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Report of: Executive Director, Place

Report to: Cabinet Member for Environment and Transport

Date of Decision: 12 July 2019

Subject: Broomhall Road / Broomhall Street: outcome of consultation on the Experimental Traffic Regulation Order and Scheme Update

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: Environment 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? 558

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*"The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended)."*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 provide an update on the Broomhall Road / Broomhall Street Cycling and Walking scheme following a 6 month monitoring period and seek approval to make permanent the one-way section of Broomhall Street from Victoria Street to Park Lane.

Recommendations:

- 7.1 Make the Experimental Traffic Regulation Order permanent and retain the overall scheme which was introduced in April 2018 in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Make the changes to the one-way section as outlined in 'Appendix G'.
- 7.3 Continue to monitor the overall scheme following the changes recommended above.
- 7.4 Inform all those who commented on the TRO of the decision.

Background Papers:

- APPENDIX 'A' – Summary Plans of Traffic Count Data (before and after the scheme).
 APPENDIX 'B' – Speed Surveys (after the scheme).
 APPENDIX 'C' - Extract from the Road Safety Audit Stage 3.
 APPENDIX 'D' – Resident update letter.
 APPENDIX 'E' – Start of Works Letter and ETRO information.
 APPENDIX 'F' – ETRO support and objections.
 APPENDIX 'G' – Proposed changes to the One-Way entry point.

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>Bob Power / 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 Bob Johnson</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Andrew Marwood</i> <i>Jayne Burbidge</i>
	Job Title: <i>Senior Engineer</i> <i>Senior Transport Planner</i>
Date: <i>14/06/2019</i>	

1. PROPOSAL

- 1.1 The Broomhall Road / Broomhall Street cycling and walking improvement scheme was completed on site in April 2018. This used STEP (Sustainable Transport Exemplar Programme) funding from the Local Growth Fund to construct part of an identified 2km walking and cycling route between Collegiate Crescent and Sheffield City Centre.
- 1.2 Part of the scheme included measures to reduce the volume of traffic travelling through the proposed cycle street layout, specifically; the introduction of an experimental one-way section of Broomhall Street between Park Lane and Victoria Road, to address identified 'rat running' traffic avoiding the ring road.
- 1.3 The Experimental Traffic Regulation Order (ETRO) was introduced in February 2018, before the scheme started on site so that the anticipated reduction in traffic volume could assist the construction of the scheme, and so that people could get used to the changes before the scheme was completed.
- 1.4 The scheme, including the operation and impact on surrounding streets, has been monitored for 6 months including;
 - Traffic Counts on Broomhall Road / Street, Victoria Road and Collegiate Crescent.
 - Speed surveys on Broomhall Road / Street and Victoria Road.
 - Cycling Numbers (completed as part of the traffic counts).
 - Council Officer Observations.
 - Local resident Observations / comments / objections following the advertisement of the ETRO for the one way section of Broomhall Road (see section 3.0)

Scheme Monitoring

- 1.5 Traffic Counts – A plan summarising the results of the counts before and after the scheme can be seen in Appendix 'A'. A full set of all count results are also available on request. In general the counts highlighted that;
 - Traffic count data suggests an 18% decrease in the 12 hour, two way traffic volumes on Broomhall Road between Hanover Way and Victoria Road, a 47% decrease between Victoria Road and Park Lane (one way section) and a 5% decrease between Park Lane and Collegiate Crescent.
 - The scheme has been successful in reducing the volume of traffic on the new cycle street layout. This has been achieved in part by redistributing traffic to other routes.
 - Officers acknowledge some re-distribution of vehicle trips to Victoria Road (increase on average of 793 in 12 hours which represents a 225%

increase). The total two way flow still however remains low (1443 two way flow on average over a 12 hour period).

- Officers acknowledge that since the scheme's introduction, on average there has also been an increase in traffic using Collegiate Crescent (Victoria Road to Park Lane), ((71% increase on average)) and the top part of Park Lane (3% increase on average). It should be noted that the increase in traffic on these two sections is subject to vehicles turning off Ecclesall Road as well as re-distributed traffic from the new one-way section.
- Cycle numbers have generally remained the same (even on Victoria Road where traffic has increased) since the scheme's completion.
- It has been identified that a number of drivers are abusing the experimental one-way section; however the October and November 2018 counts suggest that the numbers are decreasing.
- Counts from May and November 2018 indicate that all sections of the promoted route have trips below the recommended maximum 2 way flow for a cycle street treatment according to the 'CROW' dutch cycle design guide which is in line with the objective of the scheme.
- Although there has been a transfer of trips to Victoria Road this section still has a combined two way 12 hour flow below the recommended 2500 number set out for a cycle street in the Dutch 'CROW' guidance.
- Officers note that there has been a 71% increase in traffic on Collegiate Crescent. Prior to the scheme changes, the two way (12 hour flow of traffic) would have been below the recommended 2500 number set out for a cycle street in the Dutch 'CROW' guidance, however, since the changes, the counts show on average the volumes are 695 trips over this guidance. This figure is slightly inflated by the October counts which were much higher than those recorded in May 2018 and November 2018.
- The objective of the overall scheme wasn't to turn both Victoria Road and Collegiate Crescent also into 'cycle streets'. There has been a transfer of some traffic to this route, however officers note that this fluctuates depending on a number of factors including weather conditions, surrounding network issues and events being held in the area. There is an alternative to further tackle this issue by introducing further closures as discussed in section 5, however this is likely to severely impact on resident access from the north of Broomhall and push more traffic on to Broomgrove Road.

1.6 Speed of vehicles

In summary the speed surveys (shown in Appendix 'B) indicate general compliance with the posted speed limit of 20mph. Speeds were taken between 9am and 10am in free flowing conditions and are likely to be lower in peak times when the area is slightly busier and parents are dropping off children at the two local nurseries. The average speeds at 19mph / 20mph at all locations are also in line with the Dutch 'CROW' guidance for the promotion of a cycle street where speeds should be no more than 30kph (20mph).

1.7 Cycling Numbers

Table 1 below provides the number of cyclists counted on two dates in 2017 (before the scheme) and three dates in 2018 (after the scheme's completion). Although numbers vary slightly for the different routes recorded, it shows that cycling numbers are fairly consistent over the five dates surveyed. Minor fluctuations can also be expected due to factors such as adverse weather conditions and varying daylight hours.

Table 1

Route Away from City Centre	Date: Thu 25th May 2017	Date: Wed 18th Oct 2017	Date: Thu 17th May 2018	Date: Tue 16th Oct 2018	Date: Tue Nov 11 th 2018
Broomhall Road (Hanover Way to Victoria Road) - No. Cycles	82	71	67	71	58
Broomhall Street (Victoria Road to Collegiate Cres) No. Cycles	43	40	37	36	30
Route Towards City Centre	Date: Thu 25th May 2017	Date: Wed 18th Oct 2017	Date: Thu 17th May 2018	Date: Tue 16th Oct 2018	Date: Tue Nov 11 th 2018
Broomhall Road (Collegiate Cres to Victoria Road) – No. Cycles	25	40	35	37	18
Broomhall Road (Victoria Road to Hanover Way) No. Cycles	76	85	80	80	69

1.8 Council Officer Observations

- Following the completion of the scheme a number of site visits have taken place, both during the day and during peak times. Officers have observed the reduction in traffic volumes; however acknowledge the increased number of vehicles travelling down Victoria Road and then up Collegiate Crescent towards Clarkhouse Road.
- Although there is a noticeable transfer of vehicles to Victoria Road from Broomhall Street and Park Lane on route to Clarkehouse Road, there has been no observed long periods of congestion (no more than 4 vehicles queuing) at the junction of Victoria Road and Collegiate Crescent.
- Officers have noticed the abuse of the one-way which from observations and counts seems to happen more when there is a lack of narrowing (parked vehicles) at the entrance after the junction with Victoria Road.
- For a number of months following the scheme's completion it was noticed that at busy times google maps routed drivers through the one way the wrong way when travelling towards Clarkehouse Road / Manchester. Officers have sent a number of requests to google to get this changed. The amendment has now been made by google. Since the amendment numbers abusing the one way have decreased, however it is acknowledged that more can be done to reinforce the one way (see recommendations).
- The counts undertaken after the scheme's completion have shown no identified transfer to Collegiate Crescent via Brunswick Street.
- Although the number of vehicle movements have increased on Victoria Road, the two way, 12 hour vehicle flows were still below the recommended 2500 vehicle trip threshold recommended by 'CROW the Dutch cycle design guide' for a typical 'cycle street' The figures from the counts were 1201 in May 2018, 1872 in October 2018 (partly due to an open event at Sheffield University) and 1672 in November 2018.

1.9 Road Safety Audit

As part of the scheme's development and monitoring, a Road Safety Audit (RSA) process has also been followed and the first three stages have been completed. The recommendations from the stage 3 relevant to the one-way section are as follows; (the full audit team response can be seen in 'appendix C')

- In the immediate short term, provide a "NO ENTRY" worded marking in Broomhall Road immediately west of the Victoria Road junction as

originally recommended at RSA 2 (This was actioned July 2018).

- When the period of the experimental TRO is over the restriction should be made permanent in order to provide adequate road safety for cyclists using the route and, given the current high level of abuse, additional engineering measures to reinforce the one-way restriction (e.g. a road narrowing) should be provided. This should include traffic calming features such as a plateau to address the high speed of some drivers entering or leaving the one-way section.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The proposal contributes towards the Council's corporate objective (2015-2018) to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion.
- 2.2 By supporting the permanent introduction of the one-way section of Broomhall Street the decision contributes to the promotion of '*Thriving Neighbourhoods and Communities*' by reducing the volume of traffic through a predominately residential area and improving the environment to encourage walking and cycling.
- 2.3 The improvements made to Broomhall Road and Broomhall Street together with the permanent introduction of the one way section on Broomhall Street also aligns with the priorities set out in the corporate plan 2015-18, by '*Transforming roads and pavements*' and contributing towards '*Better connect transport links to increase travel choices*'.

2.4 Transport Strategy

The scheme and subsequent retention of the one way section between Victoria Road and Park Lane supports the key actions set out in the City's Transport Strategy, adopted by Cabinet in March 2019.

- *As a first phase, we will deliver enhanced conditions for cycling in the City Centre and suburbs in the Broomhill, Broomhall, Highfield, Sharrow and Nether Edge area, in line with the 'City Centre plan' and 'Sustainable Safety' approach. This is the area where evidence suggests there is greatest scope to relieve the city centre of commuting car trips.*
- *We will develop cycling proposals with local communities to serve not only the city's transport needs, but also the aspirations and needs of the city's people, including its disadvantaged communities. This will help us understand where best to provide for cycling in a manner that works for local people, meets objectives and is not unduly led by existing interests*

and so better supports congestion relief, accessibility and health outcomes.

- *As part of developing our plans we will work to ensure that our plans are, and are seen to be, in the wider public interest and open up possibilities for people generally, not just cyclists.*

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation on the overall scheme was undertaken in Summer 2017. Cllr Jack Scott (Cabinet member) approved the principles of the scheme in October 2017.
- 3.2 In October 2017 an update letter was delivered to frontages within the Broomhall area (see appendix 'D') which outlined how we would proceed with the proposals.
- 3.3 In January 2018 a start of works letter also provided information on the proposed Experimental Traffic Regulation Order (ETRO), (See appendix 'E'). Comments received can be viewed in summary below and in full (appendix 'F'). The ETRO was advertised in the Sheffield Telegraph on the 15th February 2017 and also on site for the duration of the consultation.

3.4 Local Resident Comments in relation to the Experimental Traffic Regulation Order

The following comments are a summary of those made during the advertisement of the experimental one way section. The full responses can be seen in Appendix 'F'.

3.5 Comments In Support (3 in total)

Residents

- *'The new scheme is excellent and should stay'.*
- *'There has been an impressive drop in the number of vehicles travelling up Park Lane'.*
- *'As a cyclist I have used the new one way system without any problems or concerns'.*

Cycle Sheffield

- We support the one way restriction for this road and request that it is made permanent. The one way section has significantly reduced motor traffic volume which is essential for the Broomhall cycle route to work as intended (a 'cycle street').

3.6 Comments In Objection (26 in total)

Residents

- *'The one way is dangerous'.*
- *'Many drivers ignore the one way signs / no entry signs'.*
- *'Creates safety issues for cyclists'.*
- *'Concerned over the lack of time to adequately monitor the changes'.*
- *Evidence to show traffic has been diverted down Victoria Road'.*
- *'Many vehicles ignore the "no entry" signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious. Last Friday, 10th August, two-thirds of the vehicles I watched at this point defied the signs'.*
- *'The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users'.*
- *'Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users'.*
- *'Victoria Road is now more difficult to access with parked cars either side'.*
- *Congestion at the Victoria Road / Collegiate Crescent junction is now severe'.*
- *'The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult'.*
- *'Routine access to and from homes and business, especially in the Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult'.*
- *'With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students (even if there was a sudden increase in the number of them cycling)'.*
- *'On at least two occasions, we have witnessed offenders diverting onto the pavement at speed to avoid cars approaching them. Unless the Council acts to reverse the one way system or to enforce it effectively, a road accident is highly probable'.*
- *'Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance. These should surely be re-assigned as drop-off points for the nursery with perhaps a 15 minute waiting time, at least during peak hours'.*
- *'I think this scheme has been poorly chosen, poorly designed and poorly consulted upon. At the very least, the one way section should be restored to two-way traffic and the pinch points removed. And lessons should be learnt about consulting with local people at an earlier stage to avoid wasting money in this way'.*

3.7 **Comments with suggestions:**

- *'If you believe that the scheme has been a success you should as a matter of democratic transparency, publish your evidence on the Council website so that residents and others can see on what it has been based'.*
- *'If there has been an increase in car numbers using Victoria Road, could you extend the one way section of Broomhall Rd to include the north end of Victoria Rd? and when doing so make the fact that it is no entry more obvious to drivers coming from the east?'*
- *'Better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme'.*
- *'I would appreciate an update on the general feedback from residents in Broomhall and request that I receive the results of the trial before any permanent plans are made'.*
- *'I request that the traffic and pollution data, together with the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data'.*
- *'Have you considered making the system only applicable at peak times of the day on a bus gate system so as not to make all the residents suffer all the time?'*
- *'Also a big improvement would be to make some of the parking spaces on Broomhall road near the nursery drop off spaces so we know there is somewhere we can get the children out of the car safely'.*
- *'The signage consisting of two double sided signs is only partially visible on the north side in summer due to overhanging trees. Visibility is better if not perfect on the south side'.*
- *'There is no doubt that the area was safer for all road users before the scheme was implemented and, in the absence of other viable options, we would support action to return the roads to their previous state'.*

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

3.9 **Officer Responses to key objection themes**

Response to objections regarding the ETRO for the One-way

The one way section on Broomhall Road between Victoria Road and Park Lane was introduced experimentally through an ETRO to address cut-through traffic from Hanover Way to Clarkhouse Road. It aimed to reduce overall traffic on Broomhall Road and Broomhall Street to below the recommended 12 hour, two way flow of 2500 vehicle movements set out for a 'cycle street' in the 'CROW' Dutch cycle design guide.

Traffic count data after the scheme's completion and introduction of the ETRO suggests an 18% decrease in the 12 hour, two way traffic volumes on Broomhall Road between Hanover Way and Victoria Road, a 47% decrease between Victoria Road and Park Lane (one way section) and a 5% decrease between Park Lane and Collegiate Crescent. The Council considers that the scheme has been successful in reducing the volume of traffic to below 2500 vehicles on all sections of the scheme. This has been achieved in part by redistributing traffic to other routes within the area. It is acknowledged that a large proportion of trips have been re-directed to Victoria Road and Collegiate Crescent. Officers believe to further address 'rat running' full road closures would help however it is likely that this would significantly reduce access to the area from the north and also possibly push traffic to streets such as Broomgrove Road (as discussed in section 5.2).

Officers have noticed the abuse of the one-way, which from observations and counts seems to happen more when there is a lack of narrowing (parked vehicles) at the entrance after the junction with Victoria Road.

For a number of months following the scheme's completion it was also noticed that at busy times google maps routed drivers through the one way the wrong way when travelling towards Clarkehouse Road / Manchester. Officers have sent a number of requests to google to get this changed. The amendment has now been made by google. Since the amendment numbers abusing the one way have decreased, however officers acknowledge that more can be done to reinforce the one way and this is recommended as part of the permanent retention of the scheme.

Collision data for the period between January 2016 and December 2018 indicates that prior to the scheme's introduction (Jan 2016 – Apr 2018) there had been two recorded injury accidents, 1 slight involving clipping a wing mirror of a parked vehicle and 1 cyclist who was hit from behind by a vehicle travelling towards Hanover Way. Since the scheme's introduction (April 2018 to December 2018) there have been no recorded injury accidents. Officers also consider that the ones recorded prior to the change in layout could possibly have been prevented by the new layout which generally allows more space to pass parked vehicles and also allows enough width for cars to pass cyclists safely.

The road safety auditor has recommended that the one-way section be made permanent in order to provide adequate road safety for cyclists using the route and, given the current high level of abuse, additional engineering measures to reinforce the one-way restriction (e.g. a road narrowing) should be provided. The plan shown in 'appendix G' aligns with these recommendations.

Response to objections regarding transfer of traffic to other routes

There has been an identified transfer to Victoria Road (793 vehicles on average in a 12 hour period, representing a 225% increase), overall however volumes of traffic using this road in either direction remain relatively low.

Although the number of vehicle movements have increased the two way, 12 hour vehicle flows were still below the recommended 2500 vehicle trip threshold recommended by 'CROW the Dutch cycle design guide' for a typical 'cycle street'. The figures from the counts were; 1201 (12 hr, two way) in May 2018, 1872 (12 hr, two way) in October 2018 (partly due to an open event at Sheffield University) and 1672 (12 hr, two way) in November 2018.

Video analysis and officer observations have shown that the chances of congestion on Victoria Road following the re-distribution of traffic even during peak periods is low (observations have shown no more than 4 vehicles queuing to get out on to Collegiate Crescent in the evening peak). Speed surveys have also indicated general compliance with the 20mph limit.

Count data has also shown that the increase in traffic volumes has not deterred cyclists using Victoria Road as numbers counted before and after the scheme have remained approximately the same.

To further address 'rat running' traffic in the area permanent road closures could be used however this would significantly impact on access to the area from the north as well as potentially push traffic on to streets such as Broomgove Road.

On balance officers therefore consider that the redistribution of some traffic to Victoria Road and then Collegiate Crescent is acceptable.

Response to objections relating to parking and access to the Nursery

The amount of parking available for dropping off and picking up Children for Broomhall Nursery has not changed since the introduction of the scheme. Officers have observed a large number of pay and display spaces (of which parents can use for 15 mins free of charge) are still available during drop off and pick up times. These were all within easy walking distance from the Nursery front gates. Officers do not consider a drop off area to be required directly in front of the Nursery gates which may add to further congestion and problems for passing cyclists and pedestrians.

The introduction of the one –way section will mean that some parents will have had to change their route to the Nursery, however officers consider this to be acceptable given that pedestrian and cycling routes through the area will become more attractive.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 4.1 Overall there are no significant differential, positive or negative, equality impacts from implementing the changes to the scheme to make the ETRO permanent. The work should be positive for everyone by improving safety and access around the local neighbourhood.

Financial and Commercial Implications

- 4.2 Future works required to mitigate issues raised in the Road Safety Audit will cost £23,500. This will be allocated from the Local transport Plan budget 2019/2020.

Legal Implications

- 4.3 The Council has the powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ("the Act") to implement the proposals described in this report. The said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant effect on the environment.

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

The matters to be considered before reaching any decision are:

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

The procedure in relation to consultation and notification, which is set out in Schedule 9 of the 1984 Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 ('the 1996 Regulations'), must be followed and proper consideration given to all duly made representations. Regulation 23 of the 1996 Regulations states that regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) shall not apply to an order which has the effect of making the provisions of an experimental order permanent, as in this case, where the Council has complied with the requirements specified under that regulation.

5. ALTERNATIVE OPTIONS CONSIDERED

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

- 5.1 Remove the one-way but retain the other changes implemented for the cycle street.

Advantages

- Address the 26 objections received, many of which perceive the experimental layout to be dangerous.
- Wouldn't require too many changes to the layout.
- Would remove the additional traffic from Victoria Road.

Disadvantages

- Would increase volumes of traffic on the 'cycle street' layout and push it above the recommended levels outlined in the Dutch 'CROW' guidance potentially resulting in claw back of funding by the Sheffield City Region.
- Would re-distribute traffic back to the previous identified 'rat run'.
- Not to be supported by the road safety audit team.
- Would not be supported by Cycle Sheffield.
- Reduces the Council's ability to promote cycling as an alternative commuting option in this highly populated residential sector of the city.

- 5.2 Full Closure of Broomhall Road at the Nursery side of Broomhall Street or at another suitable junction to stop traffic in both directions cutting through the area.

Advantages

- Would significantly reduce traffic volumes on all routes through Broomhall, removing through traffic completely.
- Would further improve opportunities to promote walking and cycling on all routes.

Disadvantages

- Would reduce access to everyone particularly from the North of Broomhall.

- May push traffic onto other streets such as Broomgrove Road.

5.3 Remove the One-way section and remove the cycle street alterations.

Advantages

- Following the monitoring there doesn't seem to be any advantages to this approach.

Disadvantages

- Cost of the alterations (possibly in the region of 150k).
- Would potentially go against the parking strategy for the City.
- Would return the issues of give and take on narrow sections and deter the growth of cycle trips.
- Would go against the objectives stated in the endorsed transport strategy.
- Would potentially result in claw back on funding by the Sheffield City Region.

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 Broomhall has been identified and prioritised as part of the area of greatest opportunity to increase cycling trips into the City Centre to supporting development of the City. This also aligns with the objectives in the Transport Strategy. The area was identified using the DFT Cycling Propensity Tool.

6.3 Officers have identified that there is a potential to convert 12% of City Centre car commuter trips, within 1.5 miles of the Ring Road, to either cycling or walking. This would be predominantly from the west and south-west residential areas.

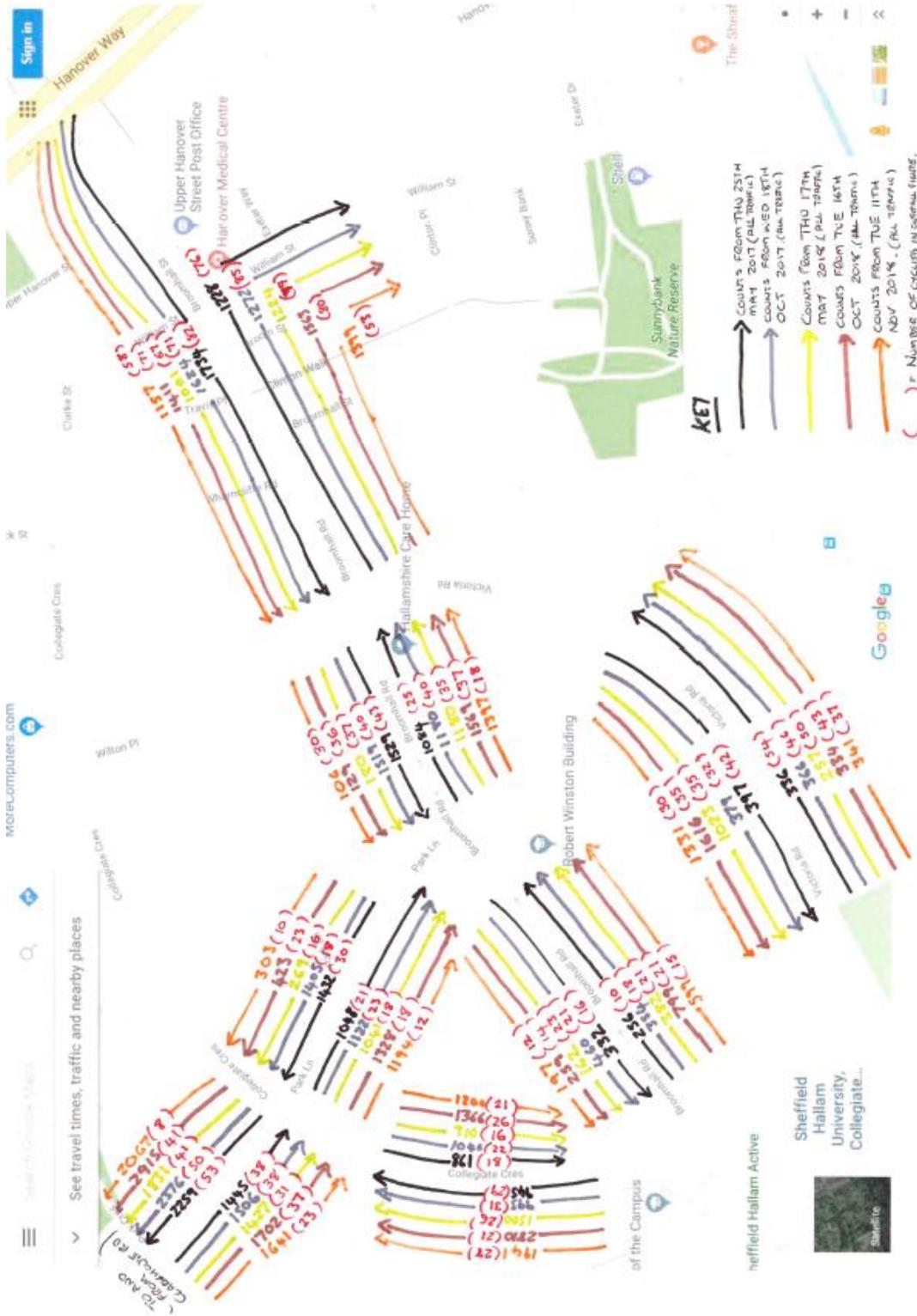
6.4 The scheme provides connectivity between SHU Collegiate Campus and the City Centre.

6.5 The permanent making of the one-way order together with the amendments at Victoria Road as detailed in 'Appendix 'F' will reduce the volume of traffic

through a predominately residential area and improve the environment to encourage walking and cycling.

6.6 This is the first scheme of a much wider ambition for cycling.

APPENDIX 'A' – Traffic Counts before and after the Broomhall Scheme was implemented (May and October 2017 and May, October and November 2018)



APPENDIX 'B'

Speed Survey Data

Location A – Broomhall Road (City Bound at Travis Place) – 23-11-18 (9-10am)

- Highest Speed Recorded = 31mph
- Lowest Speed Recorded = 14mph
- Mean Speed = 20mph
- Sample size = 75 vehicles

Day of Survey:	23 11 18	Weather Conditions:							
Friday 9-10am									
Adjacent to Travis Place - Towards City		Dry and Overcast							
Site Conc Speed limit 20mph		Computer File Ref:							
Broomhall Road									
Enter the speeds in the grid of cells below, (there are 100 cells):-									
18	17	14	28	27	17	14	21	Highest:	31 m.p.h.
26	19	25	21	26	16	19	19	Lowest:	14 m.p.h.
19	21	16	15	22	19	19	21	Median:	20 m.p.h.
22	20	24	22	21	18	26	28	Mean:	20 m.p.h.
27	15	18	26	22	23	27	16	85th%ile:	24 m.p.h.
17	22	18	20	19	17	31		Sample Size:	75 vehs.
22	24	15	16	20	22	20			
19	18	15	21	16	20	20			
16	18	22	19	14	24	21			
19	15	18	23	17	21	24			

Location B – Broomhall Road (Campus Bound at Travis Place) 23-11-18 (9-10am)

- Highest Speed Recorded = 29mph
- Lowest Speed Recorded = 10mph
- Mean Speed = 19mph
- Sample size = 47 vehicles

Day of Survey:	23 11 18	Weather Conditions:				
Friday 9-10am						
Adjacent to Travis Place - Towards Campus		Dry and Overcast				
Site Conditions: Speed limit 20mph		Computer File Ref:				
Broomhall Road						
Enter the speeds in the grid of cells below, (there are 100 cells):-						
10	13	18	18	19	Highest:	29 m.p.h.
13	13	20	24	20	Lowest:	10 m.p.h.
18	12	27	19	16	Median:	19 m.p.h.
25	14	21	16	20	Mean:	19 m.p.h.
20	16	13	18	20	85th%ile:	23 m.p.h.
19	17	17	24	20	Sample Size:	47 vehs.
20	19	27	20	18		
13	29	24	21			
23	14	19	23			
18	17	16	21			

Location C – Broomhall Street (One Way – Towards City) 26-11-18 (9-10am)

- Highest Speed Recorded = 32mph
- Lowest Speed Recorded = 11mph
- Mean Speed = 19mph
- Sample size =115 vehicles

Day of Survey:	26 11 18	Weather Conditions:											
Monday 9-10am													
Middle of One Way - Towards City		Dry and Overcast											
Site Condition:	Speed limit 20mph	Computer File Ref:											
Broomhall Road													
Enter the speeds in the grid of cells below, (there are 100 cells):-													
14	18	17	23	23	21	23	16	19	16	16	22	Highest:	32 m.p.h.
15	24	16	19	20	24	18	18	18	15	18	17	Lowest:	11 m.p.h.
16	19	18	20	23	18	15	20	20	20	31	16	Median:	19 m.p.h.
19	22	22	28	19	20	17	24	19	23	16	19	Mean:	20 m.p.h.
17	18	21	27	20	16	21	17	19	17	29	22	85th%ile:	23 m.p.h.
21	27	20	20	26	18	20	18	22	19	26		Sample Size:	115 vehs.
24	19	18	16	11	20	16	26	23	22	19			
23	23	32	19	20	16	19	18	19	18	18			
17	16	19	24	15	19	18	12	21	16	25			
19	22	19	18	23	22	16	15	19	18	21			

Location D – Victoria Road (Towards Broomhall Street) 27-11-18 (9-10am)

- Highest Speed Recorded = 30mph
- Lowest Speed Recorded = 12mph
- Mean Speed = 18mph
- Sample size =22 vehicles

Day of Survey:	27 11 18	Weather Conditions:											
Tuesday 9-10am													
Adjacent to No. 9		Dry and Overcast											
Site Condition:	Speed limit 20mph	Computer File Ref:											
Victoria Road													
Enter the speeds in the grid of cells below, (there are 100 cells):-													
18	16	15										Highest:	30 m.p.h.
16	20	25										Lowest:	12 m.p.h.
12	23											Median:	18 m.p.h.
13	16											Mean:	19 m.p.h.
30	20											85th%ile:	24 m.p.h.
21	24											Sample Size:	22 vehs.
18	15												
17	27												
20	17												
23	18												

Location E – Victoria Road (Towards Collegiate Crescent) 27-11-18 (9-10am)

- Highest Speed Recorded = 33mph
- Lowest Speed Recorded = 13mph
- Mean Speed = 20mph
- Sample size =81 vehicles

Day of Survey		27 11 18		Weather Conditions:																		
Tuesday		9-10am		Dry and Overcast																		
Adjacent to No. 9		Speed limit 20mph		Computer File Ref:																		
Victoria Road																						
Enter the speeds in the grid of cells below, (there are 100 cells):-																						
18	26	25	16	17	14	18	17	19												Highest:	33 m.p.h.	
18	22	18	17	33	19	16	19														Lowest:	13 m.p.h.
15	23	22	23	24	21	15	13														Median:	20 m.p.h.
15	21	18	24	17	21	19	23														Mean:	20 m.p.h.
18	21	22	25	22	24	28	19														85th%ile:	24 m.p.h.
21	14	18	22	19	26	27	16														Sample Size:	81 vehs.
20	17	23	17	21	21	18	23															
14	16	16	17	20	31	20	17															
24	21	21	14	20	26	26	18															
21	20	23	15	26	20	20	16															

APPENDIX C

RSA 3 – Issues and recommendations

The scheme included a new section of one-way operation (with contraflow cycle movements permitted) eastbound along Broomhall Road, between its junctions with Park Lane and Victoria Road. No geometric alterations have been made at the Victoria Road junction to physically prevent/discourage left-turns from the side road, against the new one-way system or abuse by westbound drivers on Broomhall Road. Whilst a road marking on Broomhall Road instructing motor traffic to turn left into Victoria Road has been provided in advance of the one-way appreciation of the no-entry at the start of the restriction is reliant upon signing alone (see photograph below).



As the one-way was introduced due to concerns expressed at RSA 1 about the volume of motor traffic on the roads, the Audit Team Leader undertook traffic counts during the am (8am-9am) and pm (5pm-6pm) peaks to determine the volume of traffic and also the level of risk when the road was likely to be at its busiest. The results of the survey were as follows.

Surveys undertaken on 12th June 2018

After Survey (am peak 8am-9am)

Motor Vehicles travelling to City Centre via Victoria Road = 25

Motor Vehicles travelling to City Centre via one-way system = 101

Motor Vehicles travelling from City Centre via Victoria Road = 61

Motor Vehicles travelling from City Centre contravening one-way system = 6

Total Motor Vehicles = 193

Cycles travelling to City Centre via Victoria Road = 16

Cycles travelling to City Centre via one-way system = 2

Cycles travelling from City Centre via Victoria Road = 4

Cycles travelling from City Centre via one-way contraflow = 9

Total Cyclists = 31 (16.1%)

After Survey (pm peak 5pm-6pm)

Motor Vehicles travelling to City Centre via Victoria Road = 9

Motor Vehicles travelling to City Centre via one-way system = 73

Motor Vehicles travelling from City Centre via Victoria Road = 93 (8 of these braked sharply after only noticing no-entry signs at last moment)

Motor Vehicles travelling from City Centre contravening one-way system = 15

Total Motor Vehicles = 190

Cycles travelling to City Centre via Victoria Road = 0

Cycles travelling to City Centre via one-way system = 6

Cycles travelling from City Centre via Victoria Road = 17

Cycles travelling from City Centre via one-way contraflow = 8

Total Cyclists = 31 (16.3%)

The results show a substantial reduction in the number of motor vehicles compared to the pre-scheme figures (193 vehicles in the am peak compared to 338 before the implementation on the scheme). Whilst the aim of the scheme to provide a Dutch Style “cycle street” has clearly not been met as motor traffic is still by far the main mode of transport along the route, the audit team is satisfied that the current volume of motor traffic is low enough to allow the safe movement of cyclists along the route, even at peak times, and is a big improvement over the pre-scheme situation. This would no longer be the case however, if the experimental one-way TRO was removed rather than being made permanent.*

Whilst the scheme appears to be operating successfully from a cyclist perspective, the abuse of the one-way observed by the Audit Team Leader during the traffic counts is a considerable cause for concern. In

the 2 hour period when the counts were undertaken 21 drivers were observed contravening the one-way order from Broomhall Road. A further driver was also observed (in the evening peak) making an illegal left turn from Victoria Road.””

Whilst some of the drivers were clearly abusing the one-way deliberately (by accelerating past the signs to minimise the chances of being caught) it is probable that at least some failed to notice the signs and the advanced road markings directing them down Victoria Road. Eight drivers eventually going down Victoria Road only braked at the last possible moment before the no-entry signs indicating that some drivers, at least, are failing to spot the no-entry restrictions sufficiently in advance. In addition to the risks involved in contravening the one-way at this location the late braking and reversing manoeuvres observed on site by drivers only noticing the restrictions at the last moment present a risk of shunt collisions.

As a secondary concern during the am traffic count the speeds of a minority of eastbound drivers along the one-way section was higher than is considered safe for the layout, especially as the high speeds continued past the Victoria Road junction from where the majority of cyclists emerge from. This leads to a collision risk at this location and puts cyclists at risk.

* Count data provided at the same location by the Design Team leads to the same conclusions. 152 cyclists and 2311 motor vehicles were counted over a 12 hour period (7am-7pm). The ratio of cyclists to motor vehicles is nowhere near the guidance for Cycle Streets given in either Dutch (CROW) or British (Sustrans) guidance which both specify that cycles should outnumber motor traffic. However, the volume of motor traffic has been reduced to a level that is close to (in the CROW guidance) or within (in the case of the Sustrans guidance) the levels specified for safe use by cyclists. The number of vehicles specified in the guidance is 2000 and 2500 motor vehicles respectively.

** The count data provided by the Design Team also shows a similar high level of abuse of the one-way system. 145 motor vehicles were counted abusing the one way over the 12 hour period, of which 136 travelled westbound along Broomhall Road and 7 turned left from Victoria Road

APPENDIX D

Our reference SD-PC1963-ATM-03

Date: 17/10/2017

**Cabinet Member for Transport and Sustainability
and Councillor for Arbourthorne Ward**

Town Hall
Pinstone Street,
Sheffield
S1 2HH

Dear Resident,

Update on the proposed Broomhall cycling and walking scheme consultation

I'm writing to give you an update on the proposed cycling and walking scheme in your area. I would like to thank all those who commented on the proposals either by phone, e-mail or letter.

To consider the issues raised through the consultation, we arranged a public meeting at the Broomhall Centre on Broomspring Lane on Wednesday 2nd August where there was a short presentation on the proposals, information on the feedback we have received to date and an opportunity for residents to voice their concerns. The meeting was really well attended and provided an excellent opportunity for open discussion about the benefits of the scheme.

As a result of this consultation and meeting, we will only be proceeding with a scheme between Victoria Rd and Park Lane on an experimental / temporary basis. We will then monitor the scheme over the next 12 months and provide more consultation opportunities for you to feedback on your experiences as the scheme progresses. We think that 12 months is the right length of time to allow a Scheme to become established and "settle down". However, if the Scheme doesn't work as anticipated at this point, we will be honest about this and look to remove it.

In addition, one of the main concerns raised by people related to parking – particularly the levels of uncontrolled parking in the general Broomhall area and parking in the cycle lane on Clarkehouse Road.

Listening to residents' concerns, we are reviewing parking in Broomhall and on Clarkehouse Road to replace uncontrolled parking with permit or Pay & Display bays or remove it entirely. We will start work on this immediately and work with you to make sure we get the best result for this community.

I trust that this is a helpful update and demonstrates that the Council is committed to working with residents, improving our community and making it easier for people to move around in all sorts of ways.

Please do not hesitate to contact Andrew Marwood andrew.marwood@sheffield.gov.uk 01142736170 or Jayne Burbidge Jayne.burbidge@sheffield.gov.uk 0114 273 6153 if you have any further questions.

Yours faithfully

A handwritten signature in black ink that reads "Jack Scott". The signature is written in a cursive style with a large, looping initial 'J'.

Councillor Jack Scott
Cabinet Member for Transport and Sustainability

APPENDIX 'E'

Ref: SD/LT1963/ATM

Date: 22 January 2018

The Owner / Occupier

Dear Sir/Madam

BROOMHALL ROAD / BROOMHALL STREET CYCLING AND WALKING IMPROVEMENTS – START OF WORKS AND EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

We are writing to let you know that as part of the above scheme we will be commencing work on site from 29 January 2018, with the scheme expected to be completed in May 2018. The Council is planning to create a better environment for walking and cycling.

As part of the scheme there is a proposed Experimental Traffic Regulation Order (ETRO) near your property. The proposed ETRO will change the section of road between Park Road and Victoria Road to one-way in the direction of Hanover Way. The changes are required to reduce the amount of traffic using the route as a cut through to Clarkehouse Road.

The attached plan shows the proposed one-way which will be introduced on street as part of the scheme. The City Council is introducing the changes on an experimental basis and as such they may remain in place for a period of up to 18 months. This will enable the changes to be introduced and an assessment made as to how well they operate, and also whether they cause problems for other road users and occupiers of properties on adjacent streets. During that 18 month period the city council will make a decision on whether to make the changes permanent or not.

Any person wishing to object to making the proposals permanent may do so. However, one of the reasons for using an ETRO is to try the situation first, so that any comments made are based on the actual situation at that location. To comply with the provisions of the Road Traffic Regulation Act 1984 an objection must be in writing, must state the grounds of the objection and be sent to the Head of Strategic Transport and Infrastructure, at the address given below within a period of six months from the 15th February, 2018. We would also like to hear from people who support the proposals.

Address:

Head of Strategic Transport and Infrastructure: Tom Finnegan-Smith
Traffic Regulations · Howden House · Union Street · Sheffield · S1 2SH

E-mail

Scheme.design@sheffield.gov.uk

To carry out the work safely and as quickly as possible it will be necessary to close sections of the road for short durations with no access for traffic. Diversions will be put in place.

The works will take place most days between 07:30am and 6pm and may include evenings, Saturdays and Sundays as progress dictates.

Provision will always be made for Emergency Services to pass through the works without hindrance.

Unfortunately, there will be some inconvenience and disruption. Throughout the works there will be noise which we will endeavour to keep to a minimum where possible. We appreciate that this can be frustrating, and ask for your understanding whilst these important works take place.

Please note that much of the work is heavily dependent on the weather and can be affected by a change in circumstances.

For construction work enquiries please raise them with the staff on site. Alternatively, you can telephone the Site Supervisor Phil Horsefield on 07825 989 047 or the Scheme Manager Peter Miles on 0780 387 7805 or the Streets Ahead 24-hour helpline on 0114 273 4567 or email streetsahead@sheffield.gov.uk

Further information

If you have enquiries about the design of this scheme then please contact Jayne Burbidge 0114 27 36153 or Andrew Marwood 0114 27 36170

A plan showing the overall scheme changes can be viewed at www.sheffield.gov.uk/broomhall .

Thank you for your understanding whilst the works are completed.

Kind Regards



Andrew Marwood
Senior Engineer, Scheme Design and Assurance
Transport, Traffic and Parking Services

APPENDIX 'F'

Dear Mr Finnegan-Smith

BROMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood's letter dated 22nd January 2018 to residents in the area set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall.

This letter explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily.

I wish to register my concern about the impact of this one way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School and or staff/students at Sheffield Hallam University. My family and I have lived on Broomhall Road for around 35 years.

My objections are as follows:

1. Many vehicles ignore the "no entry" signs at the beginning of the one way system; and, as they speed in the wrong direction through this section, it is only a matter of time before there is a collision with bicycles/vehicles coming the opposite way.

2. The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

- Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way
- Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users.
- Access to Broomhall Nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car often park and then make three point turns in the road just before the beginning of the one way section – causing vehicles travelling in the opposite direction to halt to narrowly avoid collision.
- Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two- way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution.
- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There is limited space for vehicles to pass cyclists, on the one-way section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.
- Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road

and Hanover Way, has been made more difficult.

Possible remedies: better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane by removing parking bays on one side of the road, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

Because the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts, it is not possible to comment fully on the changes observed at the time of writing. I request that the traffic data, and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Yours sincerely

Dear Mr Finnegan-Smith

BROMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

I am writing to lodge my objection to the above ETRO and to request that you reverse the one way section of Broomhall Road.

The one-way system is dangerous. Many drivers ignore the “no entry” signs at the beginning of the one-way system and with vehicles speeding in the wrong direction, a head-on collision is highly likely. There are many safety issues which have been created as a result of this scheme including safety issues for cyclists on Broomhall Street. I have already detailed these in my email to you following the meeting with Jane Burbidge and Michelle

Cook on 1st August. The lack of time for appropriate monitoring of traffic or cyclists and the lack of transparency of your monitoring arrangements means that you cannot at this stage claim that either the one-way system or the cycle-way has been a success.

In fact there is strong evidence to show that rat-running and residential traffic has been diverted down Victoria Road and that the scheme offers neither visual improvement in the area nor an improved environment for cycling and walking.

Closing part of Broomhall Road in one direction will obviously lead to a reduction of traffic on this section but it is your other claims that need to be supported by hard evidence. If you believe that the scheme has been successful and should be endorsed by Cabinet Member Jack Scott, you should as a matter of democratic transparency, publish your evidence on the Council website so that residents and

others can see on what it has been based.

I look forward to reading your conclusions and the evidence they are based on.

Yours sincerely.

Dear Mr Finnegan-Smith

Apparently the consultation period on this scheme is due to close shortly.

This is to say that I think the new scheme is excellent and hope that it will stay.

There has been an impressive drop in the number of cars coming up Park Lane northwards, with a resulting subjective feeling of much cleaner air.

As a cyclist I have used the new one way system on Broomhall Rd in both directions without any problems or concerns.

There are still a few cars that go up it the wrong way, but less now than when it was first put in place.

Please though may I make a suggestion?: if there has been an increase in car numbers using Victoria Road, could you extend the one way section of Broomhall Rd to include the north end of Victoria Rd? and when doing so make the fact that it is no entry more obvious to drivers coming from the east?

With best wishes

Dear Mr Finnegan-Smith

BROMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22nd January 2018 to some residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall. I understand that drawing appropriate edges to consultation areas is tricky, and that expense is part of the thinking, but as residents of a property occupying one of the Park Lane/Collegiate Crescent corners, we were surprised to be excluded.

This letter, we learned, explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way but this would be done as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February 2018 in which to do so.

The process of consultation seemed, from my perspective, to be shaped on the presumption that the scheme would go ahead regardless of opposition, however well-grounded. I recall the initial reluctance to hold any kind of meeting, because 'you only get angry people'. This suggests that local government's perception of those it is meant to serve rests on a certainty that we are poor judges not only of our own self-interest, but of the common good.

I hope that decisions about the future of this experiment will respect both the people of Broomhall and the evidence they adduce.

Please take this letter as a formal request that the scheme be reversed. My grounds are set out below.

1.Many vehicles ignore the "no entry" signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious. Last Friday, 10th August, two-thirds of the vehicles I watched at this point defied the signs.

2.The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way

Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users.

I understand that the problems for users of the Nursery are well-attested, and discussed by other residents.

Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two-way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution.

The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There is limited space for vehicles to pass cyclists, on the one-way section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.

Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult.

Possible remedies:

better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

The deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts. We have, however, figures captured by one interested local resident.

I copy and paste these: will have spelt out the basis on which they have been collected.

The significant measurements seem to me to be:

The number of vehicles turning left down Victoria Road at the entry to the one-way section has risen from 260 to 788;

the number of vehicles turning right up Collegiate Crescent out of Victoria Road has risen from 53 to 641;

the number of vehicles turning left up Park Lane out of Collegiate Crescent has risen from 784 to 1261;

the number of vehicles travelling north on Park Lane, north of the junction with Collegiate Crescent has fallen from 2323 (784+1293+246) to 1786 (285+240+1261);

the number of vehicles travelling in the wrong direction on the one-way section is 136 (much the same as our estimate based on counts we did in April);

there are no significant changes in cycling patterns, certainly no increased use of the one-way section.

So, about 537 fewer rat runners are recorded, and about 600 rat runners have been displaced onto Victoria Road and Collegiate Crescent.

I request that your traffic data, and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Please acknowledge receipt of this letter.

Yours sincerely

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22nd January 2018 to residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhill.

This letter explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way but this would be done as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February in which to do so.

I wish to register my concern about the impact of this one way system on the people who live in the area or who come into the area regularly as parents of children attending Broomhill Nursery School and or staff/students at Sheffield Hallam University.

1. Many vehicles ignore the 'no-entry' signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious.

2. The road layout if the one way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically;

- Drivers heading toward Broomhill Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road layout has become two way. Recent monitoring data indicates that in a 12 hr period (17th May), 136 vehicles travelled the wrong way along the one-way section.

- Where the build-outs narrow the road at the cross roads with Warncliffe Road/Broomhill Place and again on Broomhill Street drivers leaving the one way system appear to assume that they have the right of way. This is unpleasant for other road users.

- Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road: the abuse of the one way system by other drivers is particularly dangerous for small children, as are the increased incidents of drivers making three point turns in the road.

- Victoria Road, on which I live, is more difficult to access with cars now parked on both sides of the road during working hours, two way-traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush hour because traffic displaced from Broomhall Road, and making access to my property (No 43) difficult at those times and increasing air pollution. The monitoring data indicates that 600 rat runners have been displaced long Victoria Road within a 12hr period. The number of cars turning right from Victoria Road onto Collegiate Crescent has risen 12 fold while the number of vehicles turning down Victoria Road at the entry to the one way section has risen 3 fold to 788 in a 12 hr period.

- Also, drivers of vehicles displaced down Victoria Road are frustrated by the changes and drive at excessive speed when traffic allows.

- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There is limited space for vehicles to pass cyclists, on the one way-section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into

Broomhill Road must take the space occupied by cyclists travelling out of the city.

- Routine access to and from homes and business, especially in the Broomhill Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhill Road and Hanover Way, has been made more difficult.
- The monitoring data indicates that there has been no significant changes in cycling patterns with no increased use of the one-way section.

Possible Remedies

Better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhill sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

As the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts, it is not possible to comment fully on the changes observed at the time of writing. I request that the complete traffic data and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from the residents and others arising from analysis of those data.

Regards,

Dear Mr Finnegan-Smith,

I am writing to you with regard to the Broomhill Cycling scheme trial, detailed in a letter from Andrew Marwood explaining the work to be undertaken in our area. The works commenced in January of 2018 on the experimental traffic order, which the letter explained could be over-turned if it was not working correctly. Residents were advised we had 6 months from the 15th of February to object if they wished to do so.

I am writing to register my objection, for the following reasons:

1. We have seen a huge increase in traffic in Victoria Road, which has been supported by recent traffic counts conducted on the 17th of May this year. This increase in traffic is making access to our property more difficult on a regular basis not to mention the noise and impact of increasing air pollution.
2. With parked cars on either side of Victoria Road and the now heavy traffic I believe it is an accident just waiting to happen.
3. Generally getting around Broomhill has been made more difficult as the flow of traffic seems worse since this change.

I would appreciate an update on the general feedback from residents in Broomhill and request that I receive the results of the trial before any permanent plans are made.

Dear Sir

I wish to register my concern about the impact of the newly introduced Broomhill Cycling Scheme and one-way system on people who live in the area or who come into the area regularly as parents of children attending Broomhill Nursery School and or staff/students at Sheffield Hallam University.

I believe that the scheme was introduced with very little research on the impact it would have and without any kind of measurement system with which to quantify the benefits, or otherwise, of its introduction.

Materials shared at the inception of the scheme suggested it would be similar to the shared space around the university. This has not transpired. Similarly, correspondence from council members stating that the scheme would be beneficial to cyclists as they feel happiest when not cycling with other traffic rings hollow as the route does not militate space and at one stage cyclists are actually forced to cycle into the flow of traffic.

I believe that the scheme was introduced as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Unfortunately, I've not been able to identify any stated objectives but below please find a list of ways in which I believe it is failing

- Many vehicles appear to ignore the "no entry" signs at the beginning of the one-way system, and speeding in the wrong direction through this section is now commonplace.
- Any rat-running previously seen in the area simply seems to have been displaced – particularly along Victoria Road. I believe this view has been borne out from the most recent traffic counts. Some parts of Victoria Road are now more difficult to access with cars now parked on both sides much greater traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe particularly during the rush-hour and it is actually difficult for us to get in/out of our driveway! This has to have had a major impact on the levels of air pollution in the area
- I am a keen cyclist myself but I would say that the lay-out changes in the area have now actually made cycling more difficult. I certainly have not seen an increase in the number of cyclists in the area
- With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students (even if there was a sudden increase in the number of them cycling)

Because the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts and any pollution assessment, currently it is not possible to comment fully on the impact of any changes. I request that the traffic and pollution data, together with the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

I am writing to lodge my objection to the above ETRO

I understand that the scheme was funded in order to increase the number of cyclists and improve the cycling experience. This has not been achieved; I speak as a cyclist myself. No cycle lane has been included in this scheme. Broomhall Rd has now been narrowed to a single-lane just over 3 metres wide with the effect that it is too dangerous for a cyclist to cycle down the single-lane roadway into the face of oncoming traffic. Local residents who cycle are being forced onto Ecclesall Rd as it is safer.

Despite many attempts to engage with councillors and officers, the criteria for evaluating the effectiveness of the scheme have not been made clear to residents and it has been difficult to access the initial data about traffic volume both of cars and bicycles. However we know from our own monitoring that there has been no significant increase in the number of cyclists and a threefold increase in traffic using Victoria Rd. Whilst the one-way system may have benefitted myself living on the lower part of Park Lane, it has been detrimental to the Broomhall community as a whole. This includes staff and parents of Broomhall Nursery.

In deciding a way forward, I would urge you, as we have done throughout, to consider limiting the one-way system to peak hours from Monday to Friday only.

One of the reasons I feel I must make this formal objection is the council's very poor communication and consultation with local residents throughout the whole process. You will be well aware of our repeated attempts to engage in a constructive manner with officers and councillors, but to no avail.

BROMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, published a letter dated 22nd January 2018 to residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall.

This letter explained the scheme would include the introduction of a one way section of road

between Park Lane and Victoria Road in the direction of Hanover Way as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February 2018 in which to do so.

We wish to register our acute concerns about the impact of the one way system on people who live in the area or who come into the area as visitors.

1. Many vehicles continue to ignore the “no entry” signs at the beginning of the one way system and speed in the wrong direction through this section. The danger to other users is an urgent concern particularly as the offenders accelerate to minimise the duration of their journey so that cars and cycles travelling legally in the proper direction are exposed to significant risk. On at least two occasions, we have witnessed offenders diverting onto the pavement at speed to avoid cars approaching them. Unless the Council acts to reverse the one way system or to enforce it effectively, a road accident is highly probable.

2. The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

- Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way. This is dangerous.
- Where the build-outs narrow the road at the cross roads with Wharnccliffe Road/Broomhill Place and again on Broomhall Street, drivers leaving the one way system often appear to assume they have right of way. This is disconcerting for other road users.
- Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road; the abuse of the one-way system by other drivers is particularly dangerous for small children, as are the increased numbers of drivers making three point turns in the road.
- Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two- way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution. More effective parking measures on these roads should be considered a priority in any reassessment of the scheme.
- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. For example, there is limited space for vehicles to pass cyclists, especially on the one-way section where driver behaviour can be particularly intimidating for cyclists; and at the junction with Park Lane, vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.
- Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult.

The proposed benefits of the scheme have yet to become evident. We have witnessed no increase in cycling activity, which, as we suggested above, would remain a highly hazardous experience particularly on Broomhall Road and, because of traffic congestion, the entire Broomhall area. Moreover, with plans for Sheffield Hallam University to move most, if not all, its

Broomhall sites to the centre of town, it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

The collateral deterioration to the health and safety of residents and visitors is, in contrast, substantial and incontrovertible. If the scheme is not to be fully reversed, very considerable modifications need to occur promptly to ensure the safety of residents and road users in the area.

Many residents have been deeply disappointed by the quality of the initial consultation and repeated failures to respond to requests for further information in the period since. This is an issue of trust the Council should take very seriously. We submit, therefore, that the traffic data, and the Council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Dear Mr Finnegan-Smith,

I wish to set out my objections to any continuation to the one way scheme on Broomhill Road. My experience and that of my family is based upon living on Victoria Road, having children go to Broomhill nursery and as a commuter who cycles to the railway station and back via Victoria Road and Broomhill Road three times a week.

My experience has been precisely what I expected/ feared - and precisely what we warned it would be; cars turning outside the nursery, drivers using Victoria Road as a rat run. There are often five or six cars in a row, using the road particularly during the school run and rush hour, too often speeding towards the junction with Collegiate Crescent to make up for the longer route. Interesting anecdotal evidence from a tree surgeon I was talking to on the road who was unaware of the scheme "What is it with this road today? I've worked on here for years and never seen it anything like this busy.." I have started preparations for widening my gates because of the traffic build ups waiting whilst we reverse into the drive.

At the same time, as a cyclist I actually find the new layout more difficult - the traffic coming down Victoria Road in the mornings is a greater problem to me, the abutments and embayments mean either darting in and out, or hogging the middle line. And yet I have barely- if ever - seen cyclists using Broomhill Road.

May 17th 2018 vs 2017 numbers: Vehicles going up Park Lane - a road of mixed low density housing and office space, have reduced by a quarter. Vehicles using Victoria Road - an almost entirely residential and formerly quite a quiet street with many young families - have increased MORE THAN TEN TIMES. No changes in cycle use. Think what those numbers mean in terms of risk to the nursery - goes or the kids of Victoria Road walking or scootering or cycling up their own street. Are the nugatory reductions in emissions worth it?

Dear Mr Finnegan-Smith,

I am writing to lodge my objection to the above ETRO and to request that you reverse the one way section of Broomhall Road.

The one-way system is dangerous. Many drivers ignore the "no entry" signs at the beginning of the one-way system and with vehicles speeding in the wrong direction, a head-on collision is highly likely.

There are many safety issues which have been created as a result of this scheme including safety issues for cyclists on Broomhall Street. These have already been detailed to you in Valerie Partington's email to you following the meeting with Jane Burbidge and Michelle Cook on 1st August.

The lack of time for appropriate monitoring of traffic or cyclists and the lack of transparency of your monitoring arrangements means that you cannot at this stage claim that either the one-way system or the cycle-way has been a success.

In fact there is strong evidence to show that rat-running and residential traffic has been diverted down Victoria Road and that the scheme offers neither visual improvement in the area nor an improved environment for cycling and walking.

Closing part of Broomhall Road in one direction will obviously lead to a reduction of traffic on this section but it is your other claims that need to be supported by hard evidence. If you believe that the scheme has been successful and should be endorsed by Cabinet Member Jack Scott, you should as a matter of democratic transparency, publish your evidence on the Council website so that residents and others can see on what it has been based.

I look forward to reading your conclusions and the evidence they are based on.

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22nd January 2018 to residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall.

This letter explained that the scheme would include the introduction of a one-way section of road between Park Lane and Victoria Road in the direction of Hanover Way but this would be done as an ETRO which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February 2018 in which to do so.

I am a resident of Victoria Road and have been since 1980. As such I would like to register my concern about the impact of this one-way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School, or staff/students at Sheffield Hallam University. The points I would make are:

It is obvious that many vehicles ignore the "no entry" signs at the beginning of the one-way system and speeding in the wrong direction is commonplace. This has been observed by many residents, including myself, and is potentially dangerous.

I am a non-driver but have on many occasions been a passenger in a car coming down Park Lane, turning left towards Broomhall Nursery School, but this is particularly hazardous because of being confronted with two-way traffic when not expected.

Where the build-outs narrow the road at the crossroads with Wharnccliffe Road/Broomhall Place, and again on Broomhall Street, drivers leaving the one way system often appear to assume they have right of way causing difficulties for other road users.

Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance. These should surely be re-assigned as drop-off points for the nursery with perhaps a 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road. I feel that the 'abuse' of the one way system by other drivers is potentially dangerous for small children, as are the increased numbers of drivers making three-point turns in the road.

I have particularly noticed the increased amount of traffic funnelled down Victoria Road. It is very noticeable even during this quieter spell of the year so will be a nightmare once the schools start again early September and students return towards the end of September. There are certain times worse than others: 8am onwards for a couple of hours; lunchtime for a short period; picking up 3pm onwards then it is very evident up to 6.30pm. Because of the amount of parking on both sides, during working hours there is no way for two-way traffic to pull in. Congestion is especially severe at the junction with Collegiate Crescent, access to properties is difficult and of course there is an increase in air pollution. Not healthy for a parent/guardian walking their child(ren) down the road.

The lay-out changes, including pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There

is limited space for vehicles to pass cyclists; on the one-way section driver behaviour can be particularly intimidating for cyclists at the junction with Park Lane where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out the city.

Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road, Broomhall Road and Hanover Way has been made more difficult.

Could improvements be made? Perhaps by Better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme?

Hopefully plans for Sheffield Hallam University to move most, if not all, of its Broomhall sites to the city centre go ahead with some speed. The nature of Broomhall has changed beyond belief in the 40 years I have lived here - and not for the better. A lot of these changes have come about via Sheffield Hallam University and I can see no benefit to staff/students longer term with this scheme.

I would be particularly keen to see data in relation to the uptake of this cycling route. The number of cyclists coming up/down Victoria Road appears to have increased since the implementation of this scheme but has there been an increase in cyclists using the new scheme? It would be interesting to see traffic data and the Council's analysis of this data circulated, including all those submitting comments or objections to the scheme before any final decision on the ETRO is taken. At the same time further comments from residents and other involved parties need to be taken into consideration.

PLEASE ALSO TAKE INTO ACCOUNT MY TWO PREVIOUS EMAILS REGARDING THIS SCHEME, IN SUPPORT IN PRINCIPLE BUT WITH SUGGESTIONS WHICH WERE IGNORED.*

Dear Mr Finnegan-Smith

BROOMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22nd January 2018 to residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall.

This letter explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way but this would be done as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February 2018 in which to do so.

I wish to register my concern about the impact of this one way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School and or staff/students at Sheffield Hallam University.

1.Many vehicles ignore the “no entry” signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious.

2.The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way

Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill

Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users.

□ Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road; the abuse of the one-way system by other drivers is particularly dangerous for small children, as are the increased numbers of drivers making three point turns in the road.

BROOMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

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I wish to register my concern about the impact of this one way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School and or staff/students at Sheffield Hallam University.

1. Many vehicles ignore the “no entry” signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious.

2. The road layout of the one-way section, and changes elsewhere, contribute to increased inconvenience and danger for cyclists, pedestrians, and nursery users, specifically:

- □ Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way

- □ Where the build-outs narrow the road at the cross roads with Wharnccliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. Other road users should not have to tolerate this.

- □ Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road; the abuse of the one-way system by other drivers is particularly dangerous for small children, as are the increased numbers of drivers making three point turns in the road.

- □ Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two- way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution.

- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult.

There is limited space for vehicles to pass cyclists, on the one-way section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.

- Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult.

Possible remedies:

better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

Because the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts, it is not possible to comment fully on the changes observed at the time of writing. I request that the traffic data, and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Yours sincerely

Dear Mr Finnegan-Smith,

I am writing to you with regard to the Broomhall Cycling scheme trial where works commenced in January of 2018 on the experimental traffic order, which the letter explained could be overturned if it was not working correctly. Residents were advised we had 6 months from the 15th of February to object if they wished to do so.

I am writing to register my objection, for the following reasons:

1. We have seen a huge increase in traffic in Victoria Road, which has been supported by recent traffic counts conducted on the 17th of May this year. This increase in traffic is making access to our property more difficult on a regular basis not to mention the noise and impact of increasing air pollution.
2. With parked cars on either side of Victoria Road and the now heavy traffic I believe it is an accident just waiting to happen.
3. Generally getting around Broomhall has been made more difficult as the flow of traffic seems worse since this change.
4. We have also seen an increase in speeding traffic on Victoria road, which is worrying with many families on the road having children and there being a lot of pedestrians who use Victoria Road.
5. Little evidence seen of more cyclist using the cycle route
6. I have personally seen at least a dozen instances of cars driving up the one way Broomhall Road to Park Road and most of these are not by accident but quite clearly to avoid having to do a loop up Collegiate Crescent. Again this is an accident waiting to happen

I would appreciate an update on the general feedback from residents in Broomhall and request that I receive the results of the trial before any permanent plans are made.

Dear Mr Finnegan-Smith,

I am writing in response to the Experimental Traffic Regulation Order introducing a one-way section of road between Park Lane and Victoria Road in the direction of Hanover Way. I understand from previous correspondence that decisions about the success of this temporary order would be reviewed and you would consider the views of the residents in the area.

I wish for you to take this letter as my formal request that this Scheme is reversed. My grounds are set out below:-

1. Many vehicles ignore the "No Entry" signs at the beginning of the one-way system. It is not sufficiently clear; the signs are not well placed and there is little road marking in the one-way section, demarking a Cycle Lane; road users are frequently seen speeding through this section of road in the wrong direction. It is dangerous to all road users.
2. The introduction of marked on street parking where the Cycle Lane should have been given priority, means that cyclists take their life into their own hands if they use the "Cycle Lane". The Cycle Lane really does not exist; cyclists have to proceed into the path of vehicles if they are travelling in a direction towards Park Lane. This is dangerous and somebody will be seriously injured as a result.
3. Issues relating to nursery users still exist, none of the problems have been addressed with the introduction of the Scheme. It is unclear that the road way is two way after the end of Victoria Road, meaning that at peak times it is chaotic.
4. The volume of traffic down Victoria Road and Collegiate Crescent has increased hugely (10% increase of traffic), often vehicles travel very fast on the road which is double parked most of the way down. This clearly affects a much higher number of residents than the previous road layout.
5. The parking at the top of Victoria Road (near the nursery) is dangerous. Parking right up to the junction makes visibility almost impossible. This is difficult for both pedestrian and road users. In the Consultation it was agreed that this parking would be removed and this has not been done.
In addition, because of the parking, particularly at the top of Victoria Road, there are no passing points and vehicles are often unable to pull in due to vehicles parking on both sides of the road.
6. With the plans for Sheffield Hallam University to move most of its Broomhall sites into the Town Centre, it appears that this Scheme has little to no benefit to the staff and students. It does however severely hinder local residents in access to and from their properties.
7. There has been no change to any of the cycling patterns within the area. This Scheme is flawed and does not link up sufficiently with other cycle lanes and encourage cyclists to use the roads in Broomhall.

The Council confirmed that the Scheme would be trialled, but it appears that the street works are anything but a trial and very permanent, this is concerning.

The monitoring period is flawed as it does not include the time of year that the City's traffic, in particular the Broomhall area's traffic, is at its heaviest and therefore the full impact of the Scheme has not been sufficiently reviewed.

If the deadline for submission of objections proceeds the end of the monitoring period, in particular the proposed detailed traffic count, I am unable to comment fully on the changes

observed at the time of writing. I request the Traffic Data and the Council's analysis of said data to be circulated to all interested parties including all of those submitting comments or objections to the Scheme before any final decision is made.

I am writing in response to the experimental Traffic Regulation Order introducing a one-way section of road between Park Lane and Victoria Road in the direction of Hanover Way. I understand from previous correspondence that decisions about the success of this temporary order would be reviewed and you would consider the views of the residents in the area.

I wish for you to take this letter as my formal request that this Scheme is reversed. My grounds are set out below:-

1. Many vehicles ignore the "No Entry" signs at the beginning of the one-way system. It is not sufficiently clear; the signs are not well placed and there is little road marking in the one-way section, demarking a Cycle Lane; road users are frequently seen speeding through this section of road in the wrong direction. It is dangerous to all road users.
2. The introduction of marked on street parking where the Cycle Lane should have been given priority, means that cyclists take their life into their own hands if they use the "Cycle Lane". The Cycle Lane really does not exist; cyclists have to proceed into the path of vehicles if they are travelling in a direction towards Park Lane. This is dangerous and somebody will be seriously injured as a result.
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The Council confirmed that the Scheme would be trialled, but it appears that the street works are anything but a trial and very permanent, this is concerning.

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particular the Broomhall area's traffic, is at its heaviest and therefore the full impact of the Scheme has not been sufficiently reviewed.

If the deadline for submission of objections proceeds the end of the monitoring period, in particular the proposed detailed traffic count, I am unable to comment fully on the changes observed at the time of writing. I request the Traffic Data and the Council's analysis of said data to be circulated to all interested parties including all of those submitting comments or objections to the Scheme before any final decision is made.

As a resident of Broomhall Place and Professor of Urban Policy I wish to add my objection to the current traffic scheme and propose a partial solution more acceptable to a regular utility cyclist like me.

First, collective consultation has been poor from the onset and my own request to be included in correspondence is largely ignored.

Second, reports of substantial traffic violations of the new one way system is not a fanciful plea by NIMBY car drivers experiencing minor inconvenience. I recall 3 or 4 violations (including one yesterday) on my previous c20 journeys along Broomhall Road as a pedestrian or cyclist.

My solution would be to remove the 20 or so car parking spaces essentially reserved for commuters (mainly from Sheffield Hallam University) and at little extra cost create a dedicated cycle lane. This would remove the danger to cyclists. Then if the council is really serious, I suggest reverting to a two way system with dedicated cycle lanes either side of the highway, maybe by taking 0.5 metres from the little used wide pavement on the northern side.

I am copying this message to Jack Scott, because my Labour Party colleagues in Broomhill reported substantial objections to the current scheme when canvassing for the local election, which Labour lost heavily. I will also be raising the issue at my Labour Party Branch meeting.

As a parent of children at Broomhall nursery, the new system has made my drop off much more difficult. I have a much longer trip. The new system makes Broomhall road more dangerous to be getting children out of the car. The increase in traffic on Victoria road from 260 to 788 has made it very hard to use as an alternative route.

I am also aware of the negative impacts upon the residents of Broomhall and think it is a very ill thought out scheme that does not benefit the community or the cyclists it is trying to serve as Broomhall road is now so dangerous to cycle on. It has been made narrow at the junction with Park Lane, I would never dare cycle on it myself despite being a keen cyclist commuting on my bike most days.

Have you considered making the system only applicable at peak times of the day on a bus gate system so as not to make all the residents suffer all the time. Also a big improvement would be to make some of the parking spaces on Broomhall road near the nursery drop off spaces so we know there is somewhere we can get the children out of the car safely.

Yours sincerely

Broomhall Road cycle scheme: objection to one-way scheme

I am a resident of Clarke Street. I walk, cycle and drive in and out of the area. Overall, this scheme has made my journeys more difficult by all modes of transport, especially those by car and bicycle. I would be prepared to suffer some inconvenience (though not danger) if I felt that there was less motorised traffic in the area and that walking and cycling were being encouraged. I have not detected any benefits from the scheme. Elements are positively dangerous, especially for cyclists. I remain to be convinced that there is or will be a reduction in car-miles in the area. I therefore request that the ETRO is reversed and two-way traffic restored on Broomhall Road.

In terms of the rationale for the scheme:

- Why was this stretch of road chosen for a cycle route? This is an important question when weighing the benefits and disadvantages of the changes. It is stated that the scheme was

intended to connect the Collegiate Crescent and Arundel Gate sites of Hallam University. How many students and lecturers actually make this journey? Did Hallam ask for the scheme? Cyclists do travel along Ecclesall Rd into the city centre and would do well to use quieter, residential streets in Broomhall as a cut through. I often do this, but use Victoria Rd rather than Broomhall Rd, to avoid pulling up the hill on Collegiate Crescent. If there is indeed a case for connecting the University sites, Victoria Rd would have been just as convenient and also served a wider purpose.

- I note that Cycle Sheffield did not highlight a need for this particular scheme (although they did comment on the details of the design once the route was chosen).
- If going on into the city centre, the real difficulties arise on the stretch inside the ring road. A pedestrian/cycle crossing on Fitzwilliam Street would have been more useful (and or some minor alterations to make it easier to cycle through the Springfield Estate). Why spend money on residential roads that are already relatively safe and easy to negotiate when there are other parts of the route that present more pressing needs?

In terms of the specifics of the design:

- The layout of the cycle lane at the junction of Broomhall St and Hanover Way makes it more difficult to turn right from Broomhall St to join the cycle lane on the west side of the ring road. This was re-made (after extensive consultation with the local community), when Amey resurfaced the roads in 2015, to enable cyclists to turn right onto Hanover Square and then left and right again to reach the ring road. This improvement has been lost.
- The area in front of St Silas (student accommodation) and the shops (Costcutter/post office and pharmacy/grocer) is very busy with cars parking, deliveries and pedestrians. The new scheme has done nothing to ease this situation, indeed there are more often drivers queuing up to get past the pinch point at the junction between Broomhall St/Rd/Wharnccliffe Rd/Broomhall Place, which adds to the congestion and danger.
- The pinch point at the junction of Broomhall Rd and Park Lane is positively dangerous. Cyclists travelling in a westerly direction are faced by cars turning into their path on a road that has been reduced to a single lane. Even the representative from Cycle Sheffield who came to a street meeting on 1st August – clearly wishing to support a cycle scheme - agreed that this was less than ideal.

In terms of inconvenience (which would be tolerable if the scheme really did help cyclists):

- It is now even more difficult to get out of Broomhall by car. I can't leave Clarke Street via Collegiate Crescent (road block) or Broomhall St (no entry onto ring road) and now I have to travel at least three times as far (along Victoria St and Collegiate Crescent) to avoid Broomhall Road and get out onto Clarkehouse Rd via Park Lane. My car journeys through Broomhall are longer and therefore more polluting.

In terms of consultation:

- Residents east of Wharnccliffe Rd/Broomhall Place were not consulted. I believe letters were delivered to residents in the Broomhall Park area and meetings were held with the Broomhall Park Association.

Overall, I think this scheme has been poorly chosen, poorly designed and poorly consulted upon. At the very least, the one way section should be restored to two-way traffic and the pinch points removed. And lessons should be learnt about consulting with local people at an earlier stage to avoid wasting money in this way.

Dear Mr Finnegan-Smith

BROOMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22nd January 2018 to residents in the area in which he set out the work which would be undertaken in our area commencing from 29th January 2018 to

improve cycling and walking in Broomhall.

This letter explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way but this would be done as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily. Residents wishing to submit objections were given a period of 6 months from the 15th February 2018 in which to do so.

I wish to register my concern about the impact of this one way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School and or staff/students at Sheffield Hallam University.

1. Many vehicles ignore the “no entry” signs at the beginning of the one way system, and speeding in the wrong direction through this section is commonplace. The danger to other users is obvious.

2. The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

- Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way

- Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users.

- Access to the nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car must often park in the one-way section of Broomhall Road; the abuse of the one-way system by other drivers is particularly dangerous for small children, as are the increased numbers of drivers making three point turns in the road.

- Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two- way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution.

- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There is limited space for vehicles to pass cyclists, on the one-way section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.

- Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult.

Possible remedies:

better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in

the longer term.

Because the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts, it is not possible to comment fully on the changes observed at the time of writing. I request that the traffic data, and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Yours sincerely,

I am responding on behalf of CycleSheffield to the Broomhall Road one way ETRO. We are a constituted organisation with over 1600 members.

We support the one way restriction for this road and request that it is made permanent. The one way section has significantly reduced motor traffic volume which is essential for the Broomhall cycle route to work as intended (a 'cycle street').

To reduce the number of drivers ignoring the one way section we request that the arrangement is formalised with a build out with bollard and cycle contraflow entrance, which has been effectively used in other areas of Broomhall (for example Brunswick Street).

This is a submission to the review of the Broomhall Cycle Scheme Traffic Regulation Order on behalf of myself and Cllr Magid Magid as local ward councillors. Please keep us informed as to the progress of the review and any information we need to know about it.

We have talked to local people, been part of dialogue with council officers post implementation and witnessed driver activity at peak times. We believe that more cycle priority schemes are needed in a city where participation appears to be restricted by cyclists feeling unsafe on the roads but are not convinced that this scheme will encourage safe cycling.

Data will show whether or not more cyclists and less drivers are using this and other roads in the area to achieve some of the scheme goals. The May data highlights some of the issues including newly created rat runs. The October data will clearly be of more significance and it would help this review if stakeholders were allowed to comment on that data when available - to add local insights to officer interpretations.

Our main concerns relate to the safety of all road users since implementation as follows:

-The signage consisting of two double sided signs is partially visible on the north side in summer due to overhanging trees. Visibility is better if not perfect on the south side.

-A significant number of cars are missing or ignoring signage to drive the wrong way up the one way section of Broomhall Rd. Unless drivers are interviewed and prepared to be honest, the split between the two may not be established. But it looks to me that significant number of drivers are prepared to risk being caught to drive 100 yards directly rather than what might be a 400 yard+ detour via Victoria Rd to get to Park Lane.

-The build out of the one way part of Broomhall Rd leaves only road space for bikes alongside a single lane of cars going the other way steered in via a build out. Drivers entering from Park Lane are now encountering drivers coming the other way illegally directly in front of them turning right into Park Lane. This creates danger for all road users with cyclists potentially squeezed on to the pavement if 2 vehicles interact in this way. The build outs also limit space for cars turning left into Broomhall Rd in to complete the turn without getting close to cyclists coming the other

way.

-The build out at the west end of Broomhall Rd creates a similar situation. This is made even worse by cars turning into it from Wharncliffe Rd and Broomhall Place. There is congestion and confusion at this junction with drivers relying on signalling to each other about who can have priority. This will get worse in winter darkness.

-The build outs with often full parking spaces will regularly create a long single lane of traffic with limited visibility from the ring road up to the one way scheme. For a significant stretch all road users are having to try and make contact with other road users to allow single vehicles to navigate a long stretch of road while others wait their turn to get through. It's similar to the very long chute on Crookesmoor Rd going east from Barber Rd traffic lights where cars face each other with a single lane available through maybe 20 densely parked cars on either side. Broomhall Rd has a lot more side roads filtering in than Crookesmoor Rd to add to the danger.

The overall impact appears to be an unsafe short stretch of one way road for all road users including cyclists. Plus hazardous stretches on both sides of the one way section for all road users due to the road build outs creating one lane of traffic. The addition of a bollard and cycle contraflow (as seen on nearby Brunswick St) would certainly help drivers more clearly recognise the one way stretch. But we are not convinced that any scheme involving the current build outs will be safe for road users. We would support changes if all involved could agree they will make the scheme safe and the funding can be found to complete all the required work. But there is no doubt that the area was safer for all road users before the scheme was implemented and, in the absence of other viable options, we would support action to return the roads to their previous state.

Dear Mr Finnegan-Smith

BROMHALL CYCLING SCHEME – EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO)

Andrew Marwood's letter dated 22nd January 2018 to residents in the area set out the work which would be undertaken in our area commencing from 29th January 2018 to improve cycling and walking in Broomhall.

This letter explained the scheme would include the introduction of a one way section of road between Park Lane and Victoria Road in the direction of Hanover Way as an Experimental Traffic Regulation Order (ETRO) which could be over-turned if it was found not to be working satisfactorily.

I wish to register my concern about the impact of this one way system on people who live in the area or who come into the area regularly as parents of children attending Broomhall Nursery School and or staff/students at Sheffield Hallam University. My family and I have lived on Broomhall Road for around 35 years.

My objections are as follows:

1.Many vehicles ignore the "no entry" signs at the beginning of the one way system; and, as they speed in the wrong direction through this section, it is only a matter of time before there is a collision with bicycles/vehicles coming the opposite way.

2.The road layout of the one-way section, and changes elsewhere, contribute to increased discomfort and danger for cyclists, pedestrians, and nursery users, specifically:

- Drivers heading towards Broomhall Nursery School on the one way system from the Park Lane direction continue to drive in the middle of the road once they hit the two way traffic, as if they are unaware the road has become two way

- □ Where the build-outs narrow the road at the cross roads with Wharncliffe Road/Broomhill Place and again on Broomhall Street drivers leaving the one way system often appear to assume they have right of way. This is unpleasant for other road users.
- □ Access to Broomhall Nursery has been made more difficult. There are 4hr pay-and-display bays opposite the entrance; these should surely be re-assigned as drop-off points for the nursery, with, say, 15 minute waiting time, at least during peak hours. Parents arriving by car often park and then make three point turns in the road just before the beginning of the one way section – causing vehicles travelling in the opposite direction to halt to narrowly avoid collision.
- □ Victoria Road is more difficult to access with cars now parked on both sides, during working hours, two- way traffic and nowhere to pull in. Congestion at the junction with Collegiate Crescent is now severe during the rush-hour because of traffic displaced from Broomhall Road, and making access to properties difficult at those times and increasing air pollution.
- The lay-out changes, including the pavement build-outs and speed humps on the one-way and two-way sections of Broomhall Road and Broomhall Street have made cycling more difficult. There is limited space for vehicles to pass cyclists, on the one-way section driver behaviour can be particularly intimidating for cyclists, at the junction with Park Lane, where vehicles turning into Broomhall Road must take the space occupied by cyclists travelling out of the city.
- Routine access to and from homes and businesses, especially in Broomhall Road, Collegiate Crescent, and the block of streets between the junction of Victoria Road and Broomhall Road and Hanover Way, has been made more difficult.

Possible remedies: better signage, greater enforcement by police, better roadway design, incorporating a dedicated cycle lane by removing parking bays on one side of the road, abandonment of the one-way scheme.

With plans for Sheffield Hallam University to move most, if not all, its Broomhall sites to the centre of town it would appear the scheme will be of little or no benefit to their staff/students in the longer term.

Because the deadline for submission of objections precedes the end of the scheme monitoring period, in particular the proposed detailed traffic counts, it is not possible to comment fully on the changes observed at the time of writing. I request that the traffic data, and the council's analysis of those data, be circulated to all interested parties, including all those submitting comments or objections to the scheme, before any final decision on the ETRO is taken, and that a commitment be given to take account of further comments from residents and others arising from analysis of those data.

Yours sincerely

Andrew Marwood, Senior Engineer, Scheme Design and Assurance Transport, Traffic and Parking Services, sent a letter dated 22 January 2018 to just a few of the residents living in the area affected by the scheme, describing the work which would be undertaken in our area commencing from 29 January as intended 'to improve cycling and walking in Broomhall'. I was not included in the list of recipients of this letter, nor were my neighbours on Wharncliffe Road, even though the scheme directly impacts on our access to our properties and our ability to travel north from Broomhall Park. I only heard about the scheme much later, when there was a belated and half-hearted attempt to consult residents at a meeting at the Broomspring Centre, attended by some local councillors as well as planning officers.

So far as I understand the legal requirements for consultation applying to schemes of this kind, the Council failed to fulfil its legal responsibilities to consult those affected, and imposed the scheme without taking proper account of the mostly negative feedback from local residents and organisations. It seems to me that the scheme has been imposed illegally, and should on that account alone be removed.

At no point since the news of the scheme arrived has anyone with any responsibility for it offered a sensible explanation of why it has been proposed or introduced which accords with research about traffic and usage patterns past, present or future. False information about Sheffield Hallam University's views was circulated to excuse the scheme, but proved to be entirely unfounded, absolutely denied by the University's planners.

Others in the community have written to object to the scheme on the basis of the research they have carried out on usage; I propose confining my own objections in this letter to the general one of principle, that legal process was not followed, and to the flaws in its

design which in my opinion make it a thoroughly dangerous and badly executed blight that should be removed as quickly as possible.

I hope that an explanation for the scheme's imposition will emerge in the course of this process, as all the possibilities I can deduce from the evidence suggest that the Council and its officers have some unexplained interest in throwing money at road building schemes that have no real purpose—and I would like to hear the explanation for that.

The first thing to say is that the scheme, if it is meant to improve conditions for cyclists, doesn't work very well. They now have to ride in narrower spaces, with more obstructions and pushed closer to vehicular traffic than before. This is both because the widening of parking bays and the laying of chicanes has narrowed the viable roadway, and because the signage and layout of traffic provide no clear indication of where cyclists can ride safely, in either direction. There is no clear and distinctive cycle way, and the rapid change between one way and two way vehicular traffic means that neither car drivers nor cyclists can form a clear sense of where it's safe to go, whichever way they're going. At the recent site visit (1 September) attended by a councillor and a traffic planning officer but not you, a local cyclist tried to explain the virtues of the scheme for cyclists—but he could not justify the narrowed spaces, the confusion about where cycles and cars are separate or sharing space, or the dangerous (for cyclists, too) chicanes. He argued that all the city's streets should be cycle-friendly. I absolutely agree with that: but our streets are best served if they provide clear and efficient routes for all drivers. The more they are compromised by ineffective blockages and diversions, the more frustration and queuing and air pollution they generate and the more tension they create between cyclists and vehicular traffic.

The changes appear to be intended primarily to slow traffic in the area by introducing obstructions and chicanery. But the design and siting of these obstructions makes them dangerous: they have the potential to cause serious accidents. At the junctions along Broomhall Road, with Upper Hanover Street (though not William Street), Wharncliffe Road and Broomhall Place, Victoria Road and Park Lane, the narrowing of the roadway by extensions to the pavement mean that visibility and especially direct sight of the drivers of other vehicles and cycles is greatly impeded. This makes it much more difficult to negotiate who should turn when, as the protuberances slow navigation and inhibit clear signalling between drivers. Someone driving out of Wharncliffe Road has no way of being able to tell what is happening between drivers facing each other along Broomhall Road, and they in turn are too far from the junction itself to apply normal rules of priority, and there is usually too much traffic to wait until there is none at all. And at the same junction, the waiting spaces available for drivers approaching each other from

Broomhall Road or Broomhall Street are so far apart that it's difficult for each to see how far the other is from the point of no-return, that point where entering the chicane makes it almost impossible to do anything except move forward. The loss of passing space is a positive hazard. The chicanes make the distances too great for normal priority rules and courtesies to apply, and although the frustration this generates may contribute to a general lessening of traffic using the route, its impact on those who live and work in the area, including the greatly increased number of delivery vehicles nowadays, is a matter for real concern.

There is another dangerous obstruction as cars turn into Broomhall Road from the dual carriageway, often at some speed: drivers find themselves faced by a solitary pillar in the middle of the road, mounted on a diagonally placed asphalt mount. There is no lighting on the post, no warning that the obstruction is there, little more than the sign limiting speed to 20 mph (which too few recognize). Do cyclists feel safe in their tiny lane, when they're protected from cars by this pole? How long will it be before it is knocked down by one of the numerous lorries that use this turning to service the University and local shops? And what about the risks to cyclists turning right at this junction, onto the cycle path that leads down towards Bramall Lane? If an obstruction is required here, shouldn't it be illuminated? There are 'Scotch light' panels used to highlight a traffic junction at the junction of Newbould Lane and Clarke Grove Road, in Broomhill; they would be safer than the iron post that has been installed in Broomhall Road. And where are cyclists meant to travel along this section of Broomhall Road, with its many turnings? Apart from the markings near the pole, there is no separation of a cycle route even though the roadway has been narrowed dangerously.

The one way scheme seems, on the basis of the evidence that I have been shown, to have simply shifted the rat run through Broomhall Park from one road to another. It has had a disproportionate impact, though, on residents living at the eastern end of the area, who now have to circumnavigate the southern part of the district in order to travel north. For me, this means that a trip to the Royal Hallamshire Hospital (sometimes my disability requires that I drive, when I cannot manage the walk up hill) takes far longer than it used to, and generates far more air pollution from my poor little car, which has to travel nearly three times further than it used to to make this trip. The churn of traffic, queueing in Broomhall Park's streets because of the unnecessary restrictions this scheme has imposed, must have greatly increased the level of air pollution in the area, even if it has encouraged some rat runners to stick to major routes instead of driving through to queue in Park Lane.

I can see no merit in the scheme whatever. It was imposed without proper consultation, illegally in my view. I think it should be removed entirely.

I am writing this letter as Secretary of the Broomhall Park Association, following discussion of the scheme with the Association's committee and officers.

The Association's membership includes a very wide range of people with varying interests and opinions, and a number of them will have written to you on this matter themselves. The Association normally expects to reflect this range in its membership's opinions by avoiding making generalised assertions about planning issues, but it is clear that there has been general dissatisfaction with the way in which this scheme was planned and presented for consultation.

The Association is very concerned that Sheffield's planning system must comply with legal requirements for consultation, which appear not to have been met on this occasion: not all of the residents affected were invited to comment on the scheme when it was first announced, and subsequent consultation has been limited.

There has been widespread concern about the number of drivers ignoring the one way system, and about the speed of cars travelling through a very busy Victoria Road. Some members of the Association have been involved with others in the collection of fresh data relating to the way in which the scheme is working, and the Association wishes to express its concern that the information gathered, as well as opinions expressed in writing, should be taken into account in assessing whether this scheme contributes positively to traffic management and road safety in the area.

13/8/2018

Dear Mr Finnegan - Smith,

Broomhall Cycling Scheme - Experimental Traffic
Regulation Order (ETRO)

I am writing to object to the continuance of the ETRO. This is because it seems to be causing more problems than it solves, and is not working satisfactorily.

My specific objections are as follows:

1/ There do not appear to be many benefits. There are very few cyclists using the new system, certainly at the Collegiate Crescent end of Broomhall Road.

2/ The traffic count data I have seen suggests the "rat-running" it has been designed to solve has been merely re-located to Victoria Road and Collegiate Crescent

from Peter
Burridge,

3/ The one-way signs between Victoria Road and Park Lane are being routinely ignored, and not enforced.

Vehicles are also speeding in this area. This is very dangerous.

4/ Access for cars collecting/dropping off at both Nurseries on Broomhall Road has been made more difficult.

5/ The double-yellow line on one side of Broomhall Road means that parking is now not allowed there at any time. I suggest consideration is given to changing this to a single-yellow line. This would allow parking in the evenings and at the week-end, when there are not many cyclists anyway.

This particularly refers to the Collegiate Crescent end of Broomhall Road where vehicles rely on parking on the street at off-peak times

