



SHEFFIELD CITY COUNCIL Cabinet Report

12

Report of: Executive Director, Place

Date: 9 June 2011

Subject: Building Schools for the Future – Stocksbridge School
Results of Public and Traffic Regulation Order consultation

Author of Report: James Burdett - 0114 273 6170

Summary:

This report is to inform Members of representations received following public consultation on proposed highway works in the Stocksbridge area related to the refurbished Stocksbridge School, together with Council officer responses and recommendations about the proposals.

Reasons for Recommendations

The Transport Assessment submitted with the planning application was instrumental in defining the highway-related conditions on the planning consent. The measures which were developed address the relevant planning conditions and have been further consulted upon throughout the immediate area. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents. Additionally, revisions have been made to some of the proposals (where practicable) to address issues and concerns raised by respondents.

Recommendations:

- To remove the proposed one-way on Pot House Lane from the scheme as a result of public consultation
- To approve the amended scheme as shown in Appendix D for detailed design and construction following changes to meet the needs of residents
- To overrule the objections to the Traffic Regulation Orders as discussed within the report and in Appendix C be where appropriate in the interests of

road safety, and the Orders made in accordance with the Road Traffic Regulation Act 1984

- To inform all respondents of the decisions made.

Background Papers:

Category of Report: OPEN/CLOSED

If Closed add - 'Not for publication because it contains exempt information under Paragraph...of Schedule 12A of the Local Government Act 1972 (as amended)'.

* Delete as appropriate

Statutory and Council Policy Checklist

| |
|---|
| Financial Implications |
| YES/NO Cleared by: Final approval awaited |
| Legal Implications |
| YES/NO Cleared by: Julian Ward 12/05/11 |
| Equality of Opportunity Implications |
| YES/NO Cleared by: Ian Oldershaw 12/05/11 |
| Tackling Health Inequalities Implications |
| YES/NO |
| Human rights Implications |
| YES/NO: |
| Environmental and Sustainability implications |
| YES/NO |
| Economic impact |
| YES/NO |
| Community safety implications |
| YES/NO |
| Human resources implications |
| YES/NO |
| Property implications |
| YES/NO |
| Area(s) affected |
| Various roads in Stocksbridge |
| Relevant Cabinet Portfolio Leader |
| Councillor Leigh Bramall |
| Relevant Scrutiny Committee if decision called in |
| |
| Is the item a matter which is reserved for approval by the City Council? |
| YES/NO |
| Press release |
| YES/NO |

BUILDING SCHOOLS FOR THE FUTURE – STOCKSBRIDGE SCHOOL RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of representations received following public consultation on proposed highway works in the Hole House Lane/Shay House Lane area in relation to the redevelopment of Stocksbridge School, together with Council officer responses and recommendations about the proposals.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent for the redevelopment of Stocksbridge School granted on 22 July 2010. Officers have developed measures with a view to satisfying “City of Opportunity” priorities to empower residents by incorporating their aspirations in the design of their streets. The report contributes to “putting the customer first” by responding to the views expressed during three public consultation exercises.
- 2.2 The report will also contribute to the “Protecting and Enhancing the Environment” objective of the Council’s Corporate Plan “A City of Opportunity”, particularly the “Reducing Congestion” priority, with proposals that aim to better manage traffic flows through and around the area.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The main outcome will be addressing the issues outlined in the Transport Assessment which were produced in respect of Stocksbridge School. This will be achieved by the development and implementation of measures conditioned in the planning consent.
- 3.2 The proposed measures are designed to complement the new access and egress arrangements at the school, and to encourage sustainable travel to and from the school by improving road safety.

4.0 REPORT

- 4.1 Planning consent was granted for the redevelopment of Stocksbridge School on 20 July 2010. A general location plan of the school is included as Appendix A. The school is being rebuilt as part of Building Schools for the Future (BSF) which was launched by the Department for Children, Schools and Families in February 2003. The existing school buildings have been retained and extended as necessary to meet the accommodation requirements.
- 4.2 The Transport Assessment (TA) submitted with the planning application identified a number of improvements to the local highway network. In view of all the vehicular and main pedestrian accesses being situated on Shay House Lane, the TA recommended that a variety of measures were desirable to regulate traffic movements and positively influence driver behaviour along the school frontage and its approaches, thus improving road safety.

4.3 Given the recommendations in the TA, the planning approval was granted subject to the implementation of the following measures on the highway:

- Junction of Hole House Lane/Victoria Road/Shay House Lane/Pot House Lane (improvements to provide appropriate pedestrian crossing facilities)
- Pot House Lane – appropriate traffic management measures
- Shay House Lane; Shay House Lane/Spink Hill Lane junction (traffic calming)
- Glebelands Road (investigation of informal pedestrian crossing)
- Public footpath between Stanley Road and Glebelands Road
- Shay House Lane (lay-by including appropriate Traffic Regulation Orders (TRO's))

4.4 Officers therefore developed scheme proposals to address these conditions. The original scheme, which can be found in Appendix B, included the following measures:

- Traffic calming on Hole House Lane, with informal and uncontrolled pedestrian crossing points, to slow vehicle speeds outside the school
- One-way operation of Pot House Lane between Shay House Lane and Whitwell Crescent in a westerly direction, to assist pedestrians trying to cross near the junction with Shay House Lane
- Minor changes to the junction of Hole House Lane/Victoria Road/Shay House Lane/Pot House Lane to help children cross the junction on foot
- A variety of waiting restrictions to prevent indiscriminate parking near the school and improve visibility for pupils trying to cross the road

The conditions to provide an informal pedestrian crossing on Glebelands Road, and to improve the footpath between Stanley Road and Glebelands Road, were not taken forward due to design impracticalities.

4.5 In order to obtain the views of residents and businesses potentially affected by each of the proposals, an explanatory letter, together with a plan showing the proposals and a response form, were delivered to all properties in the vicinity of each proposal, in March 2010. A pre-paid envelope was provided for return of the completed forms. All consultation materials, together with proposed areas of distribution, (set out in Appendix B), were made available to local Councillors prior to the consultation. No adverse comments were received about the consultation area.

4.6 To complement this, street notices were put up, and plans were made available in Stocksbridge Library, and on the Council website. Stocksbridge School, the emergency services, South Yorkshire Passenger Transport Executive, the Northern

Community Assemblies, local Ward councillors, and Bradfield Parish Council were also consulted.

4.7 The TRO consultation (the legal process required to introduce the waiting restrictions and traffic calming), was carried out at the same time as the consultation.

4.8 The consultation process generated a total of 144 responses, a rate of 34%. This is significantly above the usual response rate for consultations of this type and demonstrates a keen interest on the part of the community. Despite being sent both paper and email copies of the consultation documents, no response was received from the school itself however.

4.9 Table 1 below indicates the level of support for the proposed scheme as a whole:

Table 1 – Overall Response

| Fully Support | Partly Support | Don't Support | Not Sure | No Answer |
|---------------|----------------|---------------|----------|-----------|
| 73 51% | 40 28% | 20 14% | 4 3% | 7 5% |

4.10 Broadly, local people are supportive of the proposals. However, a significant numbers of comments were also made by respondents who were generally supportive but had objection to specific elements of the scheme. These are detailed in Appendix C and in the main involve a variety of relatively minor concerns, but the key issues are summarised below.

- The one-way on Pot House Lane
- The extent and times of the proposed waiting restrictions
- Build-out's on Shay House Lane
- Traffic calming features in general

The above issues are discussed in more detail below. A response to those issues raised less frequently can be seen in Appendix C.

Pot House Lane – One way

4.11 The main purpose of the one-way was to assist children trying to cross Pot House Lane at its junction with Hole House Lane – children would only have to look in one direction to see if it was safe to cross. It would also help to reduce vehicle conflicts on a narrow street which is often heavily parked. However this proposal brought about a mixed response from local people, as can be seen in the Table 2 below:

Table 2 – Pot House Lane One-Way – Overall Response

| Strongly Agree | Agree | Disagree | Strongly Disagree | No Answer/No Box Ticked |
|----------------|-----------|-----------|-------------------|-------------------------|
| 37 26% | 41 28% | 18 13% | 30 21% | 18 12% |

- 4.12 The response from residents of Pot House Lane who are directly affected by the proposals were similar, with slightly more people strongly disagreeing with the proposal:

Table 3 –Pot House Lane One-way – Response from affected residents

| Strongly Agree | Agree | Disagree | Strongly Disagree | No Answer/No Box Ticked |
|----------------|----------|----------|-------------------|-------------------------|
| 5 19% | 6 24% | 3 12% | 8 24% | 3 12% |

The Police have also objected to the proposal as their policy is not to support one-way systems in residential areas due to drivers deliberately flouting the restriction. The main reasons for the higher level of objection to the one-way were that access to the lower part of Stocksbridge would be difficult in snowy weather and that the one-way would send more traffic down Whitwell Crescent and Rundle Road, near to the children’s playground.

- 4.13 It is acknowledged that drivers prefer not to use Whitwell Crescent in snowy weather, preferring to travel along Pot House Lane before turning down the shallower gradient of Hole House Lane. There is little alternative to this route – residents could divert via Linden Crescent and Hole House Lane, but this would involve negotiating the steep section of Hole House Lane and would not address residents’ objections. It should be noted that both Whitwell Crescent and Hole House Lane are already ‘secondary’ gritting routes, and as they are not key arterial routes they are unlikely to be given greater priority than at present.
- 4.14 With regard to the suggestion that the one-way would send more traffic nearer to the playground, this is likely to be of limited impact. It is considered that drivers no longer able to go eastbound along Pot House Lane would likely divert via Linden Crescent and Shay House Lane, rather than down Whitwell Crescent. It would not necessarily encourage more vehicles in a westbound direction, and as such these movements are likely to remain the same.
- 4.15 In view of the response from local people, it is suggested that the one-way proposal, together with the proposed build-out at the junction of Pot House Lane/Whitwell Crescent, be dropped from the scheme. Although a significant number of local people see some benefit, drivers will undoubtedly be affected in snowy weather and there is little that can be done to address this problem.
- 4.16 It is suggested that the proposed waiting restrictions, together with new slow markings and appropriate signing, be implemented on the approaches to the junction of Pot House Lane/Victoria Road/Hole House Lane, to help slow vehicles and improve pedestrian safety. See Appendix D for details of the final proposed scheme. Ideally, a more substantial proposal would be developed for this junction, but unfortunately this is not a requirement of the planning conditions.

The proposed one-way was identified in the TA as a method of improving pedestrian safety at the junction with Hole House Lane. However, in view of the significant impact on local people, it is suggested that new slow markings and appropriate signing, together with the proposed waiting restrictions, should instead

be implemented on the approaches to the junction of Pot House Lane/Victoria Road/Hole House Lane to help slow vehicles and improve pedestrian safety. See Appendix D for details of the final proposed scheme. Ideally, a more substantial proposal would be developed for this junction, but unfortunately this is not a requirement of the planning conditions.

Proposed Waiting Restrictions

4.17 A number of residents commented on the extent of the proposed waiting restrictions in a variety of the locations. Generally, the waiting restrictions are proposed to either provide safer crossing points for children, or to provide better visibility at junctions. When asked for their views on whether or not the waiting restrictions were important, local people responded as follows:

Table 4 – Waiting restrictions – Overall Response

| Strongly Agree | Agree | Disagree | Strongly Disagree | No Answer/No Box Ticked |
|----------------|-----------|----------|-------------------|-------------------------|
| 62 43% | 48 34% | 6 4% | 17 12% | 10 7% |

4.18 Officers have reconsidered the extent of the waiting restrictions and have made a number of alterations to try and ease the situation, whilst maintaining visibility for both pedestrians and drivers. These changes are identified on the final scheme plan shown in Appendix D and are summarised below:

- Outside 10 Shay House Lane – double yellow line (DYL) removed from across driveway
- Outside 2 & 4 Linden Crescent – DYL’s removed from across driveways
- Outside 36 Shay House Lane – see paragraph 4.24 for details
- Outside 10, 24, 30, 82 Shay House Lane – DYL reduced to single yellow lines, preventing parking between the hours of 8-9.30am and 2.30-4.30pm Monday to Friday only. This provides safer places for children to cross at school times but allows for residents to park overnight and at weekends, and is considered to be an acceptable compromise between the needs of all users.
- It should be noted that the ‘at any time’ waiting restrictions on the eastern (school) side of Shay House Lane are retained, in order to prevent double parking.

Build-Out’s

4.19 A number of people have made comments about the various proposed build-out’s, suggesting that they will cause additional congestion. It is felt that there may be some confusion about the purpose of these. The proposed build out’s will not prevent two way traffic, and they are only intended to provide pedestrians with better visibility around parked cars and a narrower road to cross.

- 4.20 The build-out on the corner of Linden Crescent and Shay House Lane is retained; this provides a shorter crossing distance for pedestrians across Linden Crescent but, together with the double yellow lines, all traffic movements are still possible. However the build-out outside 24 Shay House Lane has been removed as a consequence of the amended waiting restrictions discussed in paragraph 4.18.
- 4.21 With reference to the proposed build-out's at the junction of Hole House Lane/Pot House Lane, these were only possible in conjunction with the one-way system on Pot House Lane which officers are recommending not pursuing.

Traffic Calming

- 4.22 Generally, local people appear to be supportive of the proposed physical traffic calming features, with many comments received welcoming the measures. However, there have also been a number of other comments suggesting that the traffic calming is not required or will not have a positive impact.
- 4.23 According to Department for Transport advice, it has been shown that on average each 1mph reduction in vehicle speeds results in an average accident reduction of 5%. The traffic calming features, which were recommended in the TA submitted with the planning application, have been carefully positioned to maximise this reduction in speed and it is therefore hoped that the accident rate on Shay House Lane will drop as a result. The TA indicated that there were 3 accidents on Shay House Lane for the 5 year period ending 31/10/2010.
- 4.24 Additionally, several respondents have asked if the speed cushions outside 36 Shay House Lane, and the accompanying double yellow lines on the western side, could be replaced with a bus friendly hump. SYPTE and the bus operators have indicated they are happy with this suggestion and therefore the scheme has been amended accordingly. This also retains parking for residents and is considered to be a positive change to the scheme

Other Issues

- 4.25 Many respondents have suggested that consideration also be given to the introduction of traffic calming/management measures in the vicinity of the Infants and Junior schools, in addition to those proposed outside the High School. Unfortunately there is no scope to extend this scheme as funding is limited to the improvements identified in the TA, but it is suggested that a summary of the additional requests be submitted to the Northern Community Assembly who may wish to take these suggestions forward.

Relevant Implications

- 4.26 A report outlining the overall principle of the re-investment of capital receipts to allow for contingencies in respect of BSF schemes of this nature was approved by Cabinet on 22nd February 2006. The current estimate for the works at Stocksbridge School is £110,000. This figure does not incorporate the cost relocating any equipment owned by statutory undertakers which will be established at the detailed design stage.
- 4.27 It is considered that all classes of road user will benefit from the proposed measures. An Equalities Impact Assessment has been undertaken and this indicates that the proposals adhere to stated Council policies as they apply to these

types of works in the highway. The disabled, elderly and young children (and their carers) have different needs from a project of this type due to issues of accessibility, usability and road safety. However, these differing needs have been (and will continue to be) fully accounted for as part of the consultation and design of the measures. Therefore the project should be of universal positive benefit to all, regardless of age, gender, ethnicity, sexuality, religion, disability etc. No negative impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The Transport Assessments identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the Stocksbridge School development.
- 5.2 As discussed within this report, the mitigation measures have been revised in response to comments received during the public consultations, in effect resulting in a revised scheme.

6.0 REASONS FOR RECOMMENDATIONS

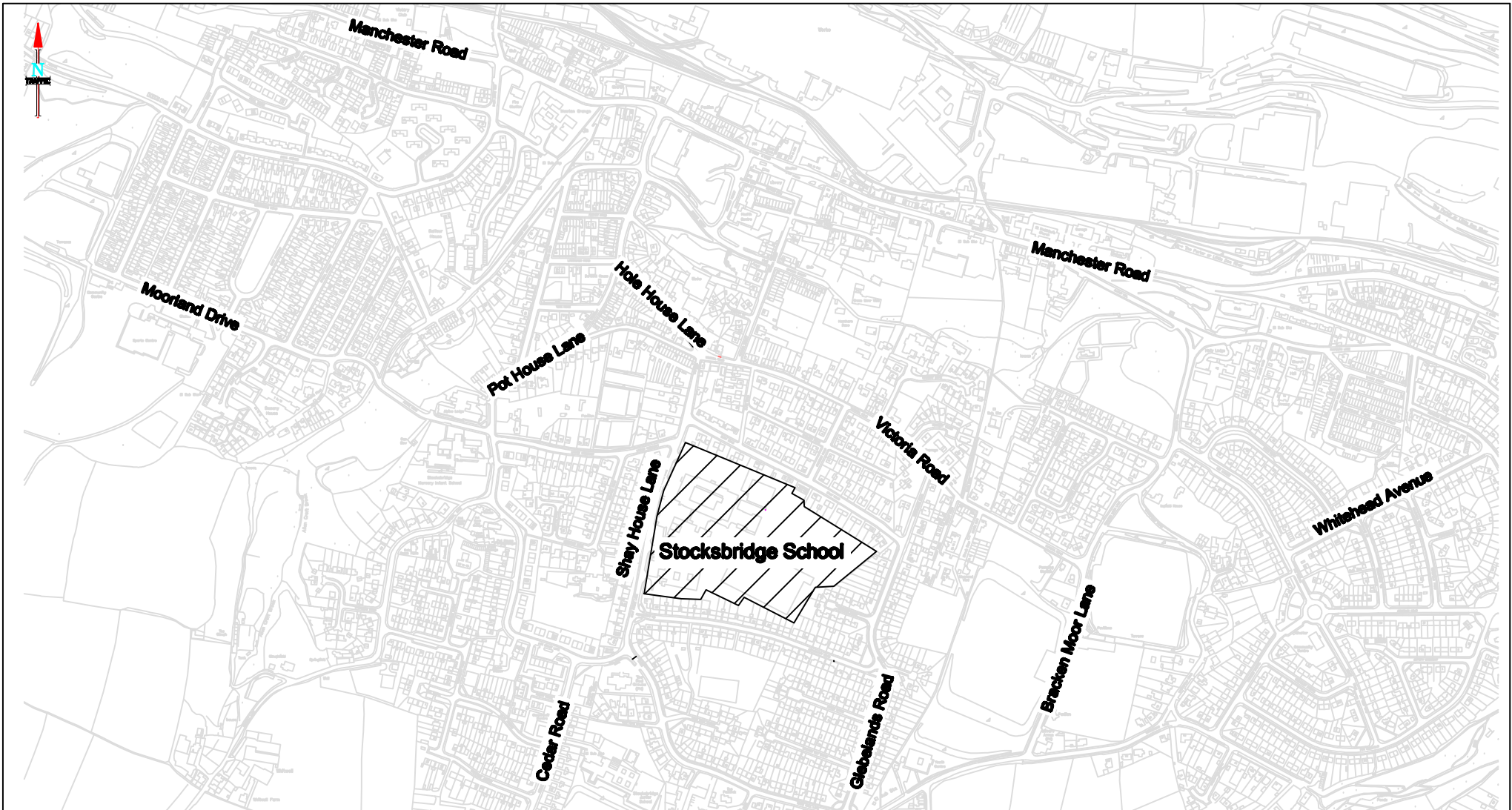
- 6.1 The Transport Assessment submitted with the planning application was instrumental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area on several occasions, with significant changes made to address the concerns of local people, where possible. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents.

7.1 RECOMMENDATIONS

- 7.2 To remove the proposed one-way on Pot House Lane from the scheme as a result of public consultation
- 7.3 To approve the amended scheme as shown in Appendix D for detailed design and construction following changes to meet the needs of residents
- 7.4 To overrule the objections to the Traffic Regulation Orders as discussed within the report and in Appendix C be where appropriate in the interests of road safety, and the Orders made in accordance with the Road Traffic Regulation Act 1984
- 7.5 To inform all respondents of the decisions made.

Simon Green
Executive Director, Place

9 June 2011




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Development Services

A Service Area of Place
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| Client | SHEFFIELD CITY COUNCIL |
| Scheme | Building Schools For The Future |
| Drawing Title | Stocksbridge School Appendix A - Location Plan |

| | |
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| Drawing No. | TM/ED02839/P5 |
| Scale | NOT TO SCALE A4 |
| 0 Millimetres 30 |  |
| Date | May 2011 |



APPENDIX B

Development Services

Director: L Sturch, MRTPI
Traffic Section: 2-10 Carbrook Hall Road, Sheffield, S9 2DB
E-mail: james.burdett@sheffield.gov.uk Fax: (0114) 273 6182



Officer: Mr J Burdett
Ref: TM/ED02839/ATM/01

Tel: (0114) 273 6170
Date: 18 March 2011

The Occupier

Dear Sir/Madam

Building Schools For The Future – Stocksbridge School Hole House Lane / Shay House Lane Area

You will no doubt be aware that construction work is well underway on the refurbishment of Stocksbridge School. The planning consent for the new school is subject to a number of conditions, some of which relate to works in the highway. The measures are proposed to address the increase in traffic anticipated to be generated by the development and improve road safety, especially for pupils, in the vicinity of the school.

The proposals are specifically aimed at helping school children safely make their way to and from school, while at the same time reducing vehicle speeds on Shay House Lane and Hole House Lane. The proposed scheme can be seen on the attached plans TM-ED02839-C1.

Proposals include:

- Traffic Calming on Shay House Lane between Pot House Lane and Linden Crescent
- Improved signing and 'Slow' markings on red surfacing on approach to the school frontage.
- Kerb build-outs to narrow the crossing distance for pedestrians and reduce speeds on Hole House Lane at the junction with Shay House Lane.
- Changes to road markings and parking restrictions to maintain visibility for pedestrians and control parking associated with the new school.
- A 'one way' system on the section of Pot House Lane between Hole House Lane and Whitwell Crescent to assist traffic flows and make it easier for school children to cross

Please spend a minute or two to fill in the attached questionnaire to let us know what you think about the proposed scheme. Please send your completed questionnaire back to us in the attached prepaid envelope by **15 April 2011**.

The parking and traffic calming changes can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. You can indicate your support / objection to the various elements of the scheme by using the boxes provided on the questionnaire.

What happens next?

The results of the consultation on this scheme will be reported to a future meeting of the Council's Cabinet Highways Committee, who will make a decision on how to proceed. At the time of writing this is expected to be on 9 June 2011, in the Town Hall, Sheffield. You are welcome to attend the meeting, but it is suggested that you refer to the Council's website (www.sheffield.gov.uk), or contact the Traffic Management office on the number below, in early June to confirm that the report will be considered at that Committee meeting.

If you require any further information on the proposals please contact the traffic management office on 0114 2736177 / 0114 2736170 or e-mail traffic.management@sheffield.gov.uk

Yours faithfully



James Burdett
Engineer, Traffic Management
Transport & Highways Division

**Building Schools for the Future
Stocksbridge School - Associated Highway Works
Shay House Lane / Hole House Lane Area**

We are seeking your views on the proposals shown on the attached plans. Please complete and return this questionnaire by 15 April 2011.

How far do you agree or disagree with the following statements about the proposals.....

| | | | | | | |
|-----|--|--|-----------------------------------|--------------------------------------|---|--------------------------------------|
| Q1. | "The traffic calming on Shay House Lane will reduce vehicle speeds outside the school and have a positive impact on road safety" | Strongly agree <input type="checkbox"/> | Agree <input type="checkbox"/> | Disagree <input type="checkbox"/> | Strongly disagree <input type="checkbox"/> | Not sure <input type="checkbox"/> |
| Q2. | "The proposed one way system on Pot House Lane between Hole House Lane and Whitfield Crescent will improve traffic flow " | Strongly agree <input type="checkbox"/> | Agree <input type="checkbox"/> | Disagree <input type="checkbox"/> | Strongly disagree <input type="checkbox"/> | Not sure <input type="checkbox"/> |
| Q3. | "The proposed build-outs will widen footways and assist pedestrians (especially children on their way to and from school)" | Strongly agree <input type="checkbox"/> | Agree <input type="checkbox"/> | Disagree <input type="checkbox"/> | Strongly disagree <input type="checkbox"/> | Not sure <input type="checkbox"/> |
| Q4. | "The proposed additional waiting restrictions (double yellow lines) are important to keep junctions free from vehicles and improve visibility for pedestrians" | Strongly agree <input type="checkbox"/> | Agree <input type="checkbox"/> | Disagree <input type="checkbox"/> | Strongly disagree <input type="checkbox"/> | Not sure <input type="checkbox"/> |

Thinking about the proposals overall...

| | | | | | |
|-----|--|---|--|---|--------------------------------------|
| Q5. | To what extent do you support the proposals for Stocksbridge School? | Fully support <input type="checkbox"/> | Partly support <input type="checkbox"/> | Don't support <input type="checkbox"/> | Not Sure <input type="checkbox"/> |
|-----|--|---|--|---|--------------------------------------|

Q6. Please briefly explain your reasons for supporting or not supporting the proposals

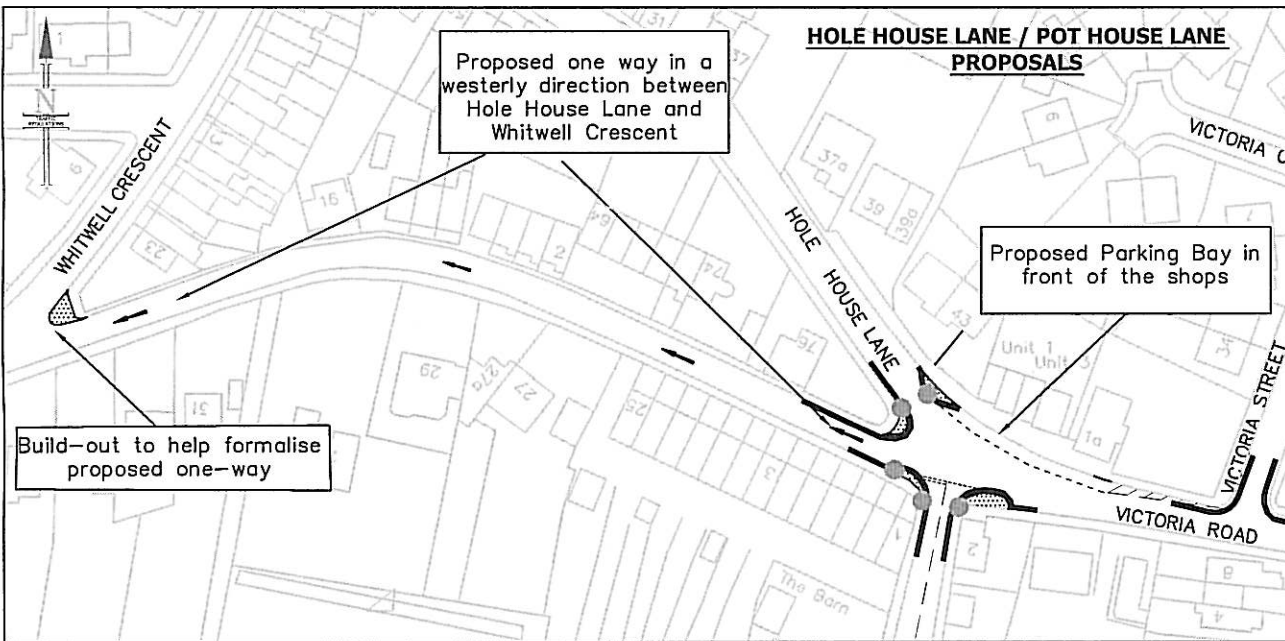
PLEASE TURN OVER

Q7. Your details

Please write your name and address below:

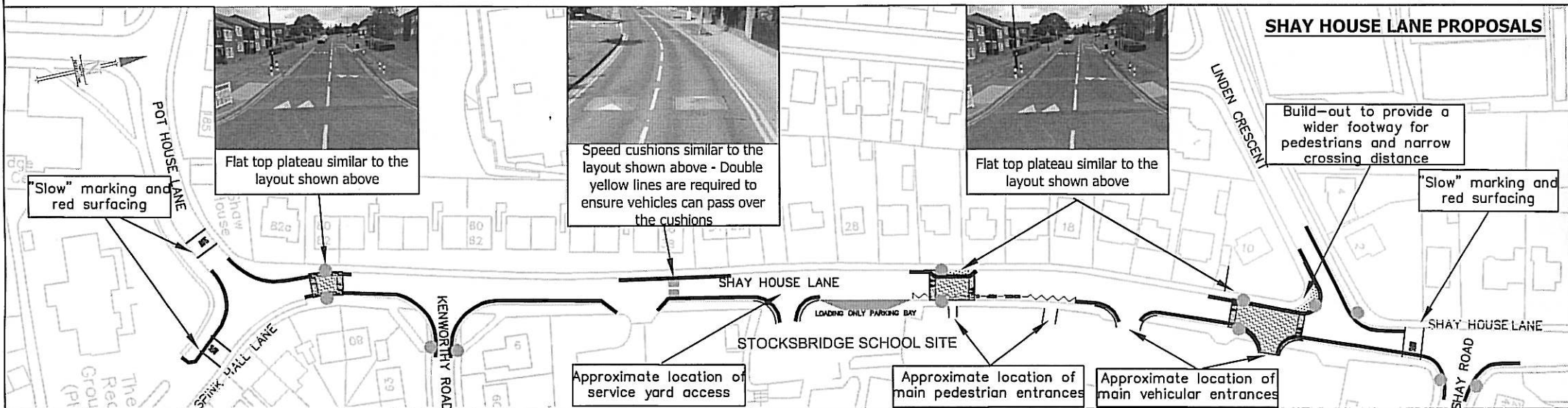
If you wish to be kept informed of the date of the Cabinet Highways Committee, and of any decisions made, please tick the following box and make sure you have provided your name and address above:

Thank you!



KEY

- Proposed 65mm high 'bus friendly' road hump / plateau
- Proposed 65mm high speed cushions
- Proposed double yellow lines
- Proposed slow marking with red surfacing
- Proposed pavement build-out
- School Keep Clear markings as shown (No parking / waiting at any time)
- Proposed improved crossing points with lowered kerbs and tactile paving similar to the layout shown



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Client: SHEFFIELD CITY COUNCIL

Scheme: BSF - STOCKSBRIDGE SCHOOL

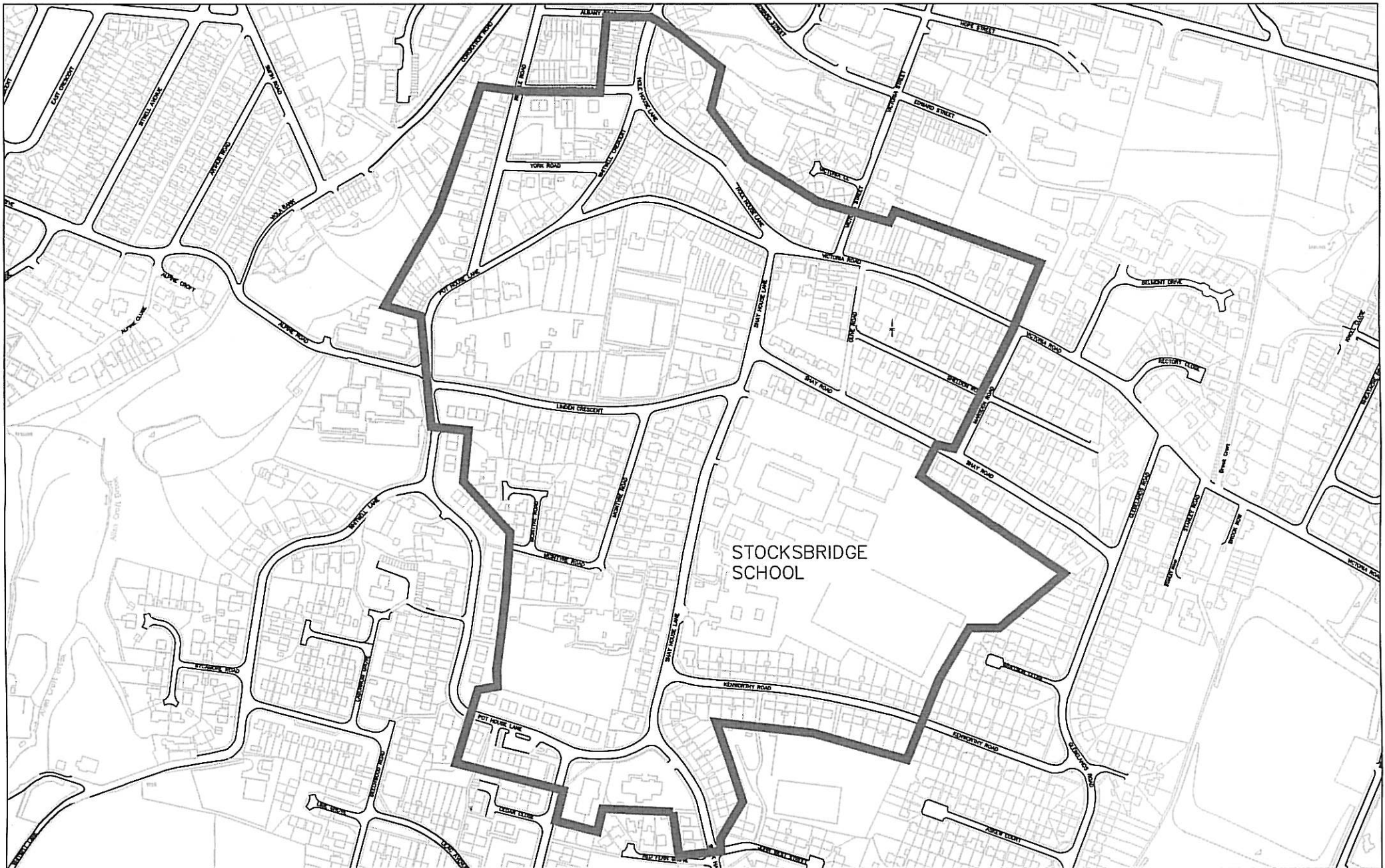
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Scale: 1:1000

Date: MAR 11

Sheffield
City Council
Development Environment & Leisure
DEVELOPMENT SERVICES



STOCKSBRIDGE SCHOOL

**DEVELOPMENT SERVICES
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Head of Development Services

A Service Area of the Directorate of Development, Environment & Leisure
Sheffield City Council

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Signed

Client

Scheme

Drawing Title

SHEFFIELD CITY COUNCIL

BSF - STOCKSBRIDGE SCHOOL

BSF - STOCKSBRIDGE SCHOOL
-CONSULTATION DELIVERY AREA

Drawing No.

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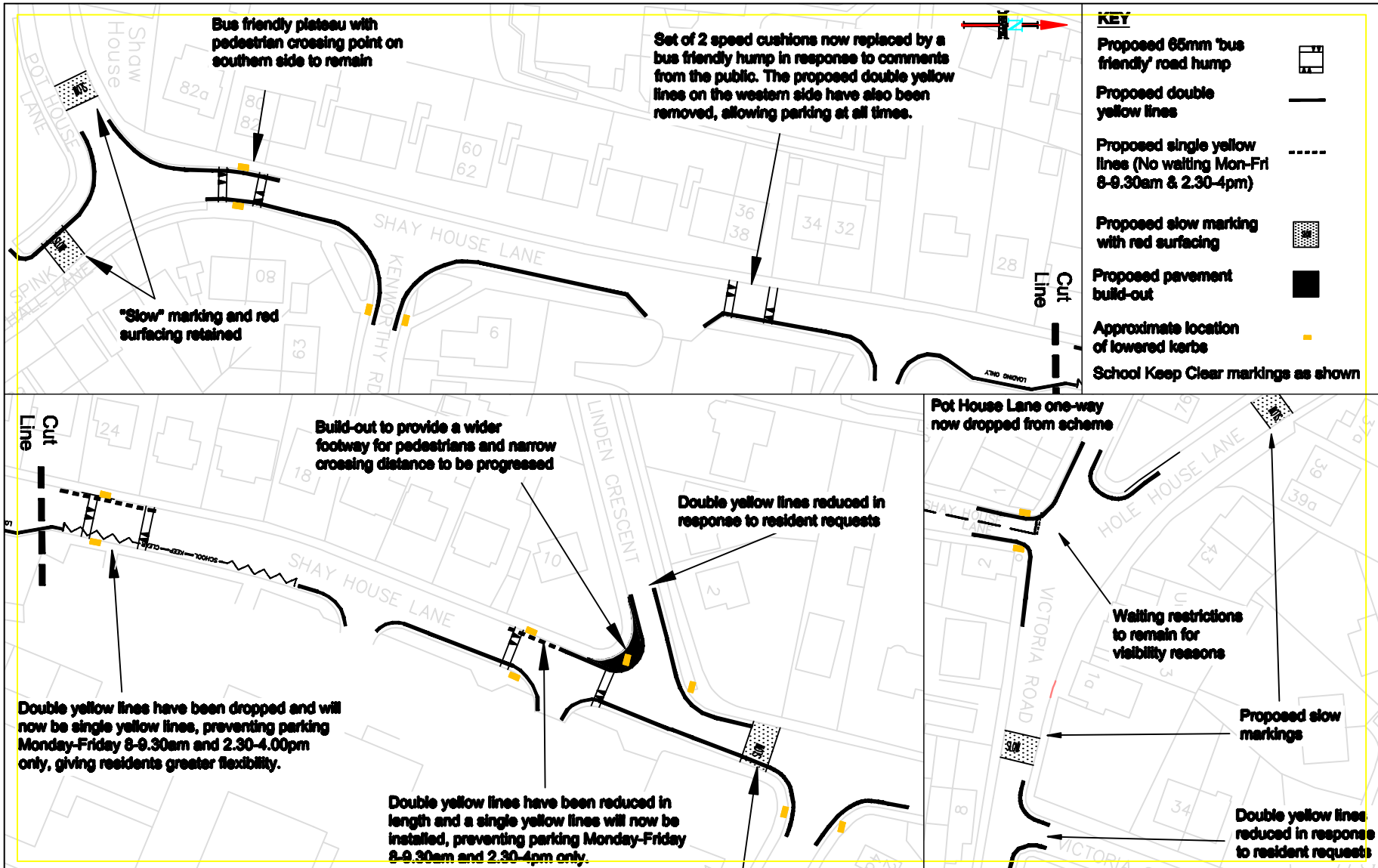
APPENDIX C – OTHER COMMENTS RECEIVED DURING CONSULTATION

Nb. Only comments that are still relevant in view of the revised scheme are included.

| | SUMMARY OF COMMENT | OFFICER RESPONSE |
|---|---|---|
| 1 | A bus bay is required opposite Kenworthy Road; the bus stop sign has blown off; The bus stops are not shown and will be subjected to parking as a result of displaced parking – bus stop clearways should be provided | The planning conditions did not include for improvements to bus stop infrastructure and therefore are outside the scope of this scheme. This issue will be submitted to South Yorkshire Passenger Transport Executive (who are responsible for bus stops) for comment/action. |
| 2 | There needs to be provision for school buses within the scheme | It is understood that the school buses will now drop off and pick up children from within the new school car park |
| 3 | Parking restrictions need to be enforced to be effective | The new waiting restrictions can be enforced by the Council's Civil Enforcement Officers. Parking Services will be informed of the new restrictions and asked to carry out appropriate enforcement. |
| 4 | Does this mean a rise in Council Tax? | The scheme is funded through the Building Schools for the Future project, and is unrelated to Council Tax. |
| 5 | Longer waiting restrictions are required at the junction of Linden Crescent/Shay House Lane | A number of comments were received from local people concerned about the impact of the yellow lines on parking. Officers have agreed to reduce the lines in length but consider that those that remain provide adequate protection at the junction |
| 6 | Additional traffic calming is needed on Linden Crescent/Victoria Road/Alpine Road/Pot House Lane | The planning conditions did not include for improvements to other roads in the area and therefore are outside the scope of this scheme. However, these requests will be submitted to the Northern Community Assembly for consideration |
| 7 | It is disappointing that the proposals don't extend to a wider area, near to the infants/junior schools were similar problems exist | |
| 8 | How will the plans affect the drop off/pick up by parents in cars? | Drivers will still be permitted to drop-off and pick-up on the yellow line (school keep clear markings excepted) but they will not be permitted to wait |
| 9 | Can the double yellow lines be confined to school days only? | Where appropriate, this suggestion has been taken forward. See Appendix D |

| | | |
|----|---|--|
| 10 | The speed cushions on Shay House Lane will cause damage to my vehicle – can a road hump be used instead? | As stated in 4.24 of the main report, this set of speed cushions has now been replaced by a bus friendly road hump. |
| 11 | What about parking for residents only? Ban the school drop off within 400m of the school/the full length of the school frontage should be a no parking zone between 8am and 9am. This would force the school to provide off-street parking. | A residents parking scheme would not prevent drivers from dropping off and picking up children. The entire east side of Shay House Lane will be subject to waiting restrictions preventing parking at school times. Implementing such restrictions on the western side is unlikely to be supported by residents, many of whom have indicated the advertised restrictions were excessive. |
| 12 | A 20mph limit should be installed in front of the school | It is hoped that the traffic calming will reduce speeds to an appropriate limit, however the Northern Community Assembly could consider such a restriction in the future. A 20mph zone was not a planning condition, but the proposed traffic calming would meet the criteria for a 20mph zone. |
| 13 | Could the road humps cause problems in icy weather? | The vertical traffic calming features are all 65mm bus friendly humps and should not cause undue problems in icy weather. |
| 14 | Could the pavement be widened between 62 Hole House Lane and Pot House Lane? | The planning conditions did not include for other improvements such as this and is therefore outside the scope of this scheme. However, this request will be submitted to the Northern Community Assembly for consideration |
| 15 | What about compensation for the loss of house value? | If a resident feels that a highway scheme has affected their property values, there are mechanisms in certain, limited circumstances to address compensation issues. (Land Compensation Act Part 1 1973) |
| 16 | The traffic calming features will cause increased discomfort for road users | The vertical traffic calming features are all 65mm bus friendly humps and if negotiated at an appropriate speed give minimal discomfort. |
| 17 | The tactile paving shown does not meet with best practice | The consultation drawing gives an indicative location of tactile paving. All such measures will be designed to current standards and implemented correctly. |
| 18 | The loading bay on Shay House Lane takes up pavement space and it is not clear whether space is | A footway is retained to the rear of the loading bay. |

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| | taken from pedestrians | |
| 19 | The plateau next to the school access means vehicles coming down the hill will be dismounting the plateau as they approach the junction | This issue is not considered to be a problem. It is hoped that vehicle speeds will be reduced as a result of the traffic calming features and drivers should be expected to be able to control their vehicles. |
| 20 | There appear to be no measures beyond the Red Grouse junction. Are children living to the south of the school less important? | The Transport Assessment submitted with the planning application did not raise any particular highway issues in this area. |
| 21 | There will be displacement of parking and waiting vehicles from around the school and traffic calming features | The waiting restrictions are confined to necessary locations (ie at junctions) and in some instances have been reduced to meet with the wishes of local people. |
| 22 | Numerous parts of information were not included on the consultation plan – ie gradients of access/egress ramps | The Council consults on the principles of a scheme only and does not generally state such detailed information within consultation materials |



KEY

- Proposed 65mm 'bus friendly' road hump
- Proposed double yellow lines
- Proposed single yellow lines (No waiting Mon-Fri 8-9.30am & 2.30-4pm)
- Proposed slow marking with red surfacing
- Proposed pavement build-out
- Approximate location of lowered kerbs
- School Keep Clear markings as shown

TM / ED02839 / P4
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DESIGN: James Burdick
 May 2011

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SHEFFIELD CITY COUNCIL

Building Schools For The Future

Drawing Title: **Stockbridge High School Appendix D - Revised Highway Scheme**

Drawing No: **TM / ED02839 / P4**

Scale: **1 / 1000**

A2

DATE: **May 2011**

TRAFFIC MANAGEMENT