Author/Lead Officer of Report: Chris Galloway

Tel: 0114-2736208

Report of:	*Edward Highfield*
Report to:	*Cabinet Member for Environment & Transport*
Date of Decision:	***19 March 2019***
Subject:	Programme of 7.5t Environmental Weight Restrictions for 2018/19 – Determine Response to Consultation on Traffic Regulation Order

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	√	No	
- Expenditure and/or savings over £500,000				
- Affects 2 or more Wards		√		

Which Cabinet Member Portfolio does this relate to? **Environment and Transport**

Which Scrutiny and Policy Development Committee does this relate to? **Economic and Environment Wellbeing Scrutiny and Policy Development Committee.**

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

If YES, what EIA reference number has it been given? **262**

Does the report contain confidential or exempt information?	Yes		No	√

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

*"The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended)."*

Purpose of Report:

To report the comments and objections received to the consultation on proposed Environmental Weight Restrictions (EWRs), three area wide EWRs for The Wheel, Twentywell Lane, and Beighton Road and two for short sections on Psalter Lane and Boston Street.

To approve the making of the 7.5t EWR Order as advertised for the above but to include an exemption for vehicles on a test being undertaken by the Driver Vehicle Standards Agency (DVSA) and those training within the Beighton Road area.

Recommendations:

- That the 7.5t Environmental Weight Restriction Order in the four areas be implemented as advertised but include in the Woodhouse Area an annual renewable exemption for vehicles taking a test or those training for the test by an examiner from the Driver Vehicle Standards Agency along Coisley Hill, Sheffield Road, Market Street, Beaver Hill Road, Beighton Road, Furnace Lane and Station Road Woodhouse.
- That the effect of allowing an exemption in Woodhouse would be reviewed after 6 months and if a significant reduction in the number of HGVs had not been realised then it would be withdrawn for drivers being trained.
- That the Psalter Lane and Boston Street restrictions be reviewed after 6 months and remedial measures be developed and advertised if considered necessary to further reduce HGV numbers.
- That those who have objected to the proposals be informed of the decision.

Background Papers:
(Insert details of any background papers used in the compilation of the report.)

<table>
<tr><th colspan="4">Lead Officer to complete:-</th></tr>
<tr><td rowspan="4">1</td><td colspan="2" rowspan="3">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.</td><td>Finance: Gaynor Saxton – 1/10/18</td></tr>
<tr><td>Legal: Victoria Clayton/Richard Cannon – 24/10/18</td></tr>
<tr><td>Equalities: Beth Storm</td></tr>
<tr><td colspan="3">Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</td></tr>
<tr><td>2</td><td colspan="2">EMT member who approved submission:</td><td>Larraine Manley</td></tr>
<tr><td>3</td><td colspan="2">Cabinet Member consulted:</td><td>Cllr Lewis Dagnall – Environment & Transport</td></tr>
<tr><td rowspan="3">4</td><td colspan="3">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.</td></tr>
<tr><td colspan="2">Lead Officer Name:
Chris Galloway</td><td>Job Title:
Principal Engineer – Scheme Design & Assurance</td></tr>
<tr><td colspan="3">Date: October 2018</td></tr>
</table>

1. PROPOSAL

1.1 On 26th July 2018 a cabinet member decision was taken to progress four 7.5t Environmental Weight Restrictions (EWRs) for,

- The Wheel (Ecclesfield Area);
- Twentywell Lane (Bradway & Totley Area);
- Psalter Lane & Boston Street (EWR in one direction of travel only);
- Beighton Rd (Woodhouse Area)

1.2 The proposed EWRs are shown in Appendix A:

- The Wheel (Ecclesfield Area) – this is an area wide ban and includes streets where there is currently no problem so that any displacement of HGVs would be onto other more suitable roads.
- Twentywell Lane (Bradway & Totley Area) - this is an area wide ban and includes streets where there is currently no problem so that any displacement of HGVs would be onto other more suitable roads.
- Psalter Lane & Boston Street – these are two sections of relatively short restriction applied in one –direction only aimed at cutting the link through between Ecclesall Road and London Rd. These measures have been chosen in preference to an area wide ban so that the effect can be monitored so that it does not adversely impact on servicing within the Nether Edge area by HGVs. Should this lead to other HGV problems then further action may be considered.
- Beighton Rd (Woodhouse Area) – this is an area wide ban and includes streets where there is currently no problem so that any displacement of HGVs would be onto other more suitable roads. Monitoring will take place to see what effect the exemption for driver training and testing has on the number of HGVs travelling through the area and may be partially withdrawn if the number of HGVs has not reduced significantly.

1.3 Funding has been allocated from the LTP to design and build all four EWRs in 2018/19.

1.4 The proposed EWRs will address complaints received regarding the impact that HGVs are having on the lives and wellbeing of local residents.

Specifically, the restrictions will reduce the likelihood of danger caused by the HGVs to other traffic using the affected roads. They will also prevent damage to the roads and buildings near the roads caused by the HGVs and help facilitate the passage on the roads of other classes of traffic (including pedestrians).

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The schemes should help everyone living in these areas, to a small degree, whilst still permitting legitimate access and so will foster good relations. Hauliers currently routing their HGVs through these areas will have to use longer alternative routes which are deemed to be suitable for this purpose. This will add to their operating costs and time for their journeys.

2.2 The reduction in HGV activity throughout these areas remove some noise nuisance and will support residential communities to feel more secure.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The consultation process included,

- An advertisement in the local press of the proposed Traffic Regulation Order for the four EWRs on the 16th August 2018 with a further order advertised on the 25th August. The latter was required to deal with omissions and typographical errors in the first order. Combined, they correctly represent all the streets designated to be in the four EWRs.
- The erection of temporary traffic signs on all main routes through the four proposed areas, so that drivers of HGVs that would be affected would be aware of the proposal and so could comment.
- The erection of a legal Notice on all streets in the proposed areas.
- Details being made available on the Councils Road improvements & requests web page.
- Emails to all statutory consultees, local ward councillors and LAPs.
- Letters were also delivered to properties immediately affected by the proposals for Boston Street and Psalter Lane. See Appendix B & C for consultation letter and plan showing the area of the letter drop respectively.

The results for each EWR are detailed below.

3.2 **The Wheel, Ecclesfield**

There have been 15 responses received 14 in full support of the proposal and one objecting to it.

Objection - relates to the displacement onto Yew Lane of HGVs which will add to the noise and vibrations residents are already exposed to particularly over the narrow and twisty section near to Ecclesfield.

Response - The displacement of HGVs resulting from the implementation of an EWR if all moved onto the B6087 Yew Lane would add about 100 HGV trips (70 from the Wheel & 30 from Elliot La) in both directions to the 185 trips already using this route. Whilst the absolute numbers of

displaced HGVs is low the percentage change is about a 33% and so would be noticeable to residents.

The only narrow point on the B6087 is on Stocks Hill which has a pinch point of 5.5m but is generally wide enough to accommodate traffic of all vehicle types in two directions. If this route was also closed to HGVs then the next route between the A61 and A6135 would be via Wordsworth Ave and Deerlands Ave.

In contrast for the most part the width of the Wheel is at least 5.4m but there are sections, i.e.

- between 120 Wheel Lane and 227 The Wheel (about 320m in length) where it narrows down to between 4.5 and 5.0m and the passage of an HGV and any other vehicle becomes problematic; and
- between 1 and 138 Town End Rd (about 435m in length) where it narrows down to 4.7m in places. Parking takes place outside nos 53-79 blocking the footways on both sides and further reduces the available road width so that the passage of an HGV and any other vehicle becomes problematic. At its narrowest point, outside nos 33-35 vehicles would have to mount the footway if an HGV faced any oncoming traffic.

In conclusion, the benefits gained from implementing the EWR are greater than the dis-benefits but the situation should be reviewed after a settling in period to see whether any remedial action is required.

Support

14 responses received in support of the proposal. Two of which asked for additional restrictions to deal with the problem on Jaw Bone whilst one asked for an EWR on St Mary's Lane. A comment was also made about speed of traffic and asking for traffic calming measures. Speeding and calming is beyond the scope of this project and this will be added to the list of requests for highway improvements.

There is an existing width restriction on Jaw Bone but this is often ignored despite the problem being referred to the police. Further investigations are needed to see if a solution can be found. These will be undertaken during 2019/20.

An investigation into HGV issues on St Mary's Lane will be undertaken during 2019/20.

3.3 **Twentywell Lane (Bradway & Totley)**

There have been 14 responses received 12 in full support of the proposal and two objecting to it.

Objection 1 – the implications (time and money) for hauliers having to take longer routes have not been taken into account.

Response – the suitability and viability of the alternative route has been taken into account and measured against the continued usage of the routes within the proposed EWR. The benefits of the scheme were found

to outweigh the dis-benefits for hauliers.

Nb. Using the direction tools on Google Maps, the distance from the Baslow Rd/Mickley La junction to Meadowhead roundabout via Twentywell La is 3 .5 miles and takes 8 mins. The alternative routes via Bocking La and the A61 Meadowhead is 3.8 & 4.1 miles and 10 & 11 minutes respectively. A marginal difference of 0.3 to 0.6 miles and 2 to 3 minutes.

Objection 2 – The HGVs would be displaced onto the A621 Baslow Rd taking them past the main entrance to the new school.

Response – The A621 is a principal route and the number of HGVs using Mickley La that would be displaced over 12 hours is 81 equally split in both directions. As part of the planning condition for the expansion of Totley Primary School a controlled pedestrian crossing is to be provided across Baslow Rd at a new school entrance. The safety concerns and dis-benefits of displacing the HGV trips have been fully taken into account and any concerns have been mitigated.

Support

12 responses received in support of the proposal, extracts from two are detailed below:
Support No.1 - “Large vehicles using Prospect Road and Queen Victoria Road have difficulty negotiating the road, particularly Queen Victoria Road, which is quite unsuitable for long and wide vehicles. The narrow section on Queen Victoria Road is a particular hazard. Turning into and out of the bottom of Queen Victoria Road at its junction with Mickley Lane is also hazardous. Vehicles that then continue up Mickley Lane towards Baslow Road have to negotiate a lot of parked cars, and opportunities to give way to oncoming traffic are few. Vehicles travelling in the opposite direction, from Baslow Road to Queen Victoria Road, have similar problems. No sensible LGV driver would even attempt Glover Road!
Prospect Road, between the junction with Wollaton Road and the junction with Prospect Place has a bend and the brow of a hill that are hazardous, particularly when there are parked cars along that length of road.
Large vehicles hesitate at the top of Woodland Place, as the driver presumably wonders if he should proceed where the sat-nav is suggesting he goes! However, the driver is somewhat committed by then, because there's no way to turn an artic round at that junction. I've seen a few rigid LGVs attempt to turn round, and get stuck. I have seen artic drivers reverse back along Prospect Road to try to find a turning opportunity, which is a seriously dangerous manoeuvre!
In icy and snowy weather, Woodland Place is sometimes impassable for any vehicle. Add an LGV into the mix and things get very dangerous.
The damage to the road surface caused by heavy vehicles has been obvious over the last few years, particularly on Queen Victoria Road. In my opinion, the sub-surface, in places, is moving under the weight of heavy vehicles, causing the top surface to break up. It will be interesting to see how long the current newly-resurfaced road stays intact. I suspect it will only be a matter of months before it starts breaking up again. The

top surface outside my house (145 Prospect Road), which was resurfaced a few years ago, has already broken up. When it rains, yellow clay can be seen coming up through the cracks."

Support No.2 - "Concerned about the use of Twentywell Lane as a route for large Heavy Goods Vehicles - especially 32 tonne 8 wheeler vehicles transporting earth and spoil from construction sites. The vehicles often travel at speed which presents a danger to other road users and pedestrians. The road has two steep and narrow sections which are unsuitable for this kind of traffic.

In addition, there is a busy parade of shops with parking and movement of private vehicles at the top of Twentywell Lane which restricts the width of the road. This presents another potential hazard when large vehicles use the road as a thoroughfare."

3.4 **Psalter Lane and Boston Street (EWR in one direction only)**

There have been 8 responses received six in full support of the proposal, one objecting to it, and one undecided.

Objection – Lorries taking bagged aggregate from Buxton, Derbyshire will have a longer journey in time and distance, the alternative route via Ecclesall Road is less safe for pedestrians and lorries often have difficulty gripping the road surface travelling south up the hill from Hunters Bar with their wheels spinning when they lose traction.

Response – On Google maps, the north bound route using Psalter La, Cemetery Rd and Summerfield is the same distance as using Ecclesall Rd but is potentially 1 minute quicker. In the reverse direction it is 3 minutes quicker. The time savings of the Psalter La route is marginal, when compared to the overall length of journey and so won't impact significantly on the commercial viability of HGV operators.

HGVs already use Ecclesall Rd and there have been no safety issues reported as a result of wheel spinning.

Reservation – The Psalter Lane Residents Group have reservations about the scheme in that it "does not provide sufficient protection" and "likely to promote new problems". Specifically,

- Hunters Bar, Eastbound- Vehicles can turn right either onto Sharrowvale Road or Junction Road. This would create substantial problems because both routes have difficult junctions and narrow sections.
- Summerfield Street, Westbound - Vehicles leaving the inner ring road at Ecclesall Road could turn left up Summerfield Street and attempt to turn right at the traffic lights at Cemetery Road. This will cause additional congestion at that junction and will provide a simple way of circumventing the weight restriction.

They would prefer a comprehensive weight restriction for the whole length of Psalter Lane, Cemetery Road and Boston Street.

They feel it would "be a false economy to start with a flawed scheme and

then have to take further action after 6 months when budget provision may not be available. In the circumstances we would ask that serious consideration be given to designing in a more effective scheme".

Response - The outcome of any scheme is to stop HGVs travelling between Ecclesall Rd and London Rd via Psalter Lane, Cemetery Rd and Boston St. The initial two options covered large areas of Nether Edge and would be costly to implement and problematic to enforce. The option being consulted on is significantly cheaper, may produce significant benefit and is easier to enforce.

Whilst the issues described could arise the impacts would not be as significant as stated. However, this can be reviewed after 6 months to see if the restriction needs to be amended.

If the scheme was not implemented as it currently stands whilst another scheme is developed and a traffic regulation order advertised, significant delays and additional costs would be incurred.

On balance taking an incremental approach to finding an effective and appropriate solution is the preferred option to take.

Support

Six responses have been received in support of the proposal, with two asking for additional measures:
Additional Measures 1 (AM1) - "Would like the proposed bans to be in both directions."

Additional Measures 2 (AM2) - "Wants signs to stop HGVs (approximately once a month) turning into Brincliffe Hill which have to reverse out again once they realise it is a cul-de-sac and there is nowhere to turn round."

Response to AM1 - In discussions with the Psalter Lane residents group and local ward councillors it was agreed to take an incremental approach to the problem so that the effects of introducing the ban on HGV servicing in the area could be assessed. The intention is to undertake surveys after implementation to see how effective the one-way EWRs have been and to identify any follow up measures that may be needed.

Response to AM2 – An information sign on the Psalter La aimed at HGVs travelling south in advance of Brincliffe Hill could help, and this will be looked at and incorporated into the scheme if practicable.

3.5 **Beighton Rd, Woodhouse**

There have been 7 responses received, 5 (including three ward councillors) are in full support of the proposal. There have been no objections.

As a consequence of the consultation it has become apparent that the area is used extensively by the DVSA. In discussions with them, they would like an exemption for drivers on test, something that they have obtained in other authorities in similar circumstances. This would mean only a few vehicle trips being undertaken for test purposes each day.

The diver training companies who train drivers for the test also want an exemption. , There are about 20 training trips a day through the area and if given would lessen the reduction of HGV numbers.

A way forward would be to issue an annual renewable exemption certificate to vehicles used for training or testing on the main routes only through the Woodhouse area, i.e. B6064, B6066 and Beighton Rd. This could then be reviewed after 6 months by undertaking further traffic counts at the Beighton Rd/Furnace La and Market St/Beaver Hill Rd junctions to see if there had been a significant change in the numbers of HGVs. If this was the case then the issuing of certificates could continue on an annual renewable basis, or perhaps permanently exempted. If not then consideration would be given to withdrawing the exemptions for drivers being trained.

It would be helpful to have data about the number of tests undertaken each day and routes used as well as for trips associated with training drivers in preparation for a test. Both the Driver Vehicle Standards Agency and TAL training have agreed to provide this data with other training companies being approached to do the same. This data will be reviewed to determine whether further exemptions are necessary.

3.6 In terms of the statutory responses there has only been one and that was from South Yorkshire Police (SYP) who are unsupportive of the proposal. Their detailed response is given below.

"We are unsupportive of the initiative based on the fact that we, as the only enforcing authority, will not commit to any level of enforcement of the various restrictions. As Chief Insp Walne states "it does stand scrutiny in terms of threat/harm/risk in deploying police resources". The enforcement of such restrictions where there is no demonstrable or compelling road safety case would not meet our deployment criteria and such action would be an avoidable abstraction."

"In essence the proposals are unsupported by us in principle and would need to be self-enforcing, since we are unwilling to commit to the required level of support in securing compliance."

"The success of any mandatory restriction is the level of compliance achieved and by inference the ability of resources to secure that compliance as necessary. In this case if the former fails then we are unable to commit to the latter".

Should you progress the orders then you do so on the understanding that there will be no recourse to SYP to secure compliance."

Response - There are a number ways (e.g. Service Level Agreement, using Trading Standard Officers) of encouraging compliance with the EWRs where there is a demonstrable need and sufficient information to ensure a successful outcome. A referral for enforcement would only be considered after first contacting the operator of the offending vehicle(s) to achieve compliance voluntarily as well as contacting the Vehicle and Operator Services Agency (VOSA) who license operators to use their vehicles on the highway.

It is anticipated that the EWRs will act as a deterrent. Contact with offending operators will in most cases realise voluntary compliance so it is expected that the consideration of enforcement action will be the exception rather than the rule.

Any physical methods to make an EWR self-enforcing would also affect the ability for HGVs to make legitimate access to properties within the areas.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall there are not significant differential, positive or negative, equality impacts. The proposed schemes will to some extent benefit local residents by reducing the impact HGV's have on their perceptions of safety, noise and air quality.

4.2 Financial and Commercial Implications

4.2.1 An outline business case was approved in August 2018 to complete the Detailed Design of all four EWR's with provision for their implementation once works costs are submitted in the final business case.

The approved funding for this is £143k and has been allocated from the 2018/19 LTP programme for HGV routing with an additional £51.5k for the commuted sum to cover future maintenance of the signs.

4.3 Legal Implications

4.3.1 The Council has the power to create a Traffic Regulation Order (TRO) under section 1 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. 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 and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council has complied with these requirements.

4.4 Other Implications

4.4.1 The schemes will be developed using existing staff resources.

4.4.2 Enforcement of this type of restriction would normally be undertaken by

the police. However, contact with offending operators will in most cases realise voluntary compliance so it is expected that the consideration of enforcement action will be the exception rather than the rule

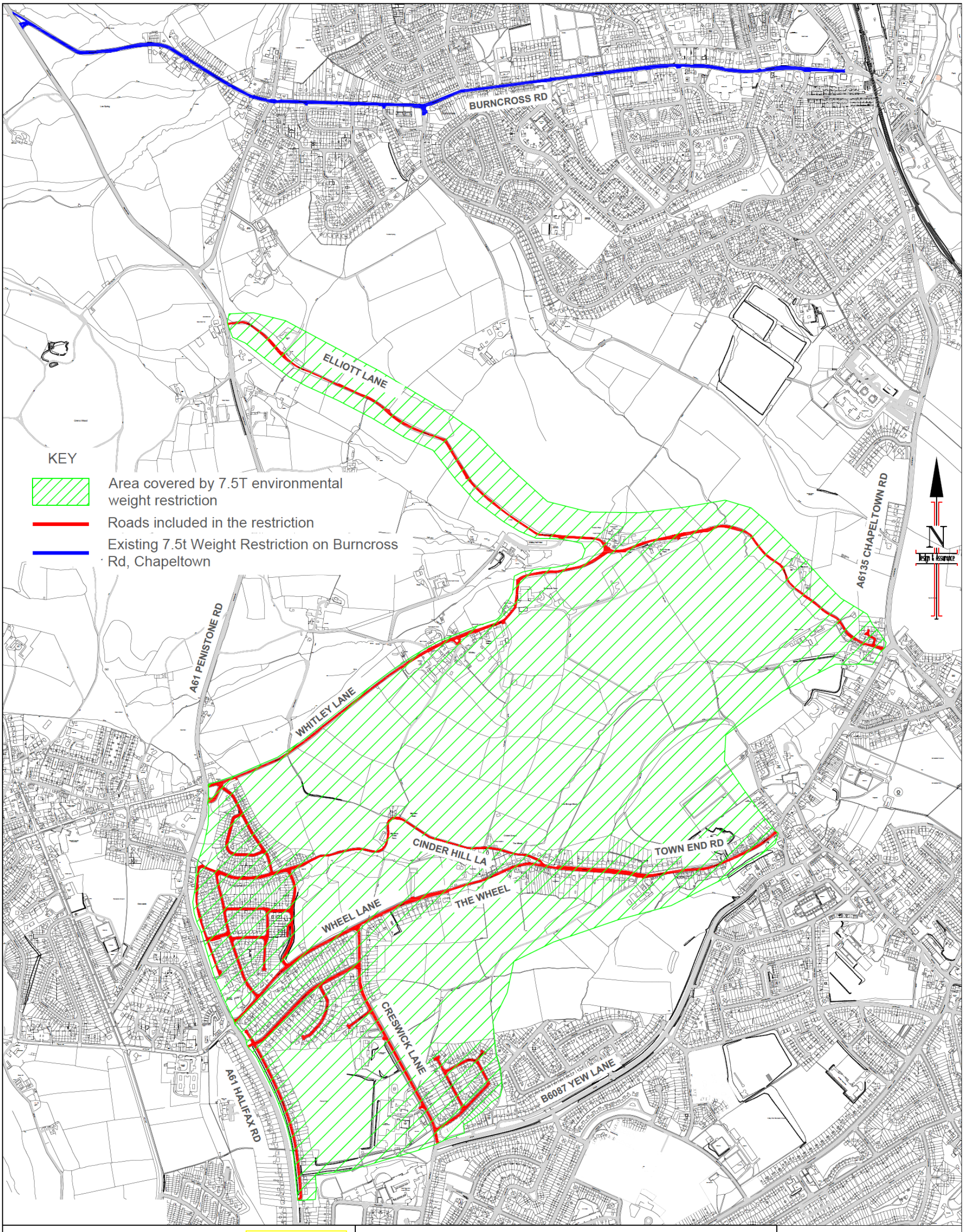
5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Advisory signing has been tried but has proved ineffective. Only a legal prohibition which could be enforced is likely to be effective.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposed measures will address complaints received regarding the impact HGVs are having on the lives and wellbeing of local residents.

Appendix A – Plans Showing areas covered by the proposed 7.5t Environmental Weight Restrictions



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Tom Finnegan-Smith - Head of Service

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AUTHOR	CJG
DATE	29/6/18
CHECKED	
DATE	

Client: SHEFFIELD CITY COUNCIL

Scheme: THE WHEEL, ELLIOTT LANE & WHITLEY LANE ECCLESFIELD

Drawing Title: PROPOSED 7.5T ENVIRONMENTAL WEIGHT RESTRICTION

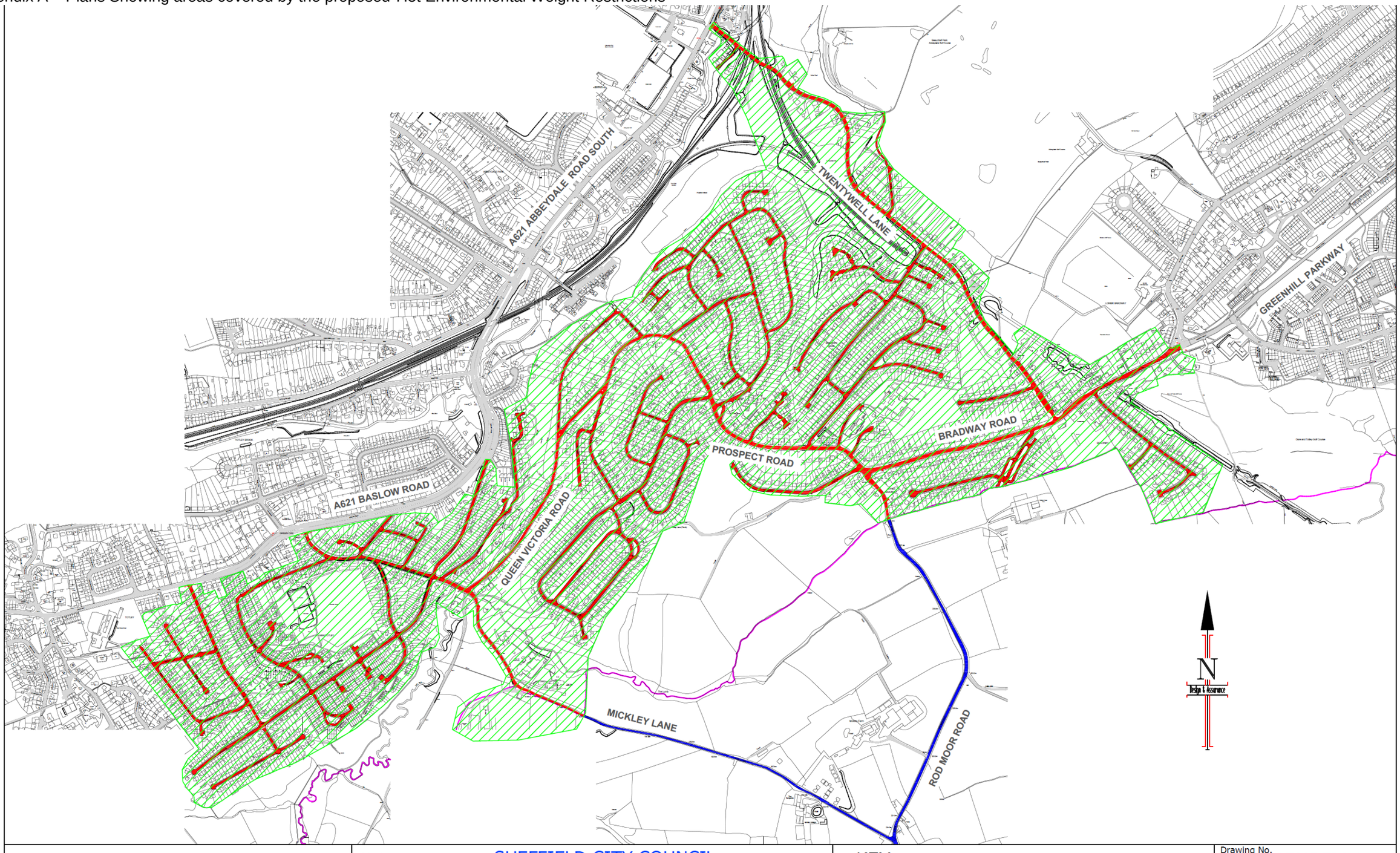
Drawing No. 2087-DA-LT285-TRO-1

Scale: NTS

A3

Date: JULY 2018

Appendix A – Plans Showing areas covered by the proposed 7.5t Environmental Weight Restrictions



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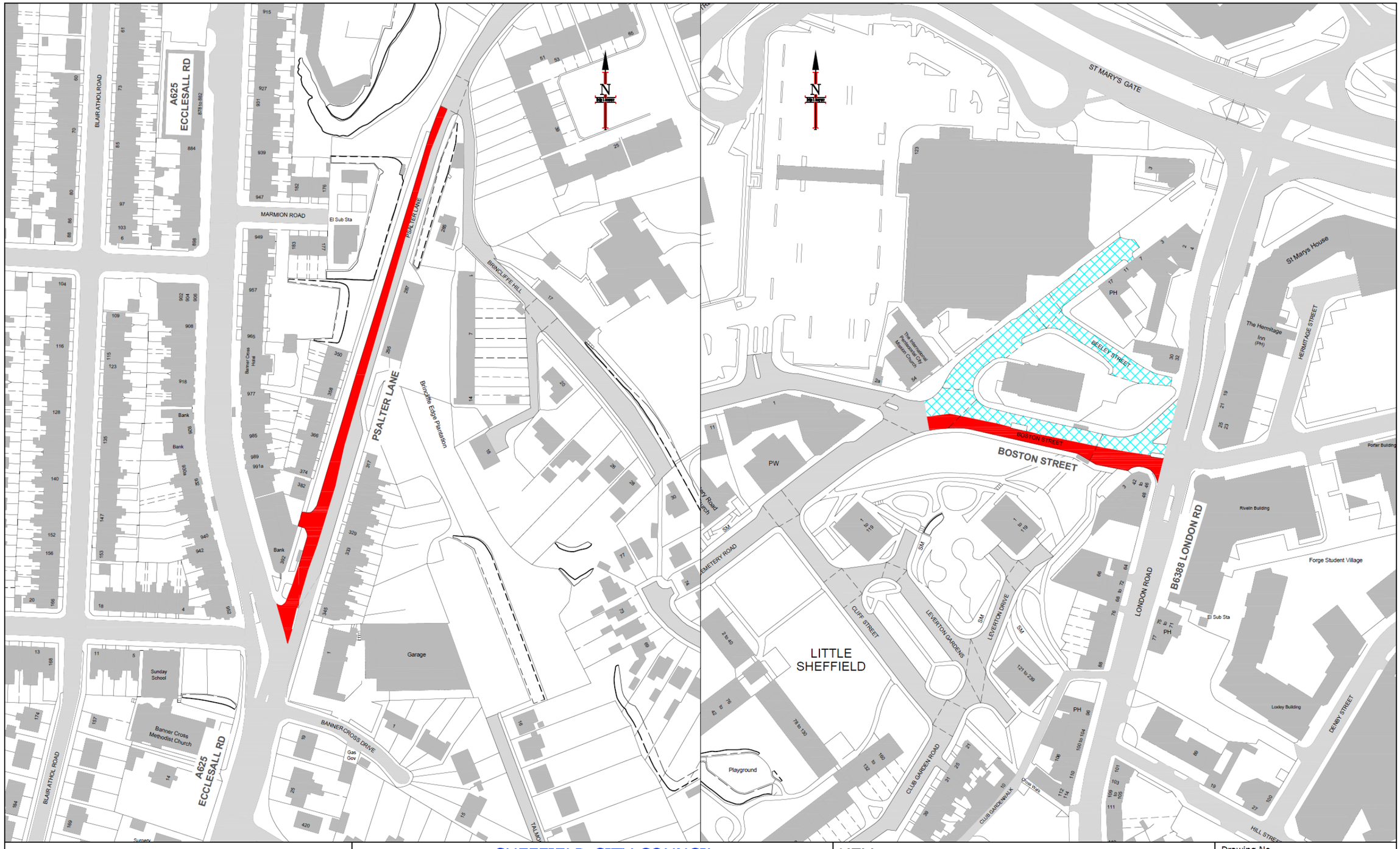
Client	SHEFFIELD CITY COUNCIL
Scheme	TWENTYWELL LANE, BRADWAY & MICKLEY LANE, TOTLEY
Drawing Title	PROPOSED 7.5T ENVIRONMENTAL WEIGHT RESTRICTION

KEY

- Area covered by 7.5T environmental weight restriction
- Roads included in the restriction
- Roads within existing 7.5t Weight Restriction at Holmesfield, Derbyshire

Drawing No.	2086-DA-LT285-TRO-1
DRAWN BY	CJG 28/6/18
CHECKED	
Scale	NTS
Date	JULY 2018
	A3



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Client: SHEFFIELD CITY COUNCIL

Scheme: PSALTER LA & BOSTON ST SHARROW & BRINCLIFFE

Drawing Title: PROPOSED ONE-WAY 7.5T ENVIRONMENTAL WEIGHT RESTRICTION

KEY

- Psalter La - HGVs prohibited travelling northwards from Ecclesall Rd for a distance of 240m.
- Boston St - HGVs prohibited travelling westwards from London Rd for a distance of 110m except for access (allows deliveries to Waitrose).
- HGV access to be permitted from Boston Street

Drawing No. 2085-DA-LT285-TRO-1A

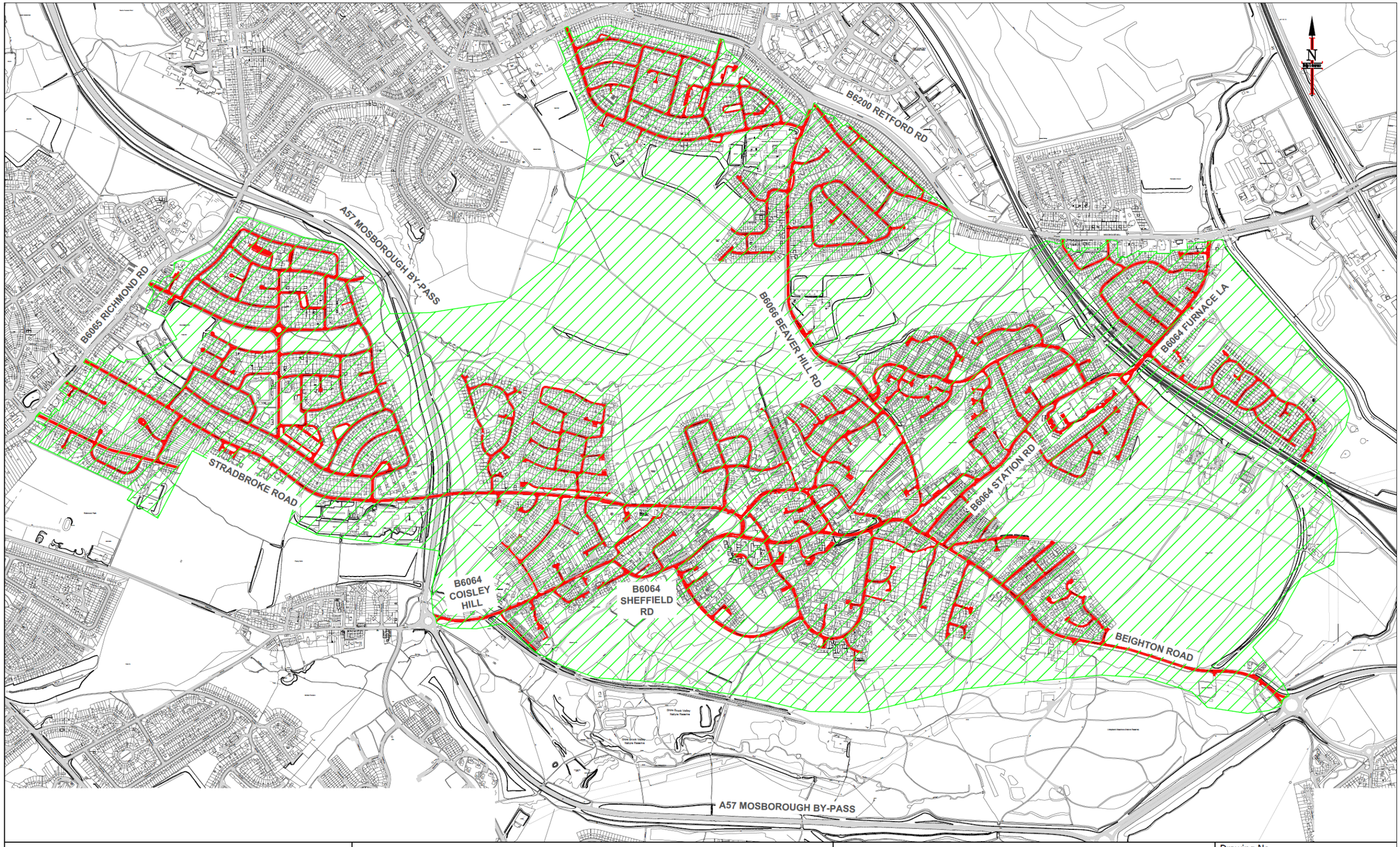
DRAWN BY CJG 29/6/18

CHECKED

Scale 1/1500

Date JULY 2018

A3



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Client: SHEFFIELD CITY COUNCIL

Scheme: BEIGHTON RD, FURNACE LA, SHEFFIELD RD & BEAVER HILL RD, WOODHOUSE

Drawing Title: PROPOSED 7.5T ENVIRONMENTAL WEIGHT RESTRICTION

KEY

Area covered by 7.5T environmental weight restriction

Roads included in the restriction

Drawing No. 2088-DA-LT285-TRO-1

DRAWN BY CJG 29/6/18

CHECKED

Scale NTS

Date JULY 2018

A3

Appendix B – Consultation Letter

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

Officer: Chris Galloway Tel: (0114) 273 6208
Ref: 2085-CG-CL1 Date: 17th August 2018

The Owner/Occupier

Dear Sir or Madam,

Proposed 7.5t Environmental Weight Restriction (EWR) on Boston Street

In response to concerns expressed by residents we are proposing to introduce the following measures to reduce the number of HGV's travelling through Nether Edge to avoid the A625 Ecclesall Road.

- An EWR on Boston Street between its junction with London Road and Cemetery Road. This will be in one direction only, i.e. HGVs won't be able to travel in a westerly direction. However, access will be permitted for those HGVs that need to service properties on Beeley Street and the north eastern end of Cemetery Road from its junction with Boston Street; and
- An EWR on Psalter Lane between its junction with Ecclesall Road and Brincliffe Hill. This will be in one direction only, i.e. HGVs won't be able to travel in a northerly direction. Access for HGVs will not be permitted for deliveries from Ecclesall Road but it will still be possible in a southerly direction from Nether Edge.

The proposed EWRs are shown on the attached drawing.

As part of the legal process associated with an EWR, and the Council's policy to engage with the local community on new schemes, you are invited to submit comments or object to these proposals. Submissions must be in writing, details given below, with a deadline for responses of 6th September 2018. Any requests for clarification or further information should also be made in this way.

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

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

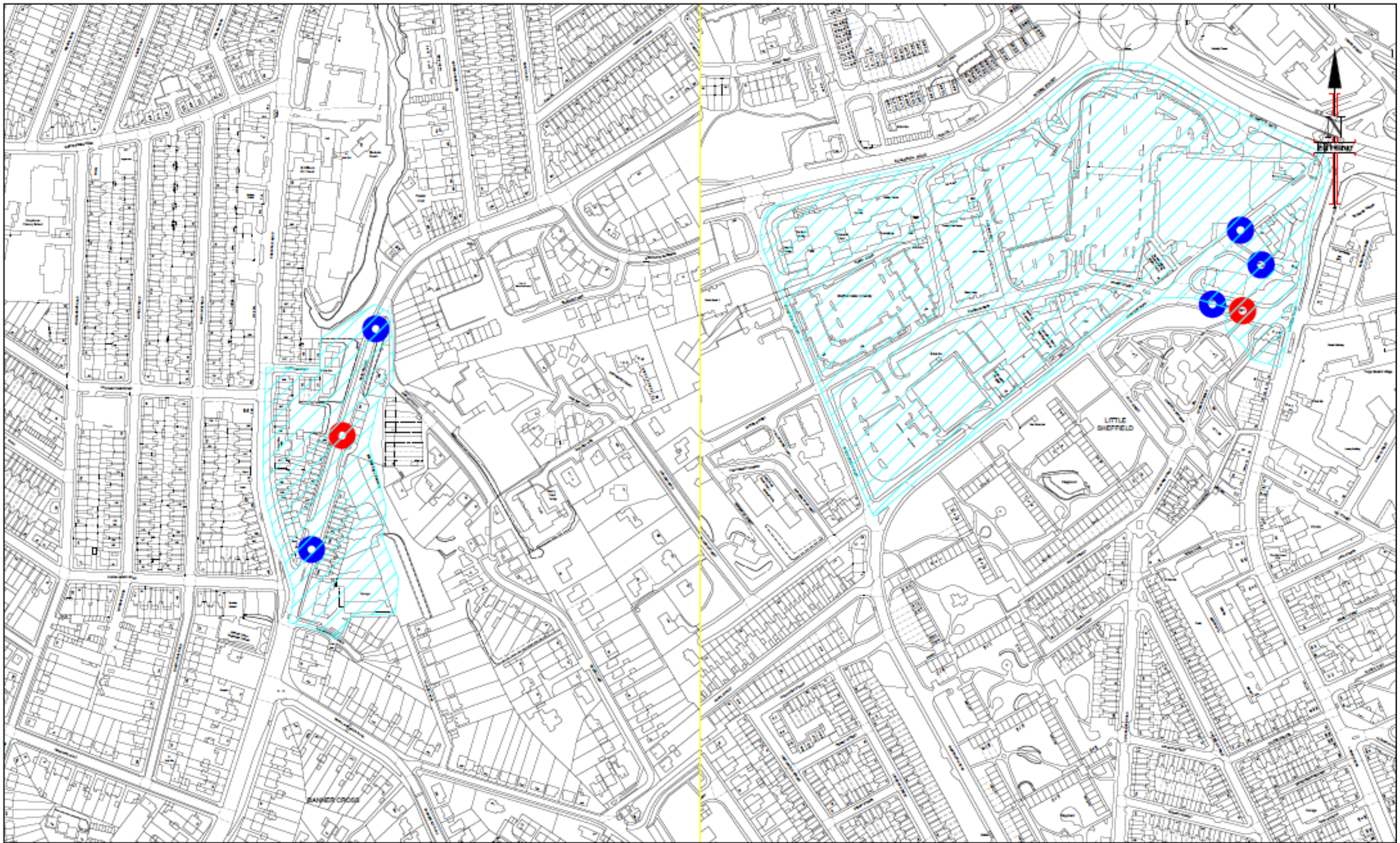
If you make comment or object you are giving your consent for the council to process your personal information. This information will only be used in relation to the above proposed highway works and will not be shared with anyone else without your express permission.

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

Yours faithfully,

Chris Galloway
Principal Engineer, Design and Assurance
Strategic Transport and Infrastructure

Appendix C – Letter Drop Area



STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE
5th FLOOR, HOWDEN HOUSE
1, UNION STREET, SHEFFIELD, S1 2SH
E-mail Scheme.Design@Sheffield.gov.uk
Tom Finnegan-Smith - Head of Service

Sheffield City Council

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Client: SHEFFIELD CITY COUNCIL

Scheme: PSALTER LA & BOSTON ST
SHARROW & BRINCLIFFE

Drawing Title: PROPOSED ONE-WAY 7.5T EWR
LOATION OF NOTICES

KEY
- A-Boards (2No.)
- Notices (5No.)
- Letter Drop Area

Drawing No. 2085-DA-LT285-TRO-3
DRAWN BY CJG 29/6/18
CHECKED
Scale 1/1500
Date JULY 2018
A3