



**SHEFFIELD CITY COUNCIL**  
**Cabinet Highways**  
**Committee**

17

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**Report of:** Executive Director, Place

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**Date:** 10<sup>th</sup> February 2011

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**Subject:** Objections to proposed Traffic Regulation Orders associated with Community Assembly Large Highways Schemes

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**Author of Report:** Ashley Carnall

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**Summary:**

- To report to the Cabinet Highways Committee on objections received to various Traffic Regulation Orders associated with Community Assembly Large Schemes
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**Reasons for Recommendations:**

- The Traffic Regulation Orders for all the schemes included in this report are considered a necessary part of the schemes. All the schemes have substantial public support overall and the advantages of installing measures at the specified locations appear to outweigh any possible disadvantages to the objectors.

**Recommendations:**

- The objections to the Traffic regulations on Firth Park Road and Stephen Lane be overruled in the interests of road safety, and the TROs be made in accordance with the Road Traffic Regulation Act 1984.
  - A decision on the objections to Rodney Hill, Ecclesfield Road, Beighton Road and Whitehouse Lane be considered once feedback on the opinion of the relevant Community Assembly is given by Officers at the meeting and, if the decision be made to overrule these objections, the TROs be made in accordance with the Road Traffic Regulation Act 1984.
  - The scheme designs shown in Appendices B-1 to B-6 be approved and constructed on site for those schemes where the TROs objections have been overruled.
  - The objectors be informed accordingly.
- 

**Background Papers:** None

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

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

# **OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY LARGE HIGHWAYS SCHEMES**

## **1.0 SUMMARY**

1.1 To report to Members on objections received to Traffic Regulation Orders (TROs) associated with Community Assembly Large Highways Schemes.

## **2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD**

2.1 The schemes outlined in this report respond to customer requests for safer walking routes to various local amenities including schools.

2.2 The process involved in consulting on these schemes supports the 'City of Opportunity' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

## **3.0 OUTCOME AND SUSTAINABILITY**

3.1 The public consultation has contributed to the 'Putting the Customer First' objective of the 'City of Opportunity' plan, with proposals that respond to customer requests to provide highway schemes to benefit users. These restrictions provide road safety benefits for customers

3.2 If the identified schemes, and associated restrictions, are provided at the locations then there will be road safety benefits for pedestrians, in particular children and the elderly.

3.3 Improving the pedestrian routes could encourage more people to walk or use public transport, thus helping to reduce the city's carbon footprint.

## **4.0 REPORT**

4.1 The following schemes had their TROs advertised in late 2010 and have received objections. The relevant Assembly for each is given in brackets:

- a) Firth Park Road near Vivian Road (North East)
- b) Rodney Hill outside Loxley Primary School (Northern)
- c) Stephen Lane, Grenoside (Northern)
- d) Ecclesfield Road outside Ecclesfield Secondary School (Northern)
- e) Beighton Road/Main Street, Hackenthorpe (South East)
- f) Whitehouse Lane outside Walkley Primary School (Central)

4.2 Whilst all the schemes have considerable local support, a small number of objections to the TROs have been received. In cases where the public have objected to loss of parking but have not specified the TROs themselves these are also being treated as TRO objections.

4.3 The relevant Ward Members for each Assembly have been contacted regarding the objections, in accordance with the procedure agreed between the Cabinet Member for Business, Transport and Skills and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members have confirmed their unanimous support for implementing the Firth Park Road, Stephen Lane and

Rodney Hill schemes. Full feedback on the other schemes is still awaited and will be reported verbally at the Cabinet Highways Committee meeting.

- 4.4 A summary of the consultation results and the objections for each scheme are shown in Appendix A. Scheme plans are shown in Appendix B.

#### Financial Implications

- 4.5 The schemes specified in this report have all been included in the relevant Community Assembly's 2010/11 Large Highways Schemes Programme. There are no other known financial implications at this stage.

#### Equality and Diversity Implications

- 4.6 An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals are of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. Because many of the proposals relate to increased road and pedestrian safety they should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and disabled people. No negative equality impacts have been identified.

### **5.0 ALTERNATIVES CONSIDERED**

- 5.1 Alternative designs were considered during the design stage but would not meet local needs/priorities as identified by Community Assembly Members. The designs put forward are considered to deliver the required outcomes.
- 5.2 Removing or lessening the TROs for these schemes has been investigated but doing so would have adverse road safety consequences. It is considered that these schemes cannot be delivered effectively without TROs.

### **6.0 REASONS FOR RECOMMENDATION**

- 6.1 All the schemes highlighted in this report overall have considerable local public support. Given the level of support and the road safety advantages of installing measures at these locations it is considered that the benefits outweigh the disadvantages

### **7.0 RECOMMENDATIONS**

- 7.1 The objections to the Traffic regulations on Firth Park Road, Stephen Lane and Rodney Hill be overruled in the interests of road safety, and the TROs be made in accordance with the Road Traffic Regulation Act 1984.
- 7.2 A decision on the objections to Ecclesfield Road, Beighton Road and Whitehouse Lane be considered once feedback on the opinion of the relevant Community Assembly is given by Officers at the meeting and, if the decision be made to overrule these objections, the TROs be made in accordance with the Road Traffic Regulation Act 1984.
- 7.3 The scheme designs as shown in Appendices B-1 to B-6 be approved and constructed on site for those schemes where the TROs objections have been overruled.
- 7.4 The objectors be informed accordingly.

## **APPENDIX A – Summary of Consultation Results and TRO objections**

### **Firth Park Road near Vivian Road**

#### **Scheme information**

The purpose of the scheme is to help pedestrians cross Firth Park Road by means of improved uncontrolled crossing facilities, complemented by a suite of traffic calming measures to reduce vehicle speeds on the bend approaches and exits. A plan of the scheme is included in Appendix B-1

#### **Consultation Results**

##### **Local residents**

Approximately 272 residents were included in the consultation area, receiving a letter, plan and response form with pre-paid envelope. The consultation process generated a total of 57 responses giving a return rate of 21%. The results were as follows:

Fully Support	Partly Support	Don't Support	Not Sure
34 62%	10 19%	7 13%	3 6%

##### **Emergency services and South Yorkshire Passenger Transport Executive (SYLTE)**

The Police, Ambulance Service, South Yorkshire Fire and Rescue and SYLTE were sent scheme proposals on 20<sup>th</sup> August 2010. No objections were received.

#### **Objections**

One objection was received, which included an objection to the Traffic Regulation Order (TRO). Double yellow lines are required to facilitate the flow of vehicles through traffic calming features and road junctions. Officers are mindful and sympathetic to the needs of residents with on-street provision and the proposed restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle intervisibility over the extent of the scheme. The consultation process raised seasonal concerns by residents when snow and ice restrict the movement of vehicles up and down Addison Road, Harrison Road and Vivian Road. On these occasions, it is acknowledged the proposed waiting restrictions may then impact negatively when this additional need for on-street parking arises.

This objection has been considered by Ward Members, acting on behalf of the North East Community Assembly. The Assembly wishes for the scheme to go ahead.

**Rodney Hill outside Loxley Primary School**

**Scheme Information**

The purpose of the crossing is to make it easier and safer for people, especially schoolchildren, to cross Rodney Hill at the School Crossing Patrol position. A plan of the scheme is included in Appendix B-2.

**Consultation results**

Local residents

64 questionnaires were delivered to residents. The consultation generated a total of 33 responses giving a response rate of 52%. Of these; 23 (68%) agreed / strongly agreed that the proposed crossing points will make it easier and safer for pedestrians (especially children and the elderly) to cross Rodney Hill. 20 respondents (59%) agreed / strongly agreed that the proposed build outs and parking bays will reduce the width of Rodney Hill outside the school and help to reduce the speed of traffic.

Fully Support	Partly Support	Don't Support	Not Sure
14 44%	11 32%	4 12%	4 12%

Emergency services and SYPTE

No negative comments have been received from the emergency services / ward councillors.

**Objections**

Two objections to the TRO (due to loss of parking) have been received. Waiting restrictions are only being proposed at locations where it is necessary to keep clear of parked vehicles for safety reasons (i.e. too close to side junctions). Removing or reducing the amount of waiting restrictions has been further investigated and, following discussions with local Members some of the lines near the junction of Chase Road have been reduced slightly to lessen the loss of parking, as shown in the Appendix. It is the opinion of the Design Team that these lines as shown are the minimum required for road safety reasons.

The objections have been considered by Ward Members, acting on behalf of the Northern Community Assembly. The Assembly wishes for the scheme to go ahead.

**Stephen Lane, Grenoside**

**Scheme Information**

There is a section of Stephen Lane between Stephen Drive and Graven Close that does not have a footway on either side. The Northern Community Assembly has received a petition from Norfolk Hill Primary School requesting that such a measure be provided. Stephen Lane is not a wide road, and providing a footway means that the road will only be narrow enough for one lane of traffic, meaning that "Give-Way" markings are required on both approaches. A TRO is required to prevent parking on the narrowed

stretch of road as otherwise the flow of traffic will be prevented. A plan of the scheme is included in Appendix B-3.

**Consultation Results**

Local residents

Approximately 150 letters were delivered to residents, plus the nearby school and three local pubs. 22 people have submitted comments, giving a return rate of 15%. Of those comments expressing an opinion of the scheme 14 were in favour of the proposals whilst 4 were against.

Emergency services

The Police, Ambulance Service, South Yorkshire Fire and Rescue were sent scheme proposals. No objections were received.

**Objections**

Of the four objections, one objected to the loss of parking and is therefore being taken as an objection to the Traffic Regulation Order (TRO). As the footway narrows the road to one-way working the TRO is required to prevent on-street parking that would either completely block the carriageway or the footway.

The objections have been considered by Ward Members, acting on behalf of the Northern Community Assembly. The Assembly wishes for the scheme to go ahead.

**Ecclesfield Road, Ecclesfield School**

**Scheme Information**

This scheme aims to improve crossing facilities for pedestrians in the vicinity of Ecclesfield School by providing a puffin crossing whilst also reducing the existing speed limit over this section of Ecclesfield Road from 40mph to 30mph. The scheme also seeks to address congestion and driver /pedestrian inter-visibility issues occurring within the vicinity of Ecclesfield School, Ecclesfield Road (service road) and the conflicting bus stop locations. A scheme plan is included in Appendix B-4.

**Consultation Results**

Local residents

Approximately 215 households were consulted, receiving a letter, plan and response form with pre-paid envelope. The consultation process generated a total of 105 responses giving a return rate of 49%. The results have been summarised below.

Fully Support	Partly Support	Don't Support	Not Sure
82 78%	16 15%	5 5%	2 2%

Question Five allowed residents the opportunity to expand briefly on their reasons for supporting or not supporting the scheme. A brief synopsis of key comments is shown below.

### Emergency services and SYPTE

The Police, Ambulance Service, South Yorkshire Fire and Rescue and SYPTE were sent scheme proposals on 20<sup>th</sup> October 2010. The Police objected to the proposed speed limit reduction on the grounds that no engineering measures are proposed to manage speeds to 30mph. The Police Traffic Management Officer stated that the removal of the 40mph limit on this section will also result in the loss of the gateway features into Ecclesfield and Chapeltown at either end. Suggesting that the broadly rural nature of this section of road suits a 40mph limit and is in keeping with the advice within DfT circular 01/2006 – “Setting Local Speed Limits”. As such he cannot at this time support this proposal. The Speed Limit Review of A and B class roads in Sheffield, based on the same criteria, also concluded that a 40mph limit was appropriate for the same reasons.

The Ambulance Service, South Yorkshire Fire & Rescue and SYPTE have no objections to the proposals.

### **Objections**

A total of eight objections (including the objection from the Police) have been received. Seven of these object to the proposed speed limit reduction from 40mph to 30mph. This reduction in speed has been viewed by some objectors as either unnecessary or only necessary for a reduced length, this being the section of Chapeltown Road adjacent to the school. Three objections were received in response to the proposed Traffic Regulation Order (TRO). The objections stated that the proposed waiting restrictions (double yellow lines) would displace vehicles parking at school pick-up/drop-off times. These vehicles would not be deterred from the area, instead they would displace onto adjacent residential roads creating a negative impact on residents' parking at the start and finish of the school day.

In light of the Police objection and taking in to account that the proposed signal controlled (puffin) crossing can be implemented safely without a reduction in the speed limit, one way forward would be to place the proposed 30mph speed limit on hold until further investigation can take place early next financial year. The signal controlled (puffin) crossing would be installed on the existing 40mph road, which is not uncommon for this type of crossing.

The zig-zags and waiting restrictions are required to facilitate the flow of vehicles through the signal controlled (puffin), adjacent road junctions/access and the bus stops. The recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle inter-visibility over the extent of the scheme. Although sympathetic to the needs of residents with regard to on-street parking provision, any reduction or omission of them would compromise road safety. It is pertinent to note that most of the area covered by the restrictions is currently covered by “School Keep Clear” zig-zag markings and single yellow lines, so the overall parking dispersal is likely to be low given that it is only an issue at school start and finishing times. It is estimated that 5 parking spaces will be lost due to the need to slightly re-locate the bus stops. None of the parking lost is outside residential properties.



The objections have been considered by Ward Members, acting on behalf of the Northern Community Assembly. Two of the three Ward Members have expressed reservations about keeping the speed limit at 40mph. They feel that, based on the public support in the consultation, the speed limit on this stretch of road should be 30mph. However, they are willing to see the scheme built in two phases as outlined above. The third Ward Member is concerned that Ecclesfield Parish Council were, due to an oversight, accidentally omitted from the original consultation, and does not wish to state a formal view until the Parish Council have had chance to comment on the proposals. It is hoped to receive feedback in time for it to be verbally reported at the meeting.

**Beighton Road/Main Street, Hackenthorpe**

**Scheme Information**

The scheme aims to improve crossing facilities for pedestrians, in the vicinity of the local Post Office, by providing a build out to improve visibility past parked traffic and around a bend. The scheme would improve access to local shops, businesses and bus stops on Beighton Road and Main Street. A scheme plan is included in Appendix B-5.

**Consultation Results**

Local residents

155 residents were included in the consultation receiving a letter, plan and response form with pre-paid envelope. The consultation process generated a total of 51 responses giving a return rate of 33%. The results have been summarised below

Fully Support	Partly Support	Don't Support	Not Sure
35 68%	5 10%	7 14%	4 8%

Emergency Services and SYPTE

The Police, Ambulance Service, South Yorkshire Fire and Rescue and SYPTE were sent scheme proposals on 20<sup>th</sup> October 2010. No objections to the scheme have been received.

**Objections**

A total of one objection has been received, from an employee who works opposite the shops and the Post Office. This is in response to the build-out and associated Prohibition of Waiting at Anytime (double yellow lines) TRO and how this will impact negatively on parking. This equates to the loss of approximately two on-street parking spaces.

The double yellow lines are required to facilitate the flow of vehicles through the uncontrolled crossing point (build-out). The recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle inter-

visibility over the extent of the scheme. It is considered that any reduction or omission of them would compromise safety.

The objections are being considered by Ward Members, acting on behalf of the South East Community Assembly. Two of the Ward Members are happy with the revised proposals as outlined above and wish the scheme to go ahead. A response is still awaited from the third.

**Whitehouse Lane, Walkley**

**Scheme Information**

The scheme consists of a zebra crossing at the location where a School Crossing Patrol currently operates. This is a well used pedestrian route to Walkley Primary School and, whilst not particularly heavily trafficked, visibility when crossing the road is restricted by parked cars and a bend. To further improve visibility whilst also minimising the loss of parking a small build out is also proposed on the side of the road opposite the school. A scheme plan is included in Appendix B-6.

**Consultation Results**

Approximately 140 residents were included in the consultation receiving a letter, plan and response form with pre-paid envelope. The consultation process generated a total of 28 responses giving a return rate of 20%. The results have been summarised below.

Fully Support	Partly Support	Don't Support	Not Sure
22	3	3	0
79%	11%	11%	0%

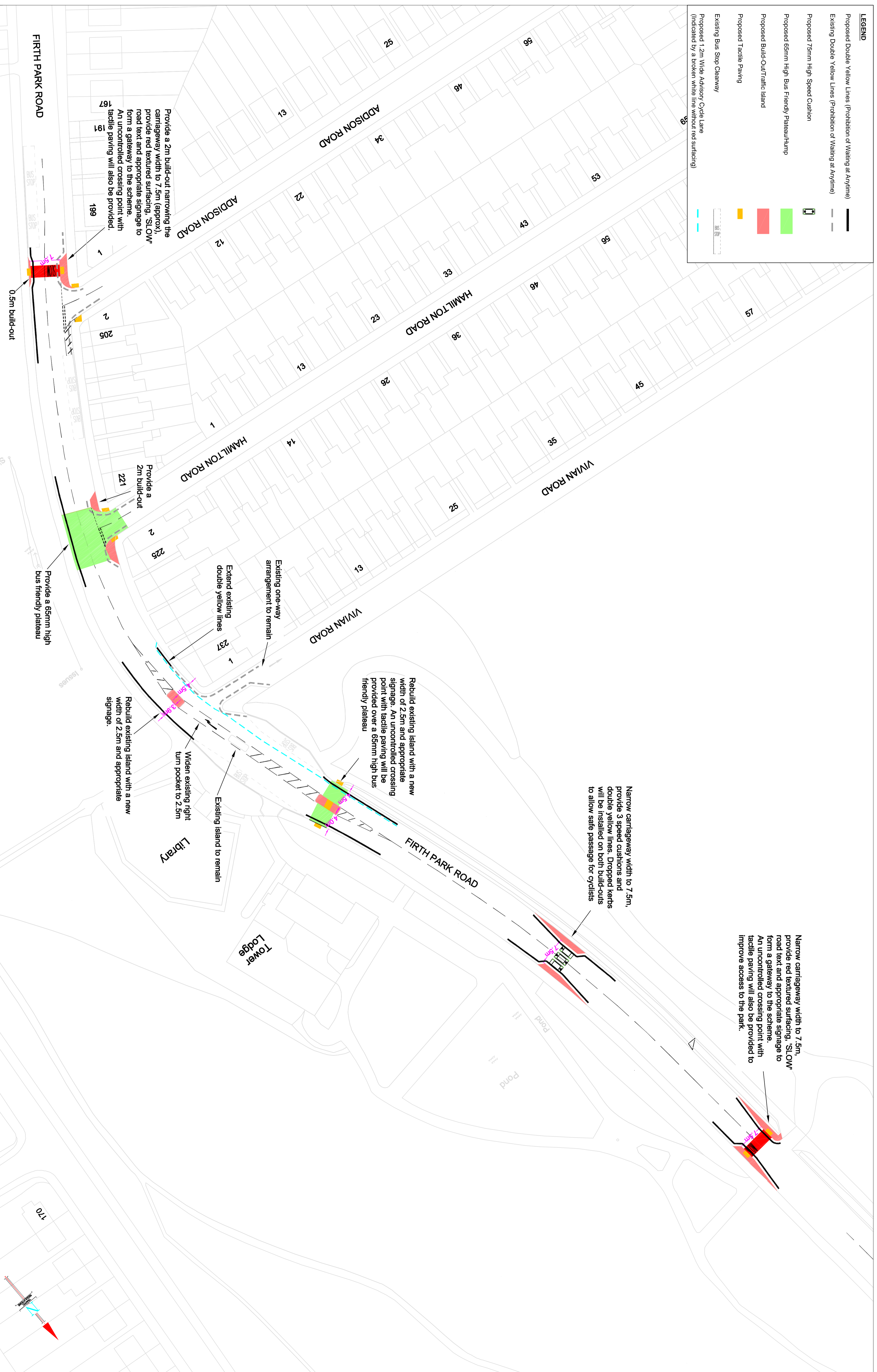
**Emergency Services and SYPTE**

The Police, Ambulance Service, South Yorkshire Fire and Rescue and SYPTE were sent scheme proposals on 20<sup>th</sup> October 2010. No objections to the scheme have been received.

**Objections**

Six objections (including from some who support/partly support) to the loss of parking associated with the zebra crossing and the TRO have been received. The zig-zags and waiting restrictions are required to facilitate the flow of vehicles and to provide adequate visibility. The recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle inter-visibility over the extent of the scheme, and an effort has already been made to keep parking loss to a minimum by the provision of the build out (without it further parking would have to be lost in order to provide adequate visibility on the approaches to the zebra). Although sympathetic to the needs of residents with regard to on-street parking provision, any reduction or omission of them would compromise road safety.

The objections are being considered by Ward Members, acting on behalf of the Central Community Assembly. No responses to date have been received.



**DRAWING NO.**  
TM-BN566-P3

**DEVELOPMENT SERVICES**  
TRANSPORT & HIGHWAYS DIVISION  
TRAFFIC SECTION

SHEFFIELD ST 208  
2-10 CARBROOK HALL ROAD  
SHEFFIELD S1 2BB  
Fax: 0114 2734182  
Email: Traffic.Management@sheffield.gov.uk

Director: I. Sturch M.R.T.P.I.  
Development Services  
A Service Area of Place  
Sheffield City Council

**DRAWN**  
ML  
Nov 2010

**CHECKED**

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**Note:**  
**Scheme Changes:**  
1) existing bus stop on Firth Park Road junction with Addison Road will remain unchanged at its present location. It will not be positioned on a build-out  
2) an advisory cycle lane will be marked on sections of Firth Park Road, to aid cyclists travelling in a northerly (uphill) direction.

Rev	Date	Content

**Client**  
SHEFFIELD CITY COUNCIL  
North East Community Assembly  
Danger Reduction Scheme

**Drawing Title**  
APPENDIX B  
Firth Park Road near Vivian Road

**Drawing No.**  
TM-BN566-P4

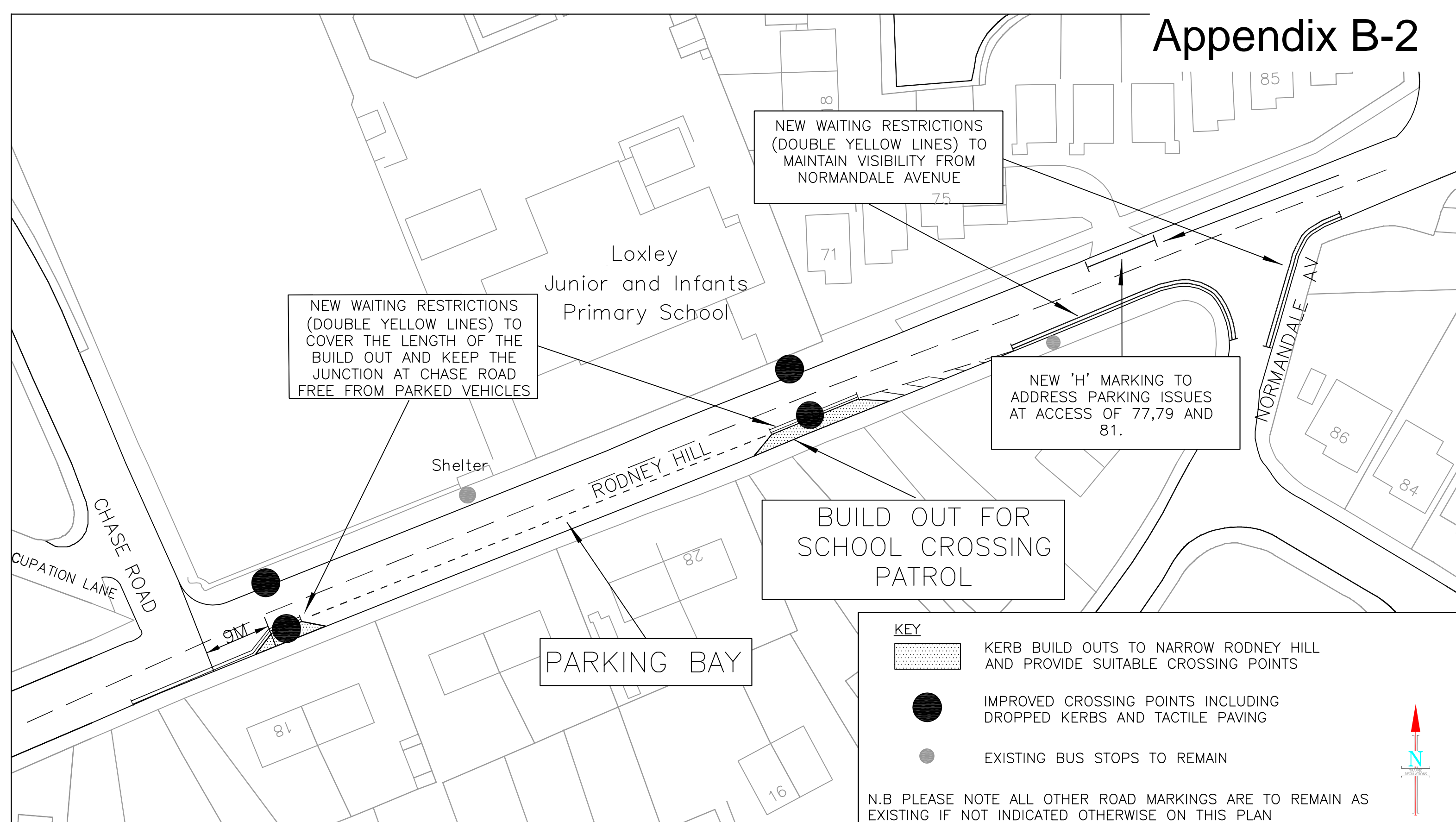
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1:500

**Date**  
November 2010

**Sheet**  
A1

**Sheffield City Council**  
Development  
Environment  
& Culture

**DEVELOPMENT SERVICES**



**DEVELOPMENT SERVICES  
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Development Services

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Client: SHEFFIELD CITY COUNCIL

Scheme: LARGE COMMUNITY ASSEMBLY SCHEME (NORTHERN) – RODNEY HILL, LOXLEY

Drawing Title: REVISED LAYOUT FOLLOWING CONSULTATION

Drawing No. TM-BN878-04-C1a

Scale: 1:500

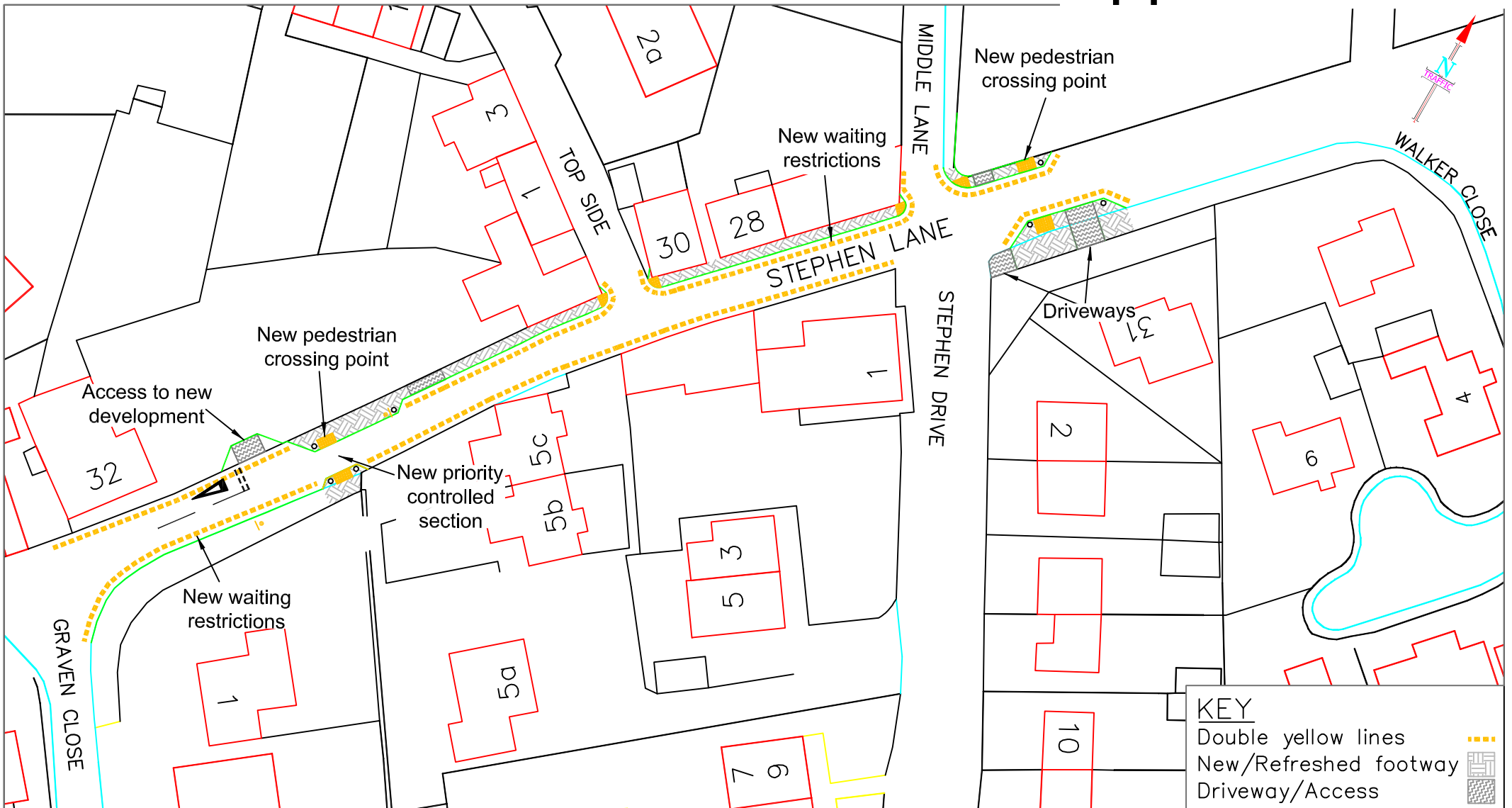
Date: OCT 2010



TRAFFIC MANAGEMENT

DRAWN	CHECKED
ATM	TL

# Appendix B-3



**KEY**

- Double yellow lines
- New/Refreshed footway
- Driveway/Access

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- DRAWN: JH      CHECKED:

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **Stephen Lane Footway**

Drawing Title: **Consultation Plan**

Drawing No. **TM/BN810/C01**

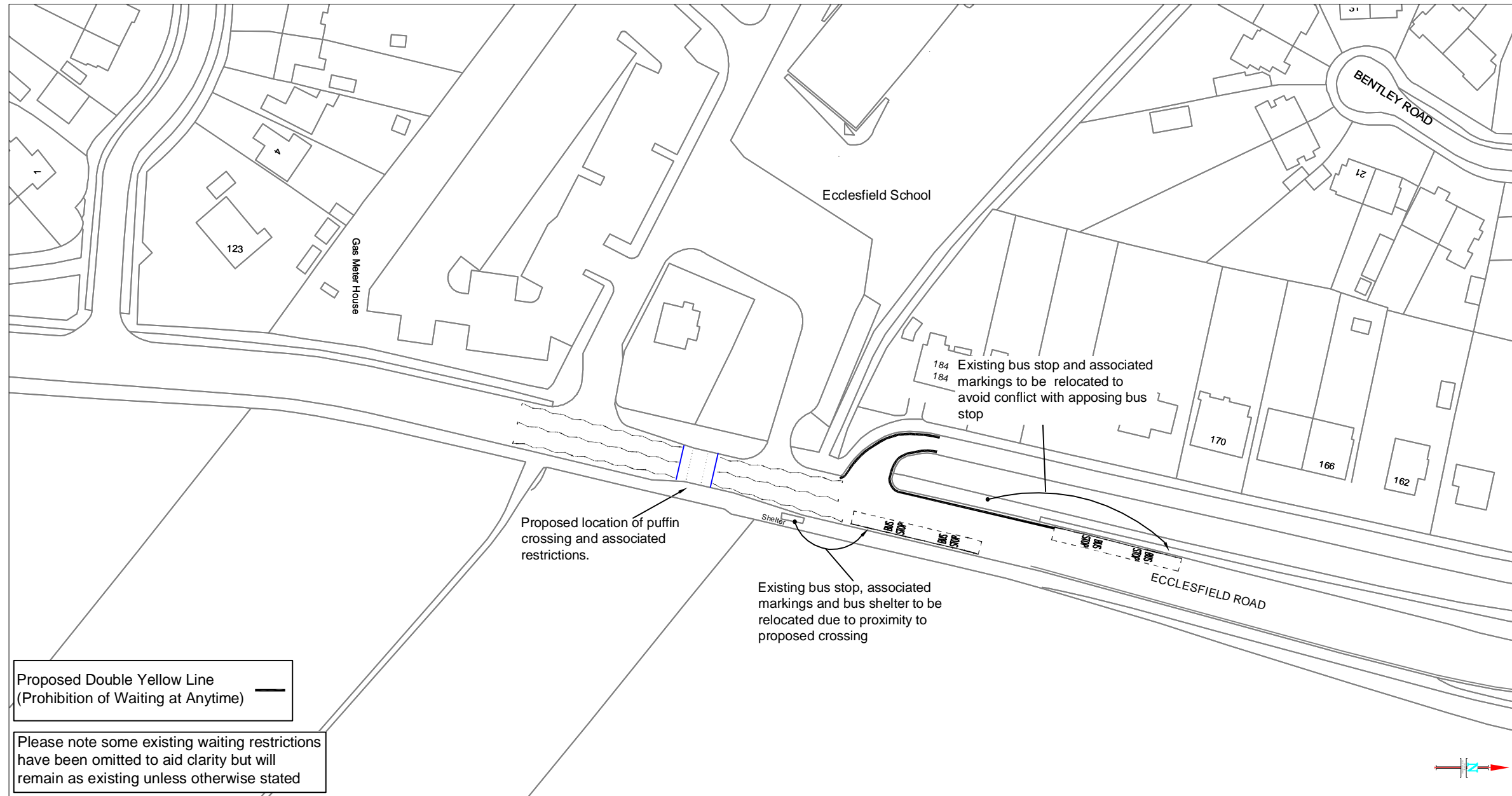
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 Date: **Aug 10**

**TRAFFIC MANAGEMENT**

A Service Area of Place  
 Sheffield City Council

# Appendix B-4



**DEVELOPMENT SERVICES  
TRANSPORT & HIGHWAYS DIVISION  
TRAFFIC SECTION**

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Development Services

A Service Area of Place  
Sheffield City Council

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DRAWN  
**ML**  
Jan 2011

CHECKED

Client  
**SHEFFIELD CITY COUNCIL**

Scheme  
**Northern Community Assembly (Large Scheme)**

Drawing Title  
**Ecclesfield Road Puffin Crossing,  
Ecclesfield School**

Drawing No.  
**TP-BN878-07-P2**

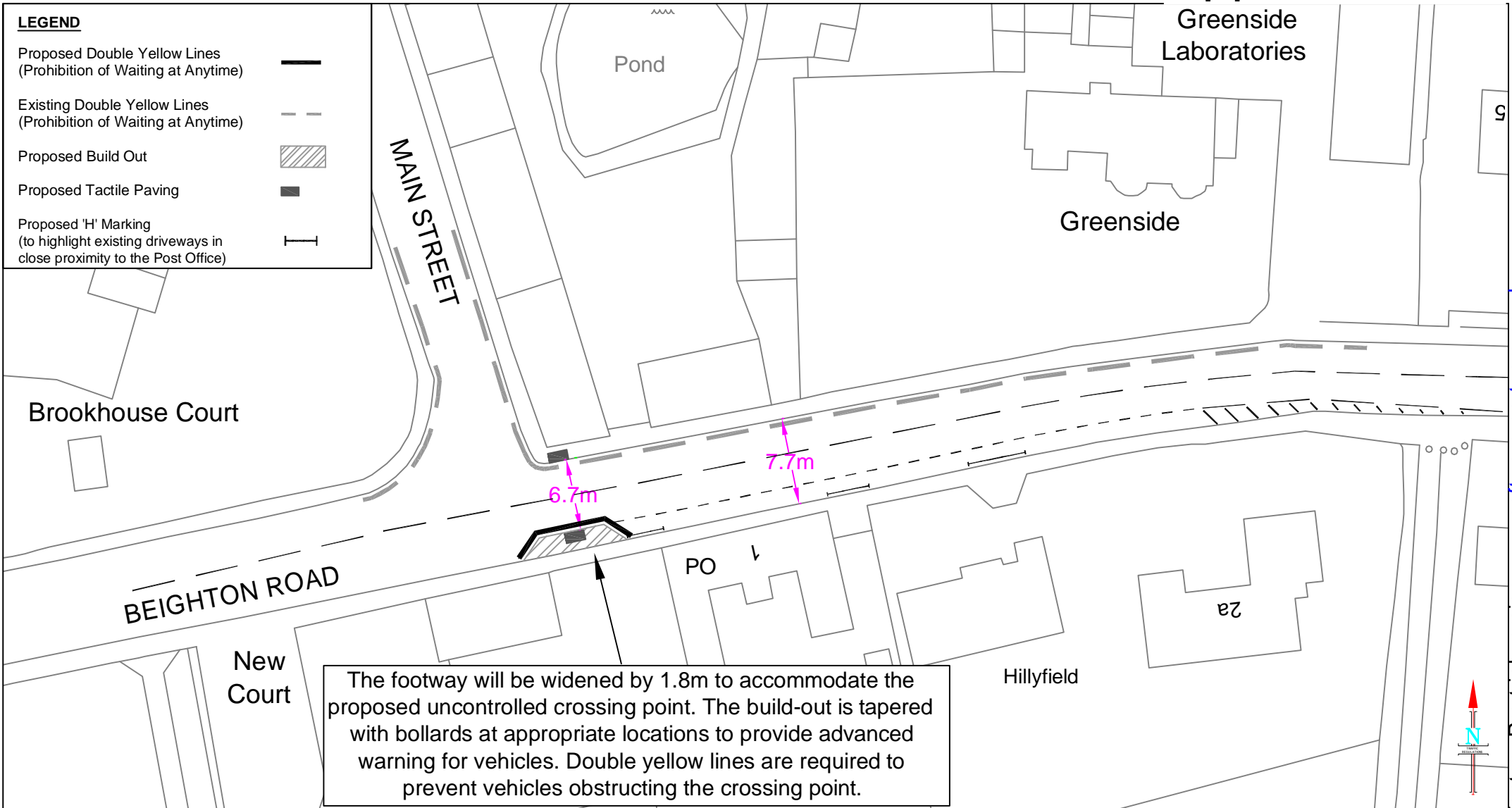
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**A3**

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Date **January 2011**



**TRAFFIC  
MANAGEMENT**



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 Development Services

A Service Area of Place  
 Sheffield City Council

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DRAWN: **M. Longstaff**  
 Jan 2011

CHECKED

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **South East Community Assembly (large scheme)**

Drawing Title: **Beighton Road proposed uncontrolled crossing near Main Street**

Drawing No. **TM-BN874-2-P5**



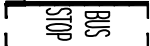


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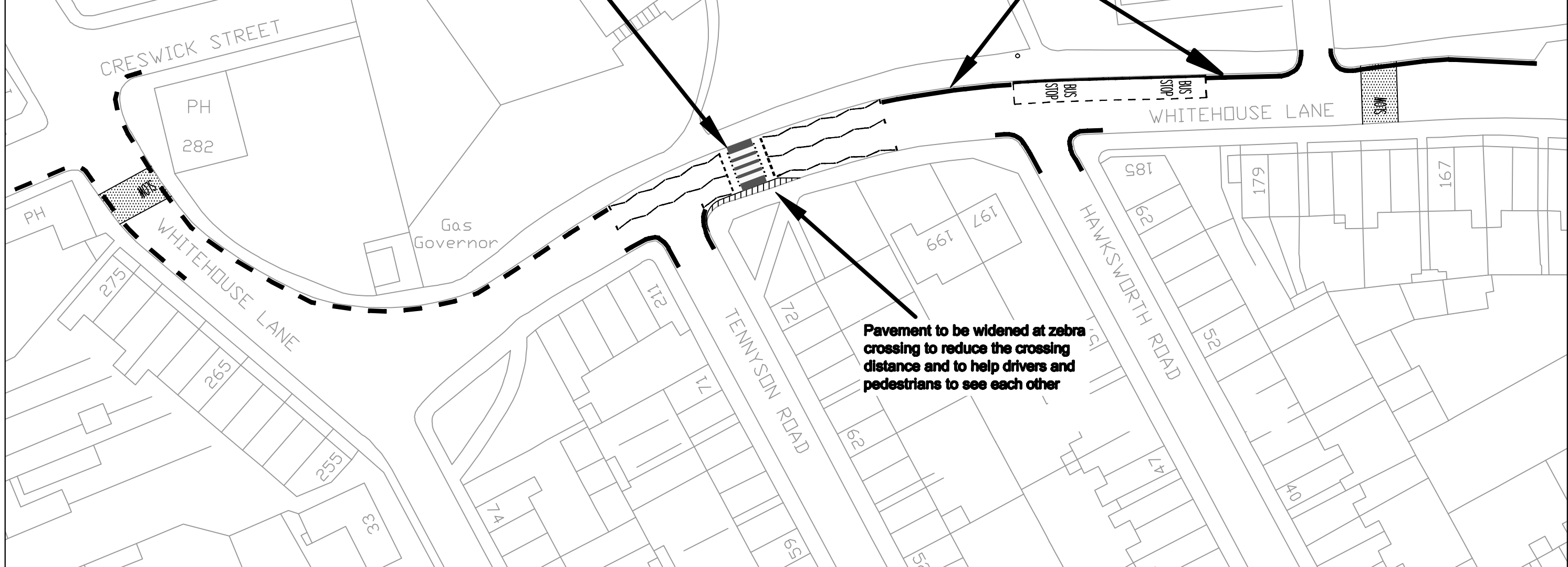
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Date: **Jan 2011**



**KEY**

-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed bus stop clearway
-  Proposed widened pavement
-  Proposed red surfacing and slow marking (and appropriate signing)



**DEVELOPMENT SERVICES**  
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**DRAWN**  
 James Burdett  
 Nov 2010

**CHECKED**

**Client**  
 SHEFFIELD CITY COUNCIL

**Scheme**  
 Central Community Assembly (Large Scheme)


**Drawing Title**  
 Whitehouse Lane near Tennyson Road  
 Proposed Zebra Crossing

**Drawing No.**  
 TM-BN927-C1

**Scale**  
 NOT TO SCALE **A3**

0 Millimetres 50

**Date**  
 Nov 2010



Development Environment & Leisure

**DEVELOPMENT SERVICES**