for the very many cyclists and pedestrians using our road to access the cycle track and pathway to Eccesall Road. And I especially welcome the new restrictions to parking on Clarkehouse Road which I know are supported with a compelling case by Cycling Sheffield and many Broomhall residents.
<p>Im writing to you in regards of removing the parking outside Botanical Gardens. Im the owner of the gift shop as you come into Botanical Gardens. Removing the parking would be very harmful to my business for a few reasons. Firstly when customers come to the Botanical Gardens they park on these spaces by removing them, customers will find it a burden to come to the Botanical Gardens. This means all the businesses will be affected and may have to close down due to lack of custom. If this happens it will be damaging to the council as they won't receive rent from all these businesses as they will be closing down. Secondly myself and the staff use the parking for our vehicles as Botanical Gardens don't have their own parking. If you take the parking away, we would have to park long distances away and walk which is another hassle when i'm bringing new stock in as usually i would make several trips to my vehicle to take the stock inside. However if i'm parked a distance away this would be very difficult to operate. I hope you can take these</p>

points into consideration as this movement would be very damaging to all the businesses in the area. Look forward to hearing from you.

I am writing to express objection to the proposals to introduce no waiting at any time on parts of the above road. Having mobility problems, but no blue parking concession, I find parking on Clarkehouse Road as permitted at limited times, throughout the day, enables me to attend Hallamshire Hospital for medical appointments. Any alternative parking option is very limited either on street or in the hospital car park.

I appreciate that cars often park partly on the footpath so as to facilitate the smooth flow of traffic, although for most of the roads length the footpath is wide enough to accommodate prams and invalid vehicles with cars partly obscuring the path (The existing trees are in line with parked cars obscuring the footpath)

In previous years I used to park outside the hospital in Glossop Road but this facility is no longer available. While I appreciate there is an argument to be made for 24 hour no waiting on Clarkehouse Road, perhaps the lost facility could be compensated by introducing limit parking on Glossop Road (south side) which is sufficient width to enable cars to park without obstructing the footpath.