



SHEFFIELD CITY COUNCIL

Report to Cabinet Highways Committee

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 13th JANUARY 2011

Subject: UPDATE REPORT ON THE USE OF LEGAL POWERS TO CREATE A PUBLIC RIGHT OF WAY THROUGH SHEFFIELD STATION

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Summary:

This report is to update Committee Members on the pursuit of a voluntary Walkway Agreement at Sheffield Station following the report on the use of legal powers to create a Public Right of Way through Sheffield Station which went to Cabinet Highways Committee on the 9th September 2010.

Reasons for Recommendations:

The Council is determined to ensure that free public access is maintained and protected through the station for the benefit of local residents, communities and the economy of Sheffield.

If it is possible to come to an agreement with the Department for Transport, East Midlands Trains and Network Rail the introduction of a Walkway Agreement would formalise access for the public across Sheffield Station.

In the longer term continued lobbying of the Department for Transport has the potential to result in the inclusion of the agreement within franchise or operational agreements at the station from April 2015.

The introduction of a legal Public Right of Way through Sheffield Station could result in significant costs to the Council associated with legal processes, any associated works / costs and maintenance responsibilities. In addition the outcome of a Creation Order if objected to would not be within the direct control of the Council. However this may be the only way forward if a Walkway Agreement is not reached.

Further work is being progressed to refine and determine the likely costs associated with creating a Public Right of Way at Sheffield Station. This will feed into the report to City Centre, South and East Planning and Highways Committee starting the formal process.

Recommendations:

The introduction of a voluntary Walkway Agreement through Sheffield Station continues to be pursued in the short term following positive progress, whilst lobbying for this to be included in future franchise or operational agreements for Sheffield Station from April 2015 is pursued in the longer term.

The creation of a Public Right of Way is further progressed in parallel with this with a report to City Centre, South and East Planning and Highways Committee starting the formal process.

The Council identifies sufficient budget to resource these plans.

Background Papers:

The use of legal powers to create a Public Right of Way through Sheffield Station, Cabinet Highways Committee Report, 9th September 2010

Listed building application for provision of automatic ticket gates at Sheffield Midland Station – Case No. 09/02887/LBC, City Centre South and East Planning and Highways Area Board Report, 23rd November 2009.

Creation of new public rights of way: A code of practice for local highway authorities and landholders involved in negotiating compensation, Countryside Agency, 2005.

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Liam Gilligan
Legal Implications
YES Cleared by: Julian Ward
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
/NO
Property implications
NO
Area(s) affected
Relevant Cabinet Portfolio Leader
Councillor Ian Auckland
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

UPDATE REPORT ON THE USE OF LEGAL POWERS TO CREATE A PUBLIC RIGHT OF WAY THROUGH SHEFFIELD STATION

1.0 SUMMARY

- 1.1 This report is to update Committee Members on the pursuit of a voluntary Walkway Agreement at Sheffield Station following the report on the use of legal powers to create a Public Right of Way through Sheffield Station which went to Cabinet Highways Committee on the 9th September 2010.
- 1.2 It is recommended that the introduction of a voluntary Walkway Agreement through Sheffield Station continues to be pursued in the short term following positive progress, whilst lobbying for this to be included in future franchise or operational agreements for Sheffield Station from April 2015 is pursued in the longer term.
- 1.3 In addition, it is recommended that the creation of a Public Right of Way is further progressed in parallel with this with a report to City Centre, South and East Planning and Highways Committee starting the formal process.
- 1.4 It is also recommended that the Council identifies sufficient budget to resource these plans.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Access through Sheffield Station provides an important and well used link between the east side of the railway line, including local communities in Norfolk Park and the major Park Hill development plus the proposed Sheaf Valley Park serving city centre residents, and the west side, including city centre employment, retail and leisure opportunities.
- 2.2 Regeneration of the station and surrounding area has supported a well used and integrated transport system. The tram stop to the east is linked through the station via the footbridge to rail and bus services, at the interchange, and the city centre.
- 2.3 Securing public access through Sheffield Station will protect this high quality link which supports both the regeneration and local economy of Sheffield.
- 2.4 It will also contribute to the City of Opportunity priorities 'Creating the infrastructure for a modern, strong economy' protecting the links between the east and west of the railway line, and 'Reducing carbon footprint', 'Reducing congestion', and 'Public transport that is easier for people to use' supporting an integrated and high quality transport system.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 A key outcome would be the formalisation of public access through Sheffield Station. This would assist carbon reduction targets and local air quality improvements safeguarding an integrated transport system. It would also support the regeneration and local economy of Sheffield.

3.2 Future conditions and arrangements would depend on the agreement reached. To authorise the making of a Walkway Agreement a report would be brought to a future meeting of the Cabinet Highways Committee.

3.3 To progress the creation of a Public Right of Way in parallel with this a report will go to City Centre, South and East Planning and Highways Committee starting the formal process.

4.0 REPORT

Background

4.1 Sheffield Station and its bridge across the railway lines form part of the station assets owned by Network Rail and leased to East Midlands Trains as part of their franchise agreement with the Department for Transport, which is due to run up until April 1st 2015. An indicative plan of the station is included as Appendix A of this report. The station is closed during the periods when no trains run (daily during the late night / early morning).

4.2 In order to address the issue of pedestrian access restrictions across Sheffield Station due to staffed ticket checks a report on the use of legal powers to create a Public Right of Way went to Cabinet Highways Committee on the 9th September 2010.

4.3 Sheffield City Council continue to oppose any proposed gating of the station and following this report Cabinet Highways Committee reaffirmed the previous Council motion of 28th July 2010 that it believed that, as the existing bridge was built using taxpayers money rather than local investment, then local people should have the right to use the bridge without the need for more taxpayers money being used to construct a second bridge.

4.4 It was resolved that the Committee authorised the Executive Director, Place and the Head of Legal Services to pursue, within a three month timescale, the introduction of a voluntary Walkway Agreement at Sheffield Station subject to conditions and identifying an appropriate budget.

4.5 In addition it was requested that, should a voluntary agreement be concluded, the Executive Director, Place, lobby for the terms of this agreement to be included in future franchise or operational arrangements at Sheffield Station from April 2015.

4.6 The Executive Director, Place and Head of Legal Services, was instructed in parallel with this to further investigate the creation of a Public Right of Way and also the potential renegotiation of the current franchise agreement with the Department for Transport with the outcome to be reported to a future meeting of the City Centre, South and East Planning and Highways Committee, should the voluntary agreement not be concluded within a three month period.

Walkway Agreement

4.7 It would be possible under Section 35 of the Highways Act to formalise public access through Sheffield Station, subject to agreed terms and conditions, through a Walkway Agreement.

- 4.8 A Walkway Agreement would be a voluntary agreement between East Midlands Trains and Sheffield City Council. It would not create a legal public highway but it would mean that the route through Sheffield Station would be kept open under the terms agreed for a fixed period (Walkway Agreements are not permanent).
- 4.9 Network Rail, as the land owner, and the Department for Transport, with whom East Midlands Trains have a franchise agreement, would also need to be agreeable with the terms of any agreement in order to formalise access across the Station.
- 4.10 The conditions of any agreement would be subject to negotiation but would need to consider options by which ticket revenues could be controlled (for example on trains or on platform) and maintenance responsibilities amongst other issues. The terms of the agreement could allow access across the station to be closed, at times as specified in the agreement, for security or other reasons.
- 4.11 Discussions have been progressed at an officer level with South Yorkshire Passenger Transport Executive and East Midlands Trains (EMT). EMT have indicated that they are not willing to negotiate an agreement that would allow 24hour access through the station. It is proposed therefore that under the terms of any agreement the station would remain closed, as is the current situation, when trains are not running (including for a few hours every night).
- 4.12 One option for a Walkway Agreement which has been raised is outlined below:
- Option 1**
- Ticket checks take place in locations which do not prevent access across the station bridge
 - Full ticket checks (across the station) take place, but less frequently, and a simple permit / pass provided for people who wish to go across the bridge at these times
- 4.13 Following positive discussions with EMT about this option, subject to agreement with Network Rail and the Department for Transport, a Walkway Agreement could potentially be made for the remaining period of EMT's franchise (until 31/3/2015). This would involve a simple permit / pass being provided for people who wish to go across the bridge should a full ticket check be taking place at the station. The system would be monitored by EMT and if found not to be working the situation would be reviewed.
- 4.14 An alternative option was also raised for potential further investigation:
- Option 2**
- No ticket checks are carried out which prevent free access across the station bridge
 - Payment is made to compensate EMT for loss of revenue protection (the opinion of the Department for Transport on loss of revenue protection at the station would need to be clarified)
- 4.15 These potential options are to be discussed at a meeting of the Sheffield Station Access Working Group (including representatives from Residents Against Station

Closure, Transport4All and Sheffield City Council), following the drafting of this report, in early January. A verbal update will be presented to Cabinet Highways Committee on the outcome of this meeting.

- 4.16 To assess the potential for ticket checks to be undertaken at the entrance / exit points to the platforms a piece of work would need to be undertaken, led by East Midlands Trains, looking at pedestrian flow and movement to ensure that any proposals could be undertaken safely and practically.
- 4.17 East Midlands Trains have informed us that they have been quoted £16,000 for data gathering and computer modelling to inform such a study. It has been discussed that, as a sign of good faith and partnership, a contribution towards the costs could be made by Sheffield City Council and South Yorkshire Passenger Transport Executive (SYPTTE). The Council and SYPTTE would also receive a copy of the data and analysis. EMT have not agreed to the funding of such a study at the current time.
- 4.18 A Walkway Agreement would also need to outline considerations such as:
- Maintenance of the route
 - Cleansing / lighting
 - Liability
 - Termination period
- 4.19 Full proposals, and cost implications, in relation to these points will be brought to a future meeting of Cabinet Highways Committee to request authority to make the Agreement. It is proposed that this would take place at the end of the current financial year subject to agreements.

Public Right of Way

- 4.20 It is possible for Sheffield City Council, as the local highway authority, to create legal Public Rights of Way under sections 25 and 26 of the Highways Act 1980. Section 25 refers to creation of a public path by Agreement and section 26 by Order.
- 4.21 In parallel with the pursuit of a voluntary Walkway Agreement at Sheffield Station the creation of a Public Right of Way is being further progressed with a view to starting the formal process in February, subject to attaining the requisite information in relation to costs, with a report to the City Centre, South and East Planning and Highways Committee.
- 4.22 It is proposed that delegation of powers to the Head of Transport and Highways to make a Creation Order or Agreement (and take associated action) in consultation with the Chair of the Committee will be recommended, subject to identifying an appropriate budget. This could then be progressed as appropriate should the negotiation of the Walkway Agreement stall or fail.
- 4.23 The creation of a public path by the local highway authority should only be carried out where there is a public need. The effect of the order on the land, landowner and any person with a right over the land (which would be likely to include Network Rail, Department for Transport and East Midlands Trains) must be considered and payment of compensation may be necessary in situations where there has been a loss of value or depreciation.

- 4.24 The Rights of Way Improvement Plan for Sheffield was published in November 2007, prior to the proposals for barriers at Sheffield Station, and identifies amongst other things the extent to which local Rights of Way meet the present and likely needs of the public. This must be considered when making creation orders. Although nothing specific to the station is included within it policies include those to:
- Develop safe and connected routes matched to travel plans and travel awareness to encourage walking to work and school.
 - Identify use patterns, problems, desire and need in relation to the path network and to consider the desirability and necessity of legal path orders to improve and enhance the network.
- 4.25 In addition South Yorkshire Passenger Transport Executive undertakes annual pedestrian counts at Sheffield Station.
- The 2009 count was undertaken on Friday 9th October. For the period 0500 - 0030, the number of people observed who were walking right through the station was **2,810**. The 2010 count was undertaken on Friday 8th October. For the period 0500 - 0000, the number of people observed who were walking right through the station was **2,882**. The survey does not differentiate between those catching the tram and others. The methodology used during these surveys is contained within Appendix B.
- 4.26 During officer discussions East Midland Trains (EMT) have informed us that there are financial concerns with not being able to check tickets at Sheffield Station (loses are estimated at £2.3m per annum) and the Department for Transport previously verbally requested that they undertake manual ticket checks, and increase the frequency of these. EMT also noted that during the manual ticket checks those with valid tram tickets were being allowed through, as well as others based on set criteria including those for example with a disability.
- 4.27 EMT are to meet with the Department for Transport but have informed us that should they undertake any further full ticket checks a simple permit / pass would be trialled for people who wish to go across the bridge at these times.
- 4.28 The physical creation of the path must also be considered to ensure that it meets both the current and future needs of the public and minimises the impact on the landowner¹.
- 4.29 A detailed plan has not yet been drawn up but an indicative plan is attached in Appendix A. A continuous route joining the public highway at either side of the Station is being investigated for the formal creation of a Public Right of Way. The route will need to be marked out and this could be by the installation of brass studs or even by just by a painted line.
- 4.30 In addition to physical accessibility, safety and security issues must also be considered. Public Rights of Way require access to be kept open 24 hours a day

¹ *There is a general requirement imposed by the Human Rights Act 1998 to ensure that interference with a landowner's human rights is no greater than is necessary in accordance with the interests of the general public - Creation of new public rights of way: A code of practice for local highway authorities and landholders involved in negotiating compensation, Countryside Agency, 2005*

whereas currently the station and access are closed daily when trains are not operating. Opening the station during these periods would have public order and security implications². The station operator may require that the station is secured at night when it is closed. Options to achieve this could include investigating:

- Retractable barricades at platform access points along the bridge³.
- Additional security / station staff employed during the period when the station is currently closed.

Costs could be considerable and ownership, operation and maintenance where applicable would need to be agreed.

- 4.31 An alternative option which could be investigated would involve the creation of the Public Right of Way being followed by a Gating Order, that if confirmed would allow the route to be closed daily when trains are not operating. Issues include the time taken following the creation of the Public Right of Way to establish a Gating Order, as it is understood that a highway must exist before it could be made. In addition any objections, and legal justification, would need to be considered. The legal situation is to be reviewed by the Council's Legal Services officers.
- 4.32 Public Rights of Way if created under voluntary or compulsory creation powers are maintained by the local authority. The maintenance of the bridge surface, stairs, access and any associated infrastructure would therefore pass to Sheffield City Council. The Council would need to arrive at a satisfactory agreement to maintain the asset on a like for like basis rather than to a basic standard. There would in addition be a need to consider cleansing / lighting obligations. Options to achieve this could include reaching an arrangement for apportioned costs with the station operator / Network Rail to maintain it on Sheffield City Council's behalf or appointing a contractor to carry out this function.
- 4.33 The question of whether to include the lifts (excluding those connecting solely to the platforms), to create an accessible route, also needs to be considered. If the Council include the lifts as part of the public route then they will also have to take on the operation and maintenance liability for them. This could prove to be an expensive option as maintenance with regards to lifts and call out for breakdowns and emergencies can be quite high.
- 4.34 For a compulsory public path Creation Order, where an agreement cannot be reached, statutory notices are required. Where an objection is made the order is referred to the Planning Inspectorate, and this will lead to a public inquiry. If the decision was adverse, the Council would face a possible claim for costs, as the process operates under the same rules as planning appeals. If the land over which the proposed path passes, in this case the station, were part of a statutory undertaking then the order would automatically become subject to Special Parliamentary Procedure. In any event, any physical works which may be required would have to be carried out and the Council would also have a duty to pay appropriate compensation where required.

² It should be noted that trains are kept overnight alongside the station platforms.

³ An application for listed building consent was made by Stagecoach South Western for the provision of automatic ticket gates at Sheffield Station in November 2009. This was refused by the City Centre, South and East Planning and Highways Area Board. Although listed building consent is less likely to be required for this sort of development along the bridge plans would need to be examined by Council officers for advice.

- 4.35 The normal cost of the creation of a Public Right of Way includes advertising costs as well as internal staff time. It is considered that 3 or 4 notices would probably be required with an estimated cost of **£6,000**. If the Council takes forward a Gating Order this would also incur advertising costs of a similar amount.
- 4.36 It is the opinion of the Council's Principal Solicitor and Network Rail that a Creation Order in this case, should it be subject to objection which is not withdrawn, would be subject to Special Parliamentary Procedure due to the station footbridge being 'operational land'. The costs associated with taking the order through this procedure would be substantial.
- 4.37 Claims for compensation which may be payable when creating a Public Right of Way generally have three elements⁴:
- Compensation for land used
 - Disturbance (both the landowner and / or occupier (with a legal interest) should, financially, be in the same position as if the Public Right of Way did not exist)
 - Injurious affection and severance
- It is not possible to put a figure to the costs for compensation as settlement of claims would follow the creation of a Public Right of Way⁵. However following the selection of a preferred way forward an idea of what compensation claims may be in this situation will be investigated by the Council's Legal Services.
- 4.38 For the creation of a public path by agreement a formal agreement between the local authority and the landowner, which would be expected to be with Network Rail and also the Department for Transport / East Midlands Trains, would be required. Creation by agreement has several benefits over creation by order in addition to minimising disputes in that no statutory notices are required and there is no period for public objection. Should compensation be required advice as to the appropriate amount would need to be taken.

Network Rail and the Department for Transport

- 4.39 The Department for Transport and Network Rail were both contacted following the recommendations of the Cabinet Highways Committee Report on the use of legal powers to create a Public Right of Way through Sheffield Station.
- 4.40 No formal response has been received from the Department for Transport on either a Walkway Agreement, creation of a Public Right of Way, or renegotiation of the current franchise agreement at Sheffield Station.
- 4.41 Network Rail have advised that due to concerns related to the serious effect that they felt 24hour unrestricted access would have on station, train and rail safety, as well as other concerns shared with railway partners, they would oppose the creation of a Public Right of Way through the station.
- 4.42 In relation to a potential Walkway Agreement Network Rail have indicated that providing it confirms that the route is not a Public Right of Way and there is a mechanism for termination, then this may be an option that they are prepared to

⁴Creation of new public rights of way: A code of practice for local highway authorities and landholders involved in negotiating compensation, Countryside Agency, 2005.

⁵ Disputes relating to land valuation, which are not settled by arbitration, are referred to the Lands Tribunal, with appeals against its decisions going to the Court of Appeal.

look at. They also indicated the need for some form of flexibility on closure times to reflect any changes in future timetables. A formal response is awaited.

Financial Implications

- 4.43 The introduction of a Walkway Agreement at Sheffield Station may well have financial implications depending on the final option chosen. These would depend on the terms of any agreement reached, for example any revenue protection arrangements/compensation with East Midlands Trains, and would be explored fully in a future report to Cabinet Highways Committee for its creation.
- 4.44 The contribution towards pedestrian flow modeling and analysis, led by East Midlands Trains, would be funded from the Transport and Highways revenue budget if required.
- 4.45 There would be no particular financial implications, other than staff time, to the Council related to lobbying for the introduction of such an access agreement into future franchising or operational agreements at the station.
- 4.46 There are likely to be significant capital and revenue implications associated with the creation of a Public Right of Way through Sheffield Station by Order which may be related to:
- The advertising of a Creation Order (around £6,000)
 - The advertising of a Gating Order, if required
 - Objection process (if objections are made)
 - Special Parliamentary Procedure, if objections are made
 - Potential compensation, if required
 - Any associated works / costs / marking out of the route
 - Maintenance⁶
 - Cleansing, if required
 - Lighting, if required
 - Security staff, if required
- 4.47 There is currently no budgetary provision for any of the proposed options. Especially for the potentially substantial costs associated with the processes to promote the necessary enabling orders for the creation of a Public Right of Way, changes to existing franchise agreements, and, any short and long term costs to maintain the associated assets.
- 4.48 The creation of a Public Right of Way by Agreement would potentially be lower cost as there would be no requirement for statutory notices and no period for public objection.
- 4.48 There could also be costs associated with alternative options if pursued; there would be legal costs with the alteration of the franchise agreement if this is done before the franchise is re-let.

Equal Opportunities Implications

- 4.49 A full Equality Impact Assessment of this report has been conducted and concludes that the project has numerous positive benefits for different equality groups. There may be a negative impact related to the creation of a public path

⁶ This could include maintenance and operation of station lifts if required

through Sheffield Station if the lifts could not be included, limiting disabled access. However it may be possible to justify in terms of the impact not securing access through the bridge would have on the wider public.

- 4.50 If a Walkway Agreement was reached and/or access was written into franchise or operational agreements this has the potential to benefit equal opportunities further in the future, protecting accessible and secure access through Sheffield Station.

5.0 ALTERNATIVE OPTIONS

- 5.1 In the longer term, continued lobbying of the Department for Transport has the potential to result in the inclusion of the agreement within franchise or operational agreements⁷ at the station from April 2015.
- 5.2 In addition the Northern and Trans Pennine franchise agreements come to an end in 2013 and there will be a need to engage with the Department for Transport about the terms of these franchises when they are re-let.
- 5.3 If changes to the current franchise agreement covering the station were to be pursued this would be subject to renegotiation with the Department for Transport, through South Yorkshire Passenger Transport Executive, and it would be expected to have cost implications. The Department for Transport has been contacted in regard to this option but no response has been received.
- 5.4 Extensive lobbying by residents, organisations, Councillors and MPs was carried out opposed to the previous proposed gating of the station. Lord Adonis, the then Secretary of State for Transport, on a visit to Sheffield in April 2010 announced that East Midlands Trains was to be released from its obligation to install barriers as part of its franchise agreement until an alternative bridge had been constructed.
- 5.5 On the basis that gating was introduced at the station the Department for Transport looked into alternative public access and in January 2010 provided the Council and Passenger Transport Executive with a copy of a report looking into the feasibility of alternatives. The report considered several options including strengthening / refurbishing the existing southern footbridge and providing a new link. However funding has not yet been secured. East Midlands Trains have also offered to investigate what would be involved in opening the station goods bridge to pedestrians as an alternative option.
- 5.6 All new build / refurbished bridge options are further from current desire lines. In addition, in a motion taken to Full Council on the 28th July 2010 it was moved that the Council believes that the existing bridge was built using taxpayers money rather than private investment, then local people should have a right to use the bridge without the need for more taxpayers money being used to construct a second bridge.

⁷ Stations are generally owned by Network Rail and operation passed to train operating companies or Passenger Transport Executives. Network Rail also operates some large stations direct although none in South Yorkshire.

5.7 In parallel additional access improvements linking Park Hill, an area of major redevelopment, Norfolk Park area to the city centre would be expected to support the regeneration of the city.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Council is determined to ensure that free public access is maintained and protected through the station for the benefit of local residents, communities and the economy of Sheffield.

6.2 If it is possible to come to an agreement with the Department for Transport, East Midlands Trains and Network Rail the introduction of a Walkway Agreement would formalise access for the public across Sheffield Station.

6.3 In the longer term continued lobbying of the Department for Transport has the potential to result in the inclusion of the agreement within franchise or operational agreements at the station from April 2015.

6.4 The introduction of a legal Public Right of Way through Sheffield Station could result in significant costs to the Council associated with legal processes, any associated works / costs and maintenance responsibilities. In addition the outcome of a Creation Order if objected to would not be within the direct control of the Council. However this may be the only way forward if a Walkway Agreement is not reached.

6.5 Further work is being progressed to refine and determine the likely costs associated with creating a Public Right of Way at Sheffield Station. This will feed into the report to City Centre, South and East Planning and Highways Committee starting the formal process.

7.0 RECOMMENDATIONS

7.1 The introduction of a voluntary Walkway Agreement through Sheffield Station continues to be pursued in the short term following positive progress, whilst lobbying for this to be included in future franchise or operational agreements for Sheffield Station from April 2015 is pursued in the longer term.

7.2 The creation of a Public Right of Way is further progressed in parallel with this with a report to City Centre, South and East Planning and Highways Committee starting the formal process.

7.3 The Council identifies sufficient budget to resource these plans.

Simon Green
Executive Director, Place

4th January 2011

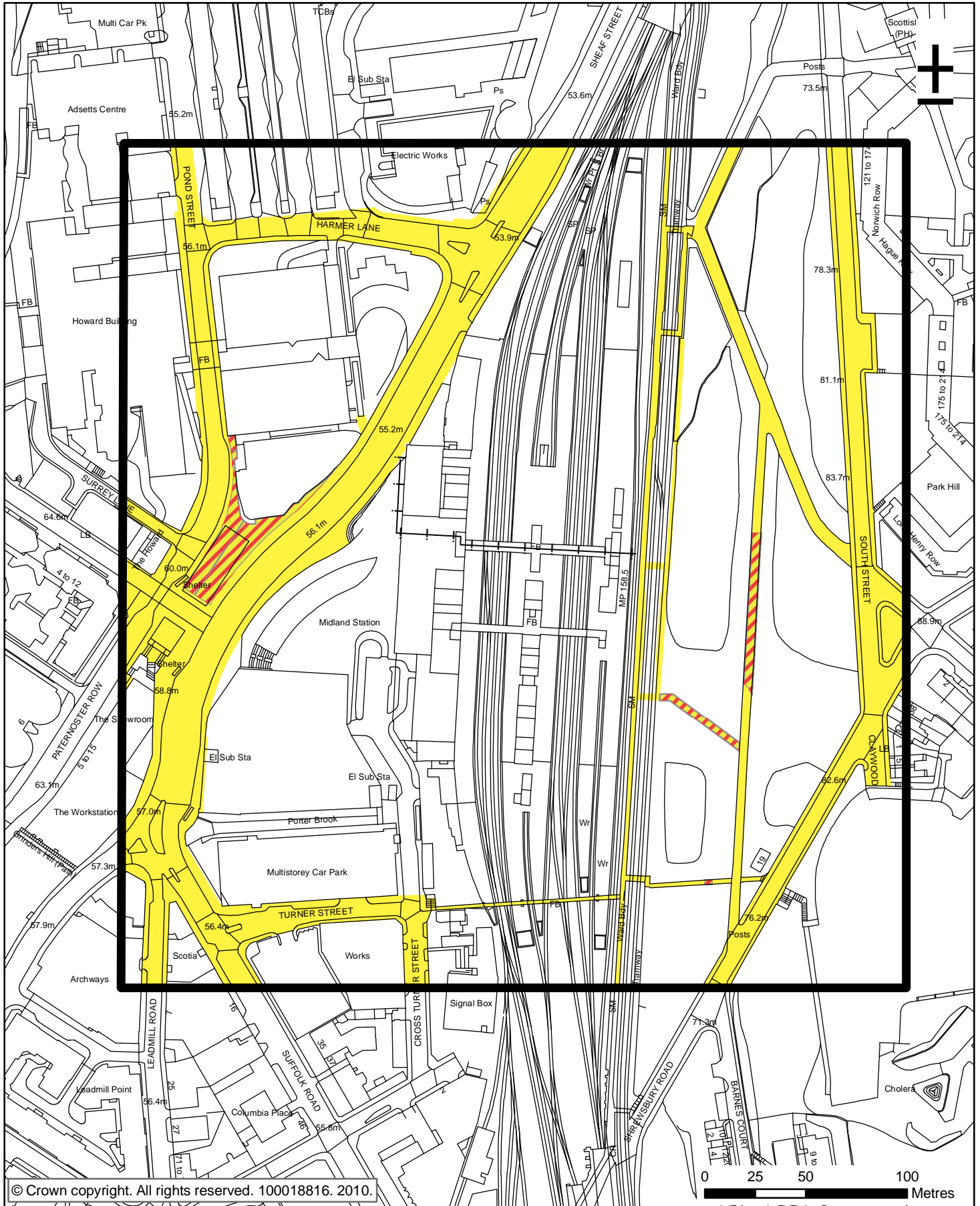


Highway Records
Development Services
Howden House
Union Street
Sheffield
S1 2SH

Sheffield Station area, 13/12/10.

Indicative Proposed Route.
Yellow=Adopted Public Highway;
Yellow-hatched-red=Adopted Public
Highway proposed for Closure but not yet
certified Closed; both according to our records.

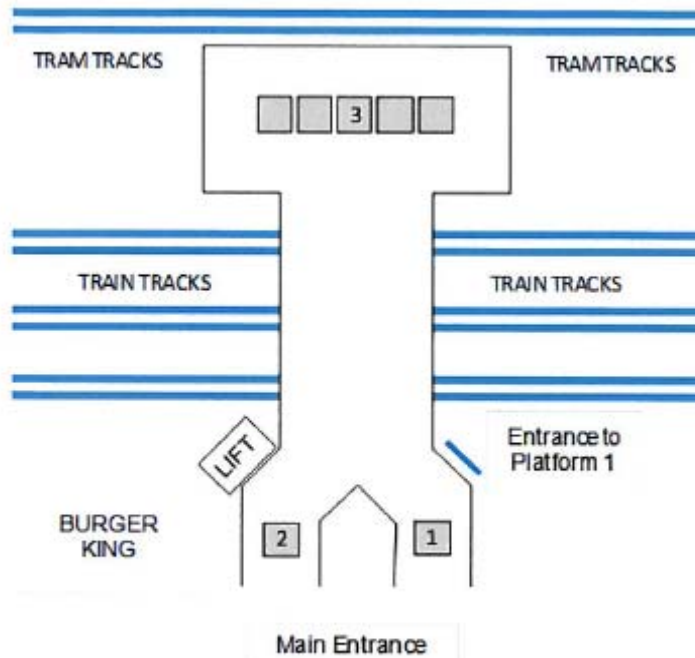
Scale: 1:2,500



Appendix B

Sheffield Station Pedestrian Count Methodology [SYPTTE]

The survey involved counting pedestrians entering and exiting the station, and also surveying the number of pedestrians using the train, and those using the bridge to pass through the station. Supervising staff at the tram exit noted that some people approaching the census turned around and walked back to the main entrance, possibly thinking that survey staff were ticket inspectors.



Surveyor Point 1 & 2

Both surveyors stand in the main entrance area facing the stairs (as if they are going to walk up them).

Point 1 is carried out by 1 surveyor surveying the stairs to the right going into and out of the station and the access going in and out of platform 1.

Point 2 is carried out by another surveyor surveying the stairs to the left going into and out of the station and keeping a careful eye on the Burger King as to people walking through as a shortcut to/from Platform 1 including those observed in the count.

Surveyor Point 3

1 surveyor doing 2 counts, one In and one Out of the station.

All other staff (Up to 5 staff) will ask all passengers one of 2 questions. For those leaving the station "Have you just used the train?" For those entering the station "Are you about to use the train?"

For each of the 3 areas a count was submitted of Entry and Exit of the Station. For Location 3, two extra summaries were provided these being a summary of all people entering and exiting, each aspect had 3 fields in the response to the question asked, these being "Yes", "No" and "Ignored or not asked". The results of the Entry and Exit questions were then matched up to calculate the through walkers.

Note: Currently SYPTTE do not survey the pub entrance on platform 1 or the gates just beyond the pub.