



SHEFFIELD CITY COUNCIL Cabinet Report

10

Report of: Executive Director, Place

Date: 13 OCTOBER 2011

Subject: BUILDING SCHOOLS FOR THE FUTURE – CITY SCHOOL
OUTCOME OF PUBLIC CONSULTATIONS

Author of Report: Matthew Longstaff - 0114 273 6170

Summary:

This report is to inform Members of comments received following public consultation on proposed highway works on Stradbroke Road, Normanton Spring Road and Coisley Hill relating to the redevelopment of City School. The report includes a response to the comments received, provides details of additional consultations undertaken and recommends that an amended scheme be approved.

Reasons for Recommendations

Officers have given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns.

Recommendations:

- Note the additional consultations undertaken with local people
- Overrule the objections to the Traffic Regulation Orders as discussed in Appendix C in the interests of road safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
- Uphold objection as discussed in Appendix C and delete the double yellow lines as advertised on the northwest kerbline (property side).
- Approve and construct the scheme designs as shown in Appendix E

- Inform all respondents who wished to be kept informed of the decisions made

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Final approval awaited
Legal Implications
YES/NO Cleared by:
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw
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 Richmond/Normanton Spring area
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 – CITY SCHOOL OUTCOME OF PUBLIC CONSULTATIONS

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following public consultation on proposed highway works on Stradbroke Road, Normanton Spring Road and Coisley Hill relating to the redevelopment of City School. The report includes details of an additional consultation exercise undertaken in August 2011, provides a response to the comments received, and recommends that an amended scheme be approved.

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 City School granted on 6th 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 a public consultation exercise.
- 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 Statement which was produced in association with the planning application for the City School development.
- 3.2 The measures are aimed at addressing highway issues in the vicinity of the school. Pupil and staff numbers are not expected to increase following the improvements to the school and it is anticipated that once construction works are complete, the traffic situation will remain as existing. It is therefore considered that the proposals will address current parking issues and help to minimise any delays for public transport and general traffic.
- 3.3 The proposals are also aimed at improving road safety for students walking to City School with a view to further encouraging a shift away from using the private car at peak periods, whilst encouraging more healthy physical activity amongst the school students.

4.0 REPORT

- 4.1 The school is being redeveloped as part of the national Building Schools for the Future (BSF) programme. Planning consent was granted for the redevelopment of City School. A general location plan can be found in Appendix A, consultation materials and the original scheme plans in Appendix B, a full discussion relating to the proposals is provided in Appendix C, a synopsis of paraphrased consultation

comments received in Appendix D., with the revised scheme plan supplied in Appendix E.

4.2 The Transport Statement (TS) submitted with the planning application identified a number of improvements to the local highway network. Planning approval was granted subject to the implementation of the following measures on the highway:

- Works to Stradbroke Road in the immediate vicinity of City School including changes to existing speed reduction measures, to reduce vehicle speeds, to reduce on street parking and to ensure the free movement of traffic along Stradbroke Road at all times.
- Provide three disabled parking bays on Stradbroke Road.
- Measures on Normanton Spring Road to provide a safe route to school for pedestrians travelling from east of Normanton Spring Road.

4.3 Officers therefore developed scheme proposals to address these conditions. The original proposals are shown on drawing no. TM-ED02841-C1 and TM-ED02841-C2 in Appendix B. The proposals included:

- Removal of the road narrowing and give way arrangements on Stradbroke Road near the frontage of the school.
- Cushions and raised plateaus on Stradbroke Road, Normanton Spring Road and Coisley Hill.
- A zebra crossing on Coisley Hill at its junction with Dyke View Road.
- Improved crossing points with dropped kerbs and tactile paving throughout key walking routes.
- Parking bays in front of the school to assist disabled visitors and maintain two-way flow on Stradbroke Road.
- Double yellow lines where necessary.

4.4 Consultation was carried out with local people in March 2011. This included the statutory Traffic Regulation Order (TRO) consultation. 152 responses were received, a response rate of 19%. Public response to the proposals was as follows

- Stradbroke Road proposals: 59% fully support, 19% partly support, 7% don't support and 17% were either not sure or did not answer.
- Coisley Hill / Normanton Spring Road proposals: 61% fully support, 16% partly support, 9% don't support and 14% were either not sure or did not answer.

4.5 The responses received indicate a substantial majority agreeing or strongly agreeing with the proposals. However, many of the respondents provided additional comments and a number of issues and concerns were raised. These are included in Appendix 'D' to this report, and a full discussion is available in Appendix C. A

number of changes were made to the scheme to address the concerns of residents, and are shown on the revised scheme plan in Appendix E.

- 4.6 A total of five objections were also received. A summary of these objections, together with an officer response, is set out in paragraphs 15 to 25 in Appendix D. The objections related either to proposed double yellow lines (prohibition of waiting at any time), and how the proposed restrictions would impact/affect the existing on-street parking arrangements, or commented on the need and/or expressed a dislike to speed humps or vertical traffic calming measures.
- 4.7 The objections have been considered and where possible design changes have been made. The revised scheme, as shown in Appendix E, is considered to be a suitable balance between the need to reduce speed and improve road safety in the vicinity of the school, whilst taking on board the views of local people.
- 4.8 Responses were also received from South Yorkshire Passenger Transport Executive (SYPTTE) and South Yorkshire Police (SYP), who expressed individual reservations about some aspects of the scheme. This is discussed in full in Appendix D, but in summary the SYPTTE required clarification on a specific design issue and how it would impact on operations. With SYP echoing points raised during the stage one Road Safety Audit. In response all issues will be addressed when the scheme is designed in detail.
- 4.9 Following a request by Cabinet Highways Committee at its meeting of July 2011, additional consultation was undertaken with local people in August 2011. All previous respondents were informed of a drop-in session that was held at Stradbroke Community Centre. 9 residents attended, with generally positive comments, and officers also held a separate site meeting with 4 other residents from the Normanton Spring Road area. See Appendix D for details.

Relevant Implications

- 4.10 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 City School is £283,000. This figure does not include commuted sums as this has not been determined at this stage, or relocating any equipment owned by statutory undertakers which will be established at the detailed design stage.
- 4.11 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 Assessment identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the City 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 the development of alternative solutions/options.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Transport Assessment submitted with the planning application was fundamental 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. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents.

7.0 RECOMMENDATIONS

- 7.1 Note the additional consultations undertaken with local people
- 7.2 Overrule the objections to the Traffic Regulation Orders as discussed in Appendix C in the interests of road safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
- 7.3 Uphold objection as discussed in Appendix C and delete the double yellow lines as advertised on the northwest kerbline (property side).
- 7.4 Approve and construct the scheme designs as shown in Appendix E
- 7.5 Inform all respondents who wished to be kept informed of the decisions made

Simon Green
Executive Director, Place

13 October 2011

APPENDIX A



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

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail Traffic.Reggs@Sheffield.gov.uk
Director: I. Sturch, M.R. T.P.I.
Development Services

A Service Area of the Directorate Place
Sheffield City Council

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DRAWN

ML

June 2011

CHECKED

Client

SHEFFIELD CITY COUNCIL

Scheme

BSF - City School

Drawing Title

**Appendix A
Scheme Location Plan**

Drawing No.

Appendix A

Scale

1:5000

A4



**TRAFFIC
REGULATIONS**

**STRADBROKE ROAD & NORMANTON SPRING ROAD,
NEAR CITY SCHOOL**

PROPOSED TRAFFIC CALMING SCHEME

You will no doubt be aware that construction work has started on the City School site. The planning consent for the new school is subject to a number of conditions, some of which relate to works in the highway. 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. Proposals include:

- Removal of the road narrowing and give way arrangements on Stradbroke Road near the frontage of the school, to be replaced by humps and cushions on Stradbroke Road and Normanton Spring Road.
- A new zebra crossing at the junction with Dyke View Road to assist pedestrians.
- Improved crossing points with dropped kerbs and tactile paving throughout key walking routes.
- Two new parking bays in front of the school to assist disabled visitors
- New double yellow lines where necessary.

A plan showing the full proposal can be viewed at the following locations during normal office hours:

- Reception, Sheffield City Council, Carbrook Offices, 2-10 Carbrook Hall Road, Sheffield S9 2DB
- First Point Reception, Howden House, 1 Union Street, Sheffield S1 2SH
- You can also see the plans online by going to www.sheffield.gov.uk and searching for "XXXXXXXXXXXXX".

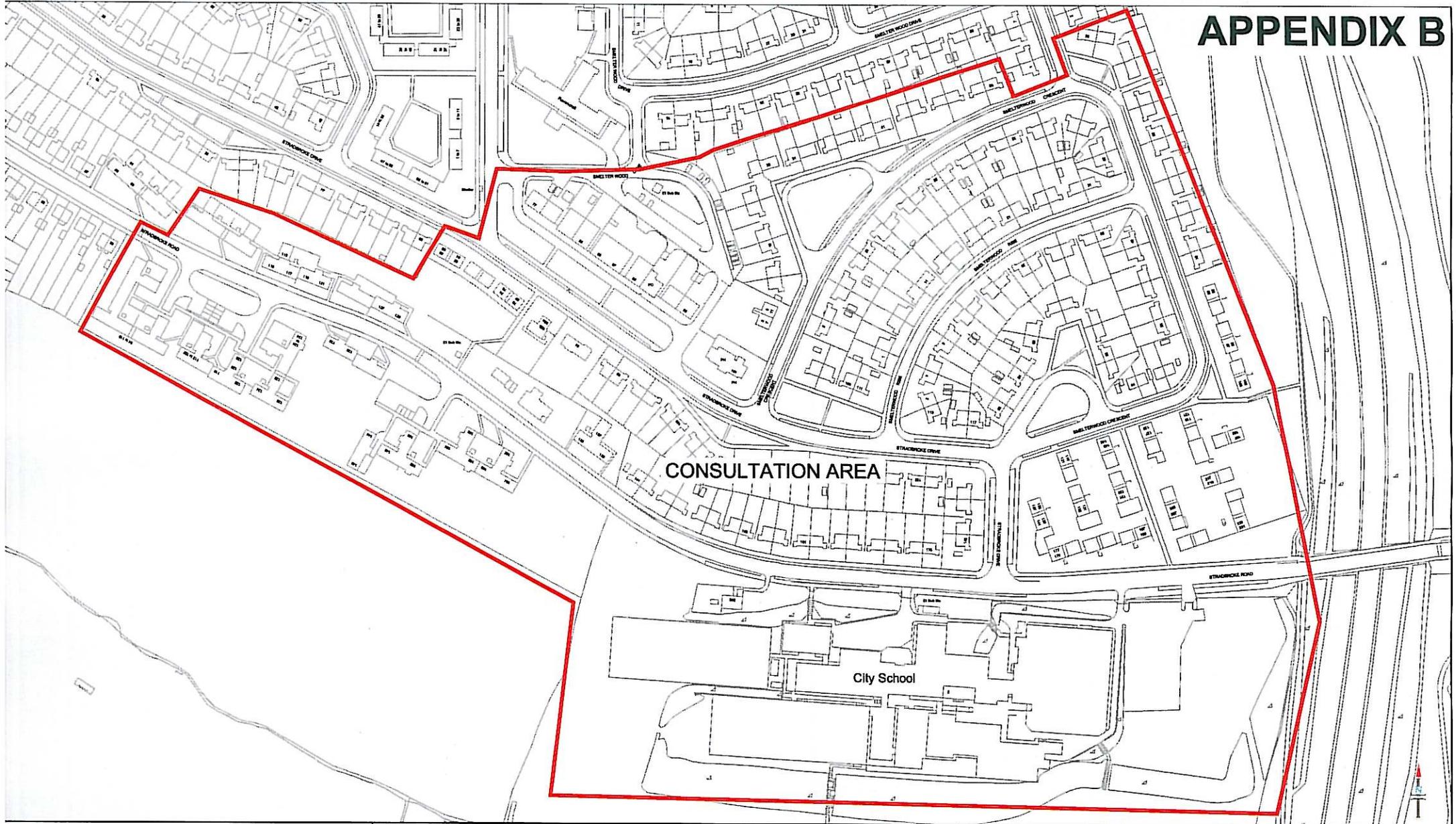
The parking and traffic calming changes can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. If you wish to comment/object on any aspect of the proposals, please contact James Burdett on 2736170 or email james.burdett@sheffield.gov.uk.

Alternatively, you can write to the following address:

James Burdett
Traffic Section
Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

Any comments must be received by Friday 15 April 2011

APPENDIX B



CONSULTATION AREA

City School



**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**
2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
Tel. 0114-273-6175. Fax. 0114-273-6182
E-mail Traffic.Management@Sheffield.gov.uk
Director: L Sturch M.R.T.P.I.
Development Services

A Service Area of Place
Sheffield City Council

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Client **SHEFFIELD CITY COUNCIL**

Scheme **BSF - CITY SCHOOL**

Drawing Title **Appendix B
City School - Delivery Area 1 of 2**

Drawing No. **Appendix B**

Scale **not to scale**

A4

0 10 20 30 40 50 Millimetres

Date **Feb 11**



Development Services

Director: L Sturch, MRTPI

Traffic Section: 2-10 Carbrook Hall Road, Sheffield, S9 2DB

E-mail: traffic.management@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr A Marwood

Tel: (0114) 273 6177

Ref: TM/ED02841/ATM/01

Date: 28 March 2011

The Occupier

Dear Sir/Madam

**Building Schools for the Future - City School
Stradbroke Road / Normanton Spring Road – Highway Safety Improvements**

You will no doubt be aware that construction work has started on the City School site. The planning consent for the new school is subject to a number of conditions, some of which relate to works in the highway.

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 Stradbroke Road and Normanton Spring Road / Coisley Hill, two important walking routes for children. The scheme can be seen in the attached plans, TM-ED02841-C1 and TM-ED02841-C2.

Proposals include:

- Removal of the road narrowing and give way arrangements on Stradbroke Road near the frontage of the school. These can result in driver frustration and have caused congestion in the past, especially at school pick up and drop off times.
- Humps and cushions are proposed for Stradbroke Road and Normanton Spring Road. This should help to reduce vehicle speeds while at the same time maintaining traffic flows in both directions.
- A new zebra crossing at the junction with Dyke View Road to assist pedestrians.
- Improved crossing points with dropped kerbs and tactile paving throughout key walking routes.
- Two new parking bays in front of the school to assist disabled visitors and maintain two way flow on Stradbroke Road.
- New double yellow lines where necessary.

Please spend a minute or two to fill in the attached questionnaire to let us know what you think about the highway proposals associated with the school. 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.

Please send your completed questionnaire back to us in the attached prepaid envelope by **21 April 2011**.

P.T.O

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.

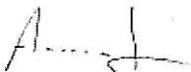
If you require any further information on the proposals please contact the traffic management office on 0114 2736177 / 0114 2736170 or e-mail traffic.management@sheffield.gov.uk

Stradbroke Area - new 20mph speed limit

You may also be aware that a 20mph speed limit is to be introduced shortly in the Stradbroke area. This is a separate project, details of which we sent you in a recent leaflet. The intention is to make areas feel safer and more pleasant to live in. These schemes will consist mainly of the installation of 20 mph signs, although a few roads may need additional measures to encourage a reduction in speed (like Stradbroke Road itself).

The Stradbroke area has been chosen specifically for a 20mph speed limit as it is a self-contained area consisting of a network of residential roads, many of which have existing traffic speeds appropriate for a reduced limit. A number of injury-accidents have occurred within your area over a five year monitoring period and a key objective is to reduce the numbers and severity of casualties in the future.

Yours faithfully



Andrew Marwood
Engineer, Traffic Management
Transport & Highways Division

**Building Schools for the Future
City School - Associated Highway Works
Stradbroke Road / Normanton Spring Road / Coisley Hill**

**APPENDIX B
QUESTIONNAIRE**

We are seeking your views on the proposals shown on the attached plans. Please complete and return this questionnaire by 21 April 2011.

How far do you agree or disagree with the following statements about the proposals on Stradbroke Road?

Q1.	"The traffic calming changes on Stradbroke Road will reduce vehicle speeds and maintain the flow of traffic"	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 parking bays will enable two way traffic flow to be maintained outside the school"	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 measures proposed will have a positive impact on road safety for pedestrians (especially children making 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"/>

Thinking about the Stradbroke Road proposals overall...

Q4.	To what extent do you support the proposals for Stradbroke Road?	Fully support <input type="checkbox"/>	Partly support <input type="checkbox"/>	Don't support <input type="checkbox"/>	Not Sure <input type="checkbox"/>
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How far do you agree or disagree with the following statements about the proposals on Coisley Hill / Normanton Spring Road?

Q5.	"The traffic calming on Coisley Hill and Normanton Spring Road will reduce vehicle speeds"	Strongly agree <input type="checkbox"/>	Agree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Strongly disagree <input type="checkbox"/>	Not sure <input type="checkbox"/>
Q6.	"The proposed zebra crossing will make it easier for pedestrians (especially children making 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"/>
Q7.	"The measures proposed will 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"/>

PLEASE TURN OVER

Thinking about the Coisley Hill / Normanton Spring Road proposals overall...

Q8.	Overall, to what extent do you support the Proposals for Coisley Hill / Normanton Spring Road?	Fully support <input type="checkbox"/>	Partly support <input type="checkbox"/>	Don't support <input type="checkbox"/>	Not Sure <input type="checkbox"/>
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Q9. Please briefly explain your reasons for supporting or not supporting the proposals on **Stradbroke Road.**

Q10. Please briefly explain your reasons for supporting or not supporting the proposals on **Coisley Hill / Normanton Spring Road.**

Q11. Your details

Please write your name and address below:

If you wish to be kept informed of any decisions made by Cabinet Highways Committee please tick the following box:

Please keep me informed

Thank you!

APPENDIX B

KEY

-  PROPOSED DOUBLE YELLOW LINES TO KEEP JUNCTIONS AND SPEED CUSHION AREAS FREE FROM PARKED VEHICLES
-  IMPROVED CROSSING POINT INCLUDING TACTILE PAVING AND LOWERED KERBS SIMILAR TO THOSE SHOWN
-  PROPOSED 'BUS STOP CLEARWAY AT ALL TIMES' AT EXISTING STOPS
-  PROPOSED 'SCHOOL KEEP CLEAR' MARKINGS - NO PARKING AT ALL TIMES
-  PROPOSED 'DISABLED BADGE HOLDERS ONLY' PARKING BAY
-  EXISTING DOUBLE YELLOW LINES TO BE REDUCED
-  PROPOSED NEW PARKING BAY

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE



DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
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Client
SHEFFIELD CITY COUNCIL

Scheme
BSF - CITY SCHOOL

Drawing Title
BSF - CITY SCHOOL FRONTAGE
PROPOSED NEW LAYOUT

Drawing No.
TM-ED02841-C1

Scale
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Date
MAR 11



TRAFFIC MANAGEMENT

APPENDIX B

KEY

-  PROPOSED DOUBLE YELLOW LINES TO KEEP JUNCTIONS AND SPEED CUSHION AREA FREE FROM PARKED VEHICLES
-  IMPROVED CROSSING POINT INCLUDING TACTILE PAVING AND LOWERED KERBS SIMILAR TO THOSE SHOWN
-  PROPOSED 'BUS STOP CLEARWAY AT ALL TIMES' AT EXISTING STOPS

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE



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SHEFFIELD CITY COUNCIL

Scheme

BSF – CITY SCHOOL

Drawing Title

BSF – CITY SCHOOL
NORMANTON SPRING ROAD PROPOSALS

Drawing No.

TM-ED02841-C2

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Date MAR 11

Sheffield
City Council



TRAFFIC
MANAGEMENT

SCHEME DETAILS, CONSULTATION AND DISCUSSION

INTRODUCTION

1. The proposed school is being redeveloped as part of the national Building Schools for the Future (BSF) programme. Planning consent was granted for the redevelopment of City School.

TRANSPORT STATEMENT

2. The Transport Statement (TS) submitted with the planning application identified a number of improvements to the local highway network. The key findings and suggestions in the TS were as follows:
 - City School falls within a designated Green Belt though bounded by a large residential area and although it serves a fairly wide catchment area, the majority of pupils live within easy walking distance of the school. Consequently, over 67% of students walk to/from school. The remaining trips are split between public transport usage 24% and drop-off/pick-up by private car 9%, with no students currently cycling to school
 - The site is well-served by Stradbroke Road (C721) and Normanton Spring Road (B6064). It is predicted that there will be limited additional traffic generated on local roads by the school redevelopment. Out-of-hours school use (evenings and weekends) are unlikely to create problems on the network. The School Travel Plan seeks to actively encourage walking, cycling and (in the case of staff) car-sharing, with a view to reducing the use of the private car.
 - The existing traffic calming measures that exist along Stradbroke Road, particularly those adjacent to the school frontage, restrict traffic flow through the area, resulting in congestion occurring during peak school times. This existing situation will be addressed by removing the current horizontal traffic calming features and replacing them with adequately spaced vertical calming features. This will reduce the average vehicle speeds whilst maintaining two-way traffic flows.
 - Revised waiting restrictions will be necessary to compliment the proposed measures.
 - A formal crossing facility and traffic calming measures at Coisley Hill/Normanton Spring Road will provide a safer walking route to school.

PLANNING APPROVAL

3. The planning approval was granted subject to the implementation of the following measures on the highway:
 - Works to Stradbroke Road in the immediate vicinity of City School including changes to existing speed reduction measures, to reduce vehicle speeds, to achieve as safe an environment as is practically possible for road users going to or leaving the school, to reduce on street parking and to ensure the free movement of traffic along Stradbroke Road at all times.

APPENDIX C

- Provide three disabled parking bays on Stradbroke Road.
 - Measures on Normanton Spring Road to provide a safe route to school for pedestrians travelling from east of Normanton Spring Road.
4. Officers therefore developed scheme proposals to address these conditions. The measures are shown on drawing no. TM-ED02841-C1 and TM-ED02841-C2 in Appendix B. Proposals include:
- Removal of the road narrowing and give way arrangements on Stradbroke Road near the frontage of the school.
 - Cushions and raised plateaus on Stradbroke Road, Normanton Spring Road and Coisley Hill.
 - A zebra crossing on Coisley Hill at its junction with Dyke View Road to assist pedestrians.
 - Improved crossing points with dropped kerbs and tactile paving throughout key walking routes.
 - Parking bays in front of the school to assist disabled visitors and maintain two way flow on Stradbroke Road.
 - Double yellow lines where necessary.

INITIAL SCHEME CONSULTATION

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 2011. A pre-paid envelope was provided for return of the completed forms. All consultation materials (available in Appendix B) were made available to local Councillors prior to the consultation. In addition, the proposed consultation area (see Appendix B) was distributed to Councillors beforehand. No adverse comments were received.
6. To complement this, street notices were put up, and plans were made available at First Point (Howden House), and on the Council website. The emergency services, South Yorkshire Passenger Transport Executive, the East Community Assembly, Ward councillors and local groups were also consulted.
7. The consultation process generated a total of 152 responses out of a possible 800, a response rate of 19%. Table 1 and Table 2 below give an indication of the percentage of responses received with regard to each of the questions outlined on the response form:

APPENDIX C

Table 1 Public response to the Stradbroke Road proposals

Q1.	“The traffic calming changes on Stradbroke Road will reduce vehicle speeds and maintain the flow of traffic”	Strongly agree 34%	Agree 33%	Disagree 8%	Strongly disagree 6%	Not sure 9%	No Response 10%
Q2.	“The proposed parking bays will enable two way traffic flow to be maintained outside the school”	Strongly agree 42%	Agree 36%	Disagree 3%	Strongly disagree 5%	Not sure 5%	No Response 9%
Q3.	“The measures proposed will have a positive impact on road safety for pedestrians (especially children making their way to and from school)”	Strongly agree 40%	Agree 29%	Disagree 9%	Strongly disagree 4%	Not sure 7%	No Response 11%
Q4.	To what extent do you support the proposals for Stradbroke Road?	Fully Support 57%	Partly support 19%	Don't support 7%	Not Sure 3%	No Response 14%	

Table 2 Public response to the Coisley Hill / Normanton Spring Road proposals

Q5.	“The traffic calming on Coisley Hill and Normanton Spring Road will reduce vehicle speeds”	Strongly agree 48%	Agree 26%	Disagree 7%	Strongly disagree 6%	Not sure 11%	No Response 2%
Q6.	“The proposed zebra crossing will make it easier for pedestrians (especially children making their way to and from school)”	Strongly agree 61%	Agree 24%	Disagree 4%	Strongly disagree 3%	Not sure 3%	No Response 5%
Q7.	“The measures proposed will have a positive impact on road safety”	Strongly agree 52%	Agree 20%	Disagree 9%	Strongly disagree 3%	Not sure 12%	No Response 4%
Q8.	Overall, to what extent do you support the Proposals for Coisley Hill / Normanton Spring Road?	Fully Support 61%	Partly support 16%	Don't support 9%	Not Sure 8%	No Response 6%	

8. The responses received indicate a substantial majority agreeing or strongly agreeing with the proposals. However, many of the respondents provided additional comments and a number of issues and concerns were raised. These are included in Appendix 'C' to this report. Amendments were made to the scheme where possible to address concerns of residents.

APPENDIX C

EMERGENCY SERVICES AND SYPTE CONSULTATION RESPONSE

9. Responses to the consultation were received from South Yorkshire Passenger Transport Executive (SYPTE) and South Yorkshire Police (SYP). No comments were received from the Ambulance Service or South Yorkshire Fire Service.
10. The SYPTE gave all bus operators who serve the area the opportunity to comment on the proposed scheme. They received a response from First South Yorkshire who voiced reservations regarding the remodelling of the bus stop on Coisley Hill prior to the Mosborough Parkway junction. The stop is frequented by buses turning right from Dyke Vale Road (including a journey for City School (in the afternoon). They are concerned that an introduction of road humps and a shortening of the lay-by to accommodate them will make the manoeuvre more difficult, and that it may also affect the existing operation when buses exit the stop. At present the bus that services City School exits the stop and does a circuit around the roundabout to go back up Dyke Vale Road. Therefore, "the bus does not want to emerge from the lay-by too close to the roundabout to safely turn right."
11. The design team will endeavour to provide a design that is satisfactory for all parties, with analysis of the path of the vehicle undertaken. The build-out is required to accommodate the proposed speed cushions and as a result the bus stop will require minor amendments. It is anticipated that the proposed traffic calming measures and zebra crossing will benefit the bus operator by providing additional opportunities to exit the Dyke Vale Road junction.
12. SYP made initial contact to state that they have some reservations about certain elements of the scheme. In particular, they highlighted an issue on Stradbroke Road with the relationship between the disabled parking bays, the nearby bus stop, and the junction with Stradbroke Drive, arguing that vehicles turning in and out of that junction coming into conflict. They also stated that they may have issues in respect of the speed limit and associated calming measures. However, no further comments were received.
13. The proposed disabled parking bays in question will be positioned in a parking lay-by off the main highway. Access to/through the junction will be enhanced by additional double yellow lines (prohibition of waiting at anytime) and improved traffic calming measures, as a direct result of the proposed measures we will see an increase in junction inter-visibility, reduced vehicle speeds, heighten driver awareness and reduce any potential conflict that may occur as a result of vehicles parked in the junction.

TRAFFIC REGULATION ORDER

14. The Traffic Regulation Order (TRO) associated with the scheme was advertised between 25 March 2011 and 15 April 2011 to coincide with the general scheme consultation. During the advert period a total of five objections were received. A summary of these objections, together with an officer response, is set out in paragraphs 15 to 25 below.

OBJECTION ONE

15. The first objection relates to Stradbroke Road and how it is already littered with kerb build-outs allowing only single traffic. The objector comments that the existing measures already adequately control vehicle speeds in the area and think the money could be better spent.
16. Officers are required to provide measures which meet the requirements of the planning conditions, with planning conditions based on observations and recommendations contained in the TS. One of the TS's key findings stated that "the existing traffic calming measures that exist along Stradbroke Road, particularly those adjacent to the school frontage, hinder traffic flow through the area, resulting in congestion occurring during peak school times. The existing situation should be addressed by removing the current horizontal traffic calming features and replacing them with adequately spaced vertical calming features. This would reduce the average vehicles speed whilst maintaining two-way traffic flows".

OBJECTION TWO

17. The second objector supports the removal of the existing road narrowing's and give way arrangements. But don't support the introduction of speed humps, the objector argues that the humps cause damage to vehicles and a 20mph speed limit at 'school times only' would be more appropriate and should replace the existing 20mph speed limit 'at all times'. The objector also requested that no double yellow lines should be introduced outside no.147 Stradbroke Road.
18. Research shows that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to Highways (Road Hump) Regulations. The humps will be implemented in accordance with the regulations therefore no accelerated wear to vehicles is anticipated. In response to the proposed 20mph speed limit at 'school times only', it is expected that a 20mph zone in isolation, directly outside the school, would be inappropriate and ineffective at reducing traffic speeds to an acceptable level. A response to the removal of the double yellow line is provided in section 4.21.

OBJECTION THREE

19. The third objection referred to the proposed double yellow lines (prohibition of waiting at anytime) adjacent to City School, and that the level of on-street coverage was seen as excessive leaving parents with nowhere to park, which could result in driveways being blocked.
20. The double yellow lines are required to facilitate the flow of vehicles through traffic calming features and road junctions. The length of the recommended restrictions is considered to be the minimum requirement to improve road safety and pedestrian/vehicle inter-visibility over the extent of the scheme. However, further consideration has been given to the demand for resident and visitor parking adjacent to and along Stradbroke Road. It is considered that the proposed double yellow lines (no waiting at any time) could be relaxed to a single yellow line (no waiting Mon-Fri, 08.00-9.30 and 14.30-16.00) in two specific areas that have been marked on the revised scheme plans TM-ED02841-C1 and TM-ED02841-C2 included as Appendix E. This will allow two-way traffic flow to be maintained during the school morning and

APPENDIX C

evening peak but would allow residents to park outside of these times when traffic levels are lower.

OBJECTION FOUR

21. The fourth objection was lodged against the proposed double yellow lines outside no.135 to no.139 Stradbroke Road.
22. Upon further consideration it is felt that as the traffic calming measures are not directly outside City School or opposite/adjacent to a junction, the double yellow lines can be removed on the northwest kerbline (property side). However, double yellow lines are still required on the opposite side of the road to provide access in accordance with standards agreed by South Yorkshire Passenger Transport Executive and the emergency services.

OBJECTION FIVE

23. Objection Five referred to the proposed double yellow lines on Normanton Grove, the objector stated that parking is already at a premium and the double yellow lines are unnecessary.
24. Unfortunately officers are unable to recommend the removal or relaxation of waiting restrictions along Normanton Grove, Normanton Spring Road or Coisley Hill. On Stradbroke Road, the road width is such that 3 cushions are required to ensure vehicles cannot pass between them. As a result, this allows the cushions to be positioned in such a manner that vehicles can be parked over one cushion, yet vehicles can still approach the other cushions in both directions. Double yellow lines are still required on one side of the road however. In this case, the roads identified above are narrower in width than Stradbroke Road, which means that only two cushions can be installed. The double yellow lines therefore need to be retained to ensure the cushions remain unobstructed and vehicles can pass over each cushion safely.
25. On Normanton Grove the waiting restrictions are only proposed for a distance of ten metres at its junction with Coisley Hill. The waiting restrictions are proposed at this junction to maintain access and inter-visibility for all pedestrians wishing to use the proposed uncontrolled crossing point. The waiting restrictions will also benefit vehicles and cyclists by improving access/egress and inter-visibility.

Drop-in Session and Additional Consultation Results

26. On 14 July 2011 Cabinet Highways Committee referred the scheme to the East and South East Community Assemblies requesting that additional consultation take place on the proposals.
27. A drop-in session was therefore held at Stradbroke Community Centre on Richmond Road, between 3pm and 7pm on Tuesday 23 August 2011. Details of the event were sent to all those who originally responded to the consultation exercise and had indicated that they wished to be kept informed of any decisions made by Cabinet Highways Committee. This equates to 93 respondents out of the 800 who were originally consulted.

APPENDIX C

28. Details of the drop-in session were also communicated via the East and South East Community Assemblies, to ensure any relevant community groups and interested parties were made aware of the event.
29. The drop-in session received ten visitors, including Councillors Lawton and Rooney. Of the eight public visitors all were in support of the proposals and had previously commented on the scheme and their comments had been represented within the previous report. A summary of the comments received at the drop-in session, including officer response, can be found in Appendix C.

Meeting with Cabinet Highways Committee Attendees

30. Respondents who had either attended or had been represented at Highways Cabinet Committee on the 14 July 2011 were offered the opportunity to meet with officers, prior to the public drop-in session, to discuss the concerns they had voiced relating to proposals directly outside their property.
31. Four respondents attended the meeting held on Normanton Spring Road. All attendees offered their support for the waiting restrictions, a genuine desire to see the proposals succeed and the 30mph speed limit enforced. A summary of the comments, including officer response, can be found in Appendix C.
32. In view of the positive responses received during the additional consultations, it is considered that no further changes to the scheme are necessary.

Other Comments Related to Proposals on Stradbroke Road

Officer Response

1	Could the speed limit be restricted to school times only/the 20mph zone should be outside the school only.	It is expected that a 20mph zone in isolation, directly outside the school, would be inappropriate and ineffective at reducing traffic speeds to an acceptable level.
2	Double yellow lines all along the road will leave parents with nowhere to park, which could lead to driveways will be blocked.	Some amendments have been made to the proposed waiting restrictions to provide greater parking opportunities where possible.
3	Only reservation against the proposals is to the slip road in front of the shops on Stradbroke Drive. Both respondents are disabled and sometimes find it difficult to park near to their flat.	The waiting restrictions are proposed to maintain access and inter-visibility for all pedestrians wishing to use the proposed uncontrolled crossing point. Thus improving access to local amenities.
4	Could the grass verges be replaced by parking bays? We need more car parking in the area.	The planning conditions did not include for improvements such as this and cannot be progressed as part of this scheme.
5	Disabled parking and general parking bays are too small for amount of vehicles visiting the school. Speed cushions are useless at slowing traffic, full width humps more appropriate. Junction plateau won't be steep enough to slow traffic. Double Yellow Lines are unenforceable.	The parking bay is for disabled users only and is a requirement of the planning conditions. The scheme has been designed to maximise the on-street parking provision whilst maintaining access and free flowing traffic through the area. Please see comment 8 below for details on the effectiveness of road humps.
6	Traffic problems on Stradbroke Drive are not being addressed.	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 East Community Assembly for consideration
7	Objection to the double yellow lines going on past 135 to nearly 139 Stradbroke Road. Resident of 135A is paralysed from the waist down and has a numbers of carers and visitors that need to park outside the house.	Upon further consideration it is felt that as the traffic calming measures are not directly outside City School or opposite/adjacent to a junction that the double yellow lines can be removed on the northeast kerbline (property side). However, double yellow lines are still required on the opposite side of the road to provide access in accordance with standards agreed by South Yorkshire Passenger Transport Executive and the emergency services.

8 Speed cushions are not as effective as full width humps, and they can cause damage to vehicles. Drivers often choose to straddle the incorrect cushion leading to conflicts with other vehicles.

Research shows that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to Highways (Road Hump) Regulations. The humps will be implemented as per the regulations therefore no accelerated wear to vehicles is anticipated.

9 The road narrowing currently helps people to cross the road. What is being proposed to help people cross the road, why isn't there a zebra crossing?

The existing traffic calming measures that are present along Stradbroke Road, particularly those adjacent to the school frontage, hinder traffic flow through the area, resulting in congestion and heightened driver tension occurring during peak school times. This can result in irrational driver behaviour, thus increasing the risk of collision involving pedestrians crossing.

It is therefore intended to replace the existing road narrowing with a 65mm high plateau and uncontrolled crossing points. Due to the proximity to private vehicular accesses a zebra crossing can not be accommodated at this location.

10 Speed humps cause acute discomfort.

As stated in 4.19 in the main report, if the traffic calming features are approached and negotiated at a suitable speed any discomfort should be minimal.

11 Speed bumps have absolutely no effect on some motorists, speed cameras at regular intervals would be more effective and wouldn't damage vehicles.

Traffic calming measures of the type proposed are a proven method of reducing vehicle speeds, although it is acknowledged that some drivers may continue to drive over the features at inappropriate speeds.

12 How will the new speed limit be enforced?

The traffic calming scheme are 'self enforcing' and should reduce speeds to appropriate levels by slowing vehicles on the approaches to the calming features. Should speeds continue to be excessive, then the Police could take action against offenders.

- 13 There are already speed calming measures, will the new ones make much difference?
- The existing build out's are considered to hinder traffic flow through the area, in particular those adjacent to the school frontage, resulting in congestion occurring during peak school times. The existing situation should be addressed by removing the current horizontal traffic calming features and replacing them with adequately spaced vertical calming features. This would reduce the average vehicles speed whilst maintaining two-way traffic flows.
- 14 I will not be able to park my van due to the measures proposed, nor will visitors. Need parking bays o/s 163.
- It is considered that the proposed double yellow lines (no waiting at any time) could be relaxed to a single yellow line (no waiting Mon-Fri, 08.00-9.30 and 14.30-16.00). This will allow two-way traffic flow to be maintained during the school morning and evening peak but would allow residents to park outside of these times when traffic levels are lower.
- 15 There are too many road humps and speed cushions.
- The traffic calming features have been carefully positioned to bring traffic speeds down to appropriate levels in line with guidance provided by the Department for Transport
- 16 Drivers are ignoring the new 20mph speed limit in the Stradbroke area
- As stated above, 20mph schemes containing traffic calming features are 'self enforcing' in that vehicles have to slow to negotiate the features, The recently installed 20mph speed limit has no such measures and relies on the motorist to adjust their speed accordingly. The success of the 20mph speed limit is to be monitored to determine the effectiveness of the scheme.
- 18 Could speed cameras be used to address speeding traffic issues?
- We only put fixed cameras on roads where there is a speed-related casualty problem, which cannot be resolved in any other way. In this instance appropriate vertical traffic calming measures can be implemented therefore speed cameras are ruled out.

Other Comments Related to Proposals on Normanton Spring Road/Coisley Hill

Officer Response

1	The proposed crossing is too near the bottom of Dyke Vale Road.	The zebra crossing near Dyke Vale Road is positioned to attract high pedestrian usage, but cannot be located on the other side of Dyke Vale Road for safety reasons – speeds off the roundabout are high, and the speed cushions should help to reduce these on the approach to the crossing.
2	An additional crossing is required between Haxby Street and Carlin Street / top end of Normanton Spring Road near the bottom of Linley Lane	It is acknowledged that children cross in a variety of locations along Normanton Spring Road. However, due to design constraints, forward visibility, vehicular access requirements and narrow footways it is felt that a zebra crossing could not be positioned at an appropriate location to satisfy pedestrian desire lines. A raised plateau with uncontrolled crossing points has been designed to provide an informal traffic calmed alternative. Unfortunately there is no funding or requirement to provide an additional controlled crossing within this scheme.
3	Will this include re-surfacing of Normanton Spring Road?	The planning conditions did not include for improvements such as this. However, Street Force will be resurfacing Normanton Spring Road and Coisley Hill as part of their maintenance programme. The two schemes will be programmed in sync to minimise disruption.
4	Cars will use Carlin Street for parking if yellow lines are put on the main road. Already cars parking here because not enough parking spaces for new houses on Normanton Spring Road.	The waiting restrictions are proposed to maintain access and inter-visibility for all pedestrians wishing to use the proposed uncontrolled crossing points. They are also required to facilitate the flow of vehicles through traffic calming features and road junctions. The recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle intervisibility over the extent of the scheme.
5	The speed cushion near to No.35 Normanton Spring Road will cause a danger when reversing onto the driveway.	The design team will endeavour to provide a design that is satisfactory for all parties, with analysis undertaken to confirm that all existing vehicular manoeuvres are maintained.

6	The zebra crossing should be a pelican crossing or children will just walk straight out and not wait for traffic.	Funding restrictions and non specific planning conditions, i.e. crossing type have limited elements of the design. However, it is understood that the zebra crossing will be a positive addition to scheme, improving pedestrian safety by highlighting and facilitating the desire to cross Coisley Hill.
7	The double yellow lines on Normanton Spring Road should be continuous from Coisley Hill to Linley Lane.	There are a number of residential and business properties along this section of Normanton Spring Road. The double yellow lines have accordingly been kept to a minimum in order to provide parking provision for these properties.
8	The raised plateau would be better placed at the bottom of Dyke Vale Road with the zebra crossing placed the other side of the junction.	See response to comment 1 above.
9	I am concerned with the position of speed cushions adjacent to my property; can I see exactly where the cushions are being proposed?	In the development of the proposals officers always try to locate the features in positions where they cause minimal impact to residents. The precise location will be determined at the detailed design stage and officers will make contact with the resident concerned at that time.
10	Will the proposals affect the back lane and access to the garages at Normanton Grove? I need access for my touring caravan.	As above the design team will endeavour to provide a design that is satisfactory for all parties, with analysis undertaken to confirm that all existing vehicular manoeuvres are maintained.
11	All humps will do is damage everyone's cars. To improve safety, the road should be resurfaced to remove all the potholes and uneven road surfaces.	Research shows that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to Highways (Road Hump) Regulations. The humps will be implemented as per the regulations therefore no accelerated wear to vehicles is anticipated. With regard to the road surface, no funding is available from this project to undertake such works. However, Street Force will be resurfacing Normanton Spring Road and Coisley Hill as part of their maintenance programme. The two schemes will be programmed in sync to minimise disruption.
12	Why are there no parking restrictions proposed for Haxby Place?	As above the recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle intervisibility over the extent of the scheme

13	I object to the double yellow lines on Normanton Grove, parking is already at a premium and the lines are unnecessary.	See response to comment 4 above.
14	The proposed double yellow lines on Hessey Street need extending to provide better visibility.	See response to comment 4 above.
15	The walking route between Coisley Hill and City School is in need of repair; no lighting and overgrown; could this be included in the scheme?	Unfortunately this was not a planning condition and as such there are no proposals to upgrade this route. The overgrown nature of the footpath will be brought to the attention of Street Force to undertake any necessary maintenance.
16	The scheme may affect trade for my business - deliveries are too large to use our own facilities and they need to be able to legally park.	The proposed double yellow lines would not prevent delivery vehicles from loading and unloading adjacent to the respondent's business.
17	The suggestion for a Haxby Place/Haxby Street plateau is ridiculous - this is an un-adopted road and there is no vehicular access to the school anyway.	The 65mm high junction plateau will provide an all-round uncontrolled pedestrian crossing facility for pupils using the schools pedestrian access on Haxby Street. The plateau is an appropriate traffic calming feature for the location.
18	Traffic calming will cause congestion.	The traffic calming should help to reduce vehicle speeds but they are not considered to cause additional congestion or delay to traffic.
19	Can bollards be installed at the corner of Normanton Hill and Haxby Street to stop cars and vans parking on the grass?	This is subject to funding and will be investigated further at the detailed design stage.

Comments Made at the August Drop-In Session

Officer Response

1	Will the vehicular access on Coisley Hill, which services 6 Normanton Grove be maintained, or will bollards be positioned to obstruct access?	Vehicular access will be maintained. Bollards have not been proposed at this location
2	Happy with the proposed traffic calming measures and parking restrictions on Normanton Spring Road.	No response required
3	Would like to see a zebra crossing on Normanton	Due to design constraints, forward visibility, vehicular access

	Spring Road in the vicinity of Haxby Street.	requirements and narrow footways it is felt that a zebra crossing could not be positioned to meet design criteria, at an appropriate location to satisfy pedestrian desire lines. A raised plateau with uncontrolled crossing points has been designed to provide an informal traffic calmed alternative.
4	Happy with the proposed traffic calming measures but would like to see double yellow lines along the entire length of Normanton Spring Road.	The recommended restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle intervisibility over the extent of the scheme. Further restrictions would be too draconian for residents. It would displace vehicles onto neighbouring roads and create further parking issues.
5	Overgrown vegetation should be cut back at the junction of Dyke Vale Road/Coisley Hill to allow an unrestricted view of the zebra crossing. Additional signs should be included on Dyke Vale Road to highlight the zebra crossing.	Officers are aware of the issue and are in full agreement with the comments. Appropriate measures will be included at the detailed design stage.
6	Increase the length of double yellow lines at the junction of Haxby Place/Haxby Street. An increase to the restriction is required to improve access for residents, emergency service and refuge vehicles.	No changes to the existing restrictions had been proposed at the junction of Haxby Place/Haxby Street. Further local consultation would be required to determine whether this issue is one that local residents would like to see addressed, and should be referred to the East Community Assembly for consideration

Comments from the Normanton Spring Road site meeting

Officer Response

1	Existing ineffective drainage at the junction of Linley Lane/Normanton Hill/Haxby Street allows water to pond increasing the risk of collision. It is feared that the introduction of a raised plateau would exacerbate the problem.	Before the plateau is constructed the carriageway surface will be resurfaced, with the camber altered where necessary. If required, drainage will be improved/increased in the vicinity of the plateau to remove/minimise standing water at this location.
2	Vehicles parked on the double yellow lines and/or on the grass verge at the junction of Normanton Hill/Haxby Street impedes driver/pedestrian visibility, parking enforcement is required.	Officers have logged the location with Parking Services for appropriate action to be taken. In addition to this it is anticipated that bollards will be positioned in the vicinity of the pedestrian dropped kerb to prevent vehicles from being driven up over the crossing to access the grassed area.
3	Concerns expressed with regard to noise that may	The design and spacing of cushions is optimised, so that average speed

generated from vehicles, especially empty heavy goods vehicles, when travelling over the speed cushions.

is reduced whilst maintaining a fairly constant speed profile along the route. According to Local Transport Note 1/07 lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. It is however noted that an increase in maximum noise levels for unladen commercial vehicles may occur. To counter this waiting restrictions are proposed, this will allow vehicles to maintain clear space around the cushions, minimising the need to straddle the cushion.

4 Will the scheme be monitored?

The scheme will be monitored subject to budget allocation and scheme priorities.

5 Can the speed indication device (SID) be returned to the area, at a more appropriate location?

The South East Community Assembly (SECA) rotates the SID device to maximise and maintain its effectiveness throughout the local area. However, it is anticipated that the proposed speed restriction measures will be sufficient to reduced vehicle speeds on Normanton Spring Road/Coisley Hill. If required the SECA may wish to consider a suitable location along the route.

6 Concerned with the position of speed cushions adjacent to properties. The cushions should not obstruct vehicular accesses.

The detailed design team will endeavour to provide a design that is satisfactory for all parties, with analysis undertook to confirm that all existing vehicular manoeuvres are maintained.

7 Can the waiting restrictions be reduced outside Manor Press Ltd to allow more than one vehicle to park on the highway directly outside the business premises?

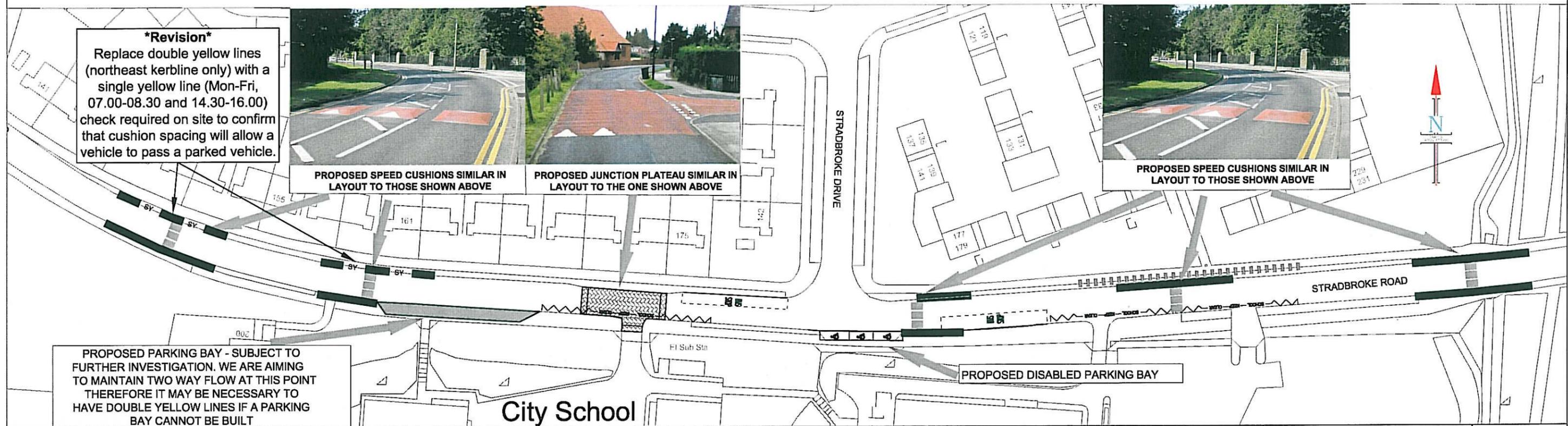
The waiting restrictions are required to allow vehicles to maintain clear space around the adjacent speed cushions. However, it may be possible to relocate the adjacent speed cushions by approximately five metres. This would allow the waiting restrictions to be reduced by five metres outside Manor Press Ltd.

APPENDIX E

KEY

-  PROPOSED DOUBLE YELLOW LINES TO KEEP JUNCTIONS AND SPEED CUSHION AREAS FREE FROM PARKED VEHICLES
-  PROPOSED SINGLE YELLOW LINE NO PARKING MON-FRI, 07.00-08.30 AND 14.30-16.00
-  IMPROVED CROSSING POINT INCLUDING TACTILE PAVING AND LOWERED KERBS SIMILAR TO THOSE SHOWN
-  PROPOSED 'BUS STOP CLEARWAY AT ALL TIMES' AT EXISTING STOPS
-  PROPOSED 'SCHOOL KEEP CLEAR' MARKINGS - NO PARKING AT ALL TIMES
-  PROPOSED 'DISABLED BADGE HOLDERS ONLY' PARKING BAY
-  EXISTING DOUBLE YELLOW LINES TO BE REDUCED
-  PROPOSED NEW PARKING BAY

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE



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Client
SHEFFIELD CITY COUNCIL

Scheme
BSF - CITY SCHOOL (Revised Plan)

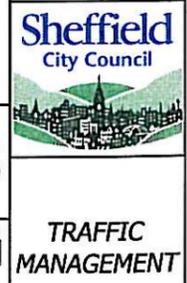
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**BSF - CITY SCHOOL FRONTAGE
 PROPOSED NEW LAYOUT**

Drawing No.
TM-ED02841-C3

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 Date **AUG 11**

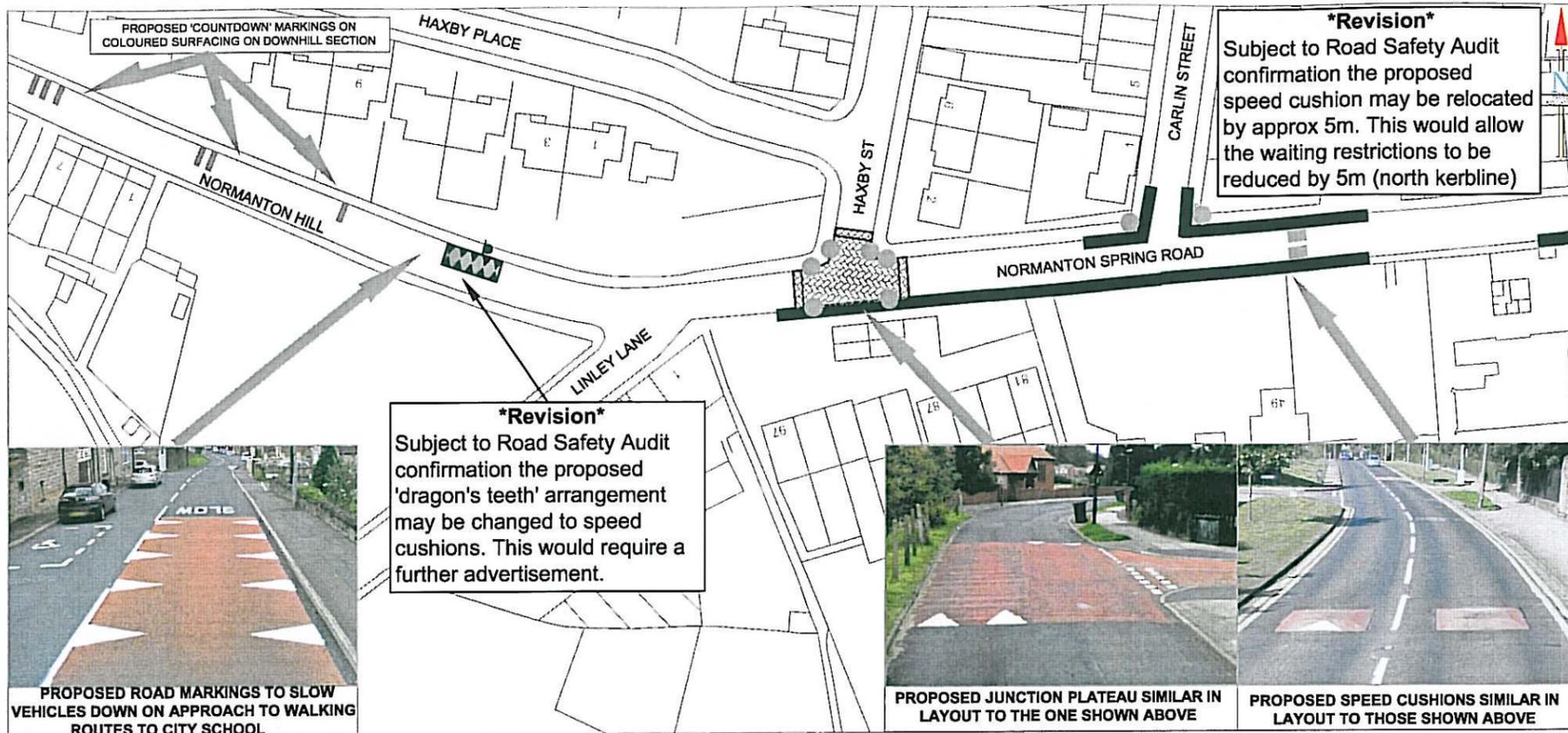


APPENDIX E

KEY

-  PROPOSED DOUBLE YELLOW LINES TO KEEP JUNCTIONS AND SPEED CUSHION AREA FREE FROM PARKED VEHICLES
-  IMPROVED CROSSING POINT INCLUDING TACTILE PAVING AND LOWERED KERBS SIMILAR TO THOSE SHOWN
-  PROPOSED 'BUS STOP CLEARWAY AT ALL TIMES' AT EXISTING STOPS

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE



Revision
Subject to Road Safety Audit confirmation the proposed speed cushion may be relocated by approx 5m. This would allow the waiting restrictions to be reduced by 5m (north kerbline)

Revision
Subject to Road Safety Audit confirmation the proposed 'dragon's teeth' arrangement may be changed to speed cushions. This would require a further advertisement.



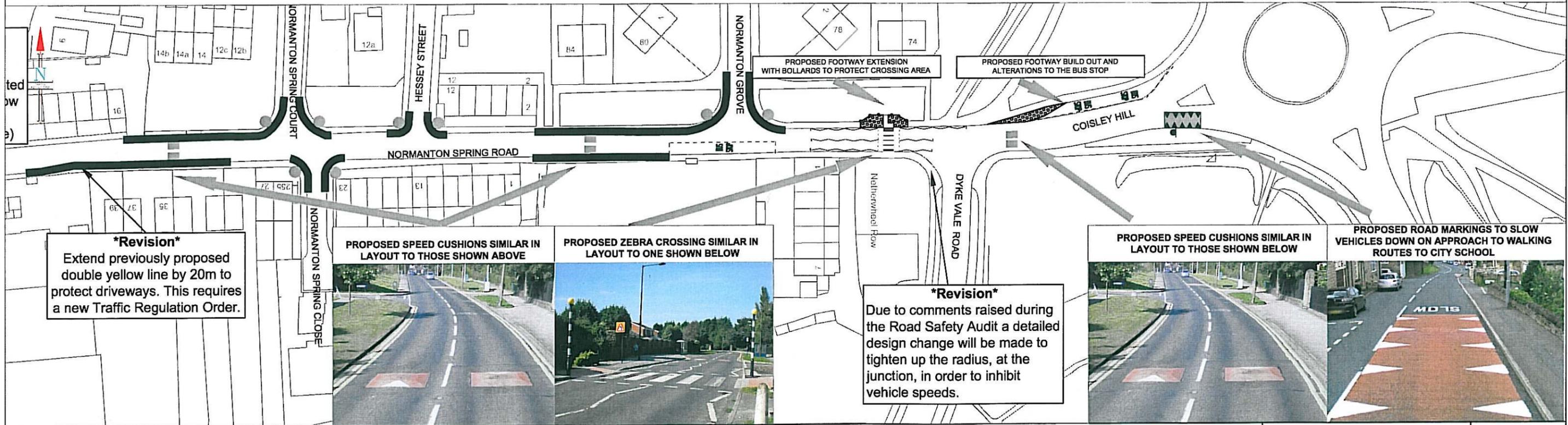
PROPOSED ROAD MARKINGS TO SLOW VEHICLES DOWN ON APPROACH TO WALKING ROUTES TO CITY SCHOOL



PROPOSED JUNCTION PLATEAU SIMILAR IN LAYOUT TO THE ONE SHOWN ABOVE



PROPOSED SPEED CUSHIONS SIMILAR IN LAYOUT TO THOSE SHOWN ABOVE



PROPOSED FOOTWAY EXTENSION WITH BOLLARDS TO PROTECT CROSSING AREA

PROPOSED FOOTWAY BUILD OUT AND ALTERATIONS TO THE BUS STOP

Revision
Extend previously proposed double yellow line by 20m to protect driveways. This requires a new Traffic Regulation Order.

PROPOSED SPEED CUSHIONS SIMILAR IN LAYOUT TO THOSE SHOWN ABOVE



PROPOSED ZEBRA CROSSING SIMILAR IN LAYOUT TO ONE SHOWN BELOW



Revision
Due to comments raised during the Road Safety Audit a detailed design change will be made to tighten up the radius, at the junction, in order to inhibit vehicle speeds.

PROPOSED SPEED CUSHIONS SIMILAR IN LAYOUT TO THOSE SHOWN BELOW



PROPOSED ROAD MARKINGS TO SLOW VEHICLES DOWN ON APPROACH TO WALKING ROUTES TO CITY SCHOOL



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A Service Area of Place
Sheffield City Council

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ML/JB

Client
SHEFFIELD CITY COUNCIL

Scheme
BSF - CITY SCHOOL (Revised Plan)

Drawing Title
**BSF - CITY SCHOOL
NORMANTON SPRING ROAD PROPOSALS**

Drawing No.
TM-ED02841-C4

Scale
1:1000

A3

0 50 Millimetres

Date **Aug 11**

