



SHEFFIELD CITY COUNCIL Cabinet Report

11

Report of: Executive Director, Place

Date: 13 OCTOBER 2011

Subject: BUILDING SCHOOLS FOR THE FUTURE –
PARKWOOD ACADEMY
RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER
CONSULTATION

Author of Report: Matthew Longstaff - 0114 273 6170

Summary:

- 1.1 This report is to inform Members of comments received following public consultation on proposed highway works on Longley Avenue West, Penrith Road and Teyham Road relating to the redevelopment of Parkwood Academy. The report includes a response to the comments received and recommends that the scheme is approved for implementation
-

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:

- 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 two as discussed in Appendix C and replace the double yellow lines (Prohibition of Waiting at Anytime) as advertised on the northwest kerbline (property side) with a single yellow line (Prohibition of Waiting Mon-Fri, 8.00am-9.30am and 2.30pm-4.00pm). Subject to Road Safety Audit confirmation.

- 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: Matthew Bullock
Legal Implications
YES/NO Cleared by: Julian Ward
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
Sections of Longley Avenue West, Penrith Road and Teynham Road
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 – PARKWOOD ACADEMY RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following public consultation on proposed highway works on Longley Avenue West, Penrith Road and Teyham Road relating to the redevelopment of Parkwood Academy. The report includes a response to the comments received and recommends that the scheme is approved for implementation.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent for the redevelopment of Parkwood Academy granted on 20th July 2011. 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 undertaken when developing the proposals.
- 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 slow vehicles and improve pedestrian safety, and thus encourage walking to and from the school site.

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 Parkwood Academy development.
- 3.2 The measures are aimed at addressing highway issues in the vicinity of the school. According to the Transport Statement pupil numbers are not anticipated to initially increase following completion of the new academy. However, pupil numbers are prone to fluctuate throughout both term time and year upon year. This could be influenced further with the new Parkwood Academy increasing capacity to 900 pupils. It is anticipated that the traffic situation will remain as existing and will not change significantly in the future. It is therefore considered that the proposals will address current and potential parking and road safety issues.
- 3.3 The scheme aims to improve road safety for pupils walking and cycling to Parkwood Academy, with a view to further encouraging a shift away from dependency on the private car, 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 Parkwood Academy. A general location plan can be found in Appendix A, consultation materials and the original scheme plans in Appendix B, and scheme details, consultation and discussion in Appendix C. A synopsis of comments received at the

consultation stage is provided in Appendix D, with the revised scheme supplied in Appendix E.

- 4.2 The Transport Statement 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:
- Penrith Road (traffic calming / Traffic Regulation Orders)
 - Junction of Teynham Road / Longley Avenue West (traffic calming / Traffic Regulation Orders and improved pedestrian facilities)
- 4.3 Consultation took place with local people in July/August 2011. This consultation included the statutory Traffic Regulation Order (TRO) consultation, required for the introduction of waiting restrictions and vertical traffic calming measures. A total of 214 properties were consulted, with 30 responses (14%) being received. The vast majority of respondents either supported (16, or 53%) or partly supported (9, or 30%) the proposed scheme, with only 3 respondents (10%) being opposed to it. 2 people did not indicate their view. 2 respondents however considered their response to be a formal objection to the scheme (further details provided in Appendix C).
- 4.4 Of those supporting the proposals, comments generally related to the desire to see vehicle speeds reduced and that the proposed measures will help do this, whilst restricting parking around the school. The crossing points were welcomed, although there was comment that they would not be used.
- 4.5 Of those opposed to the scheme, the main reasons for not supporting it were:
- money should be spent resurfacing the road,
 - road humps/cushions will cause damage to vehicles,
 - speeding is not an issue on Penrith Road,
 - traffic calming will not reduce vehicle speeds outside the school,
 - violation of the existing waiting restrictions don't get enforced so why put more restrictions in.
- 4.6 Officers have assessed all comments and suggestions, and it is considered that, to achieve the desired road safety benefits, traffic calming measures of the type proposed are required to slow vehicles to an appropriate level. This should have a positive impact on driver behaviour and reduce the possibility of pedestrian/driver collisions. A synopsis/discussion relating to all the comments received during the consultation can be found in Appendix D. The final proposed scheme is shown in Appendix E.

Relevant Implications

- 4.7 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 Parkwod Academy is £124,000. 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.
- 4.8 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 Appendix C of 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

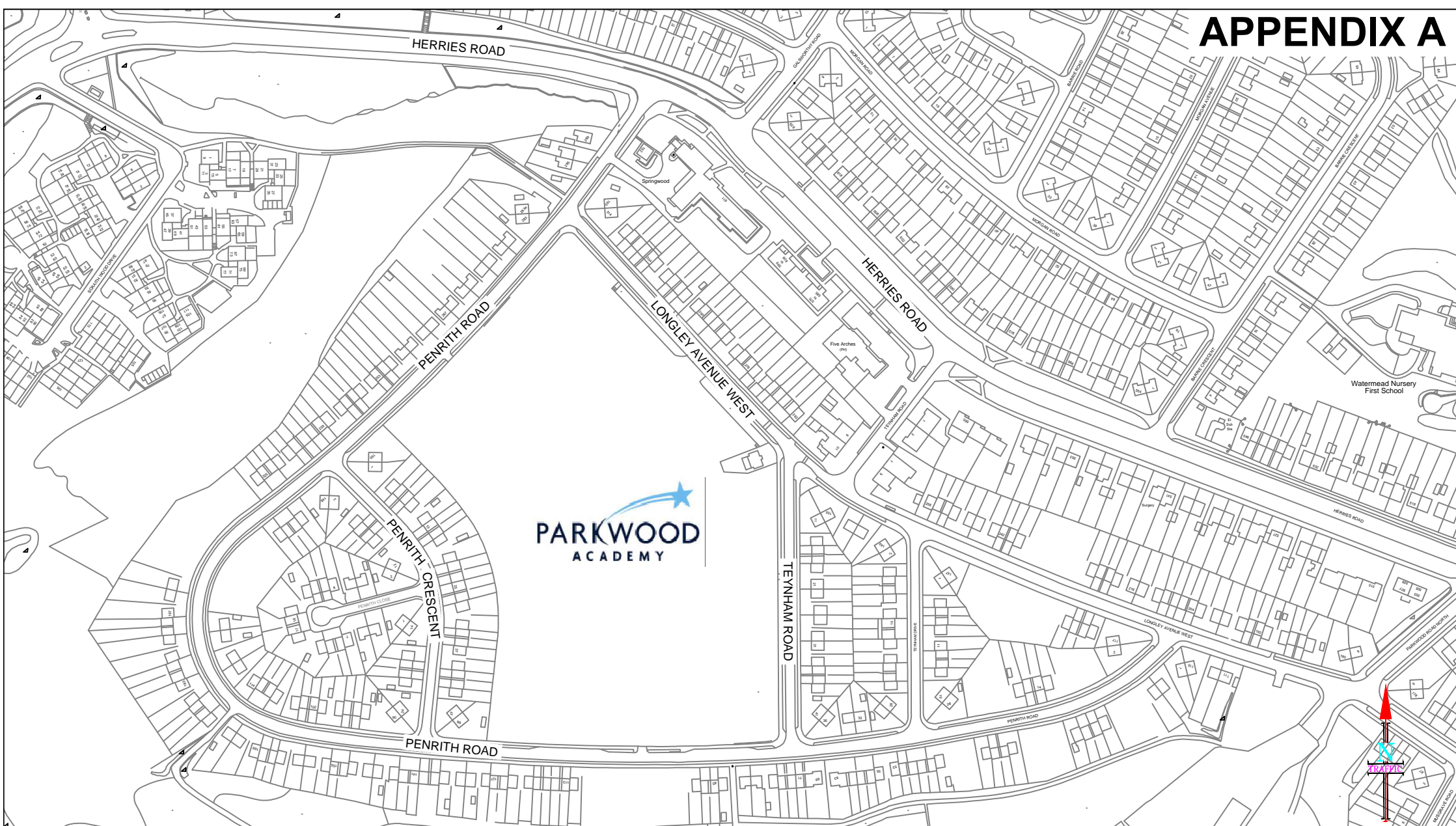
- 6.1 Officers have given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns.

7.0 RECOMMENDATIONS

- 7.1 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
- 7.2 Uphold objection two as discussed in Appendix C and replace the double yellow lines (Prohibition of Waiting at Anytime) as advertised on the northwest kerbline (property side) with a single yellow line (Prohibition of Waiting Mon-Fri, 8.00am-9.30am and 2.30pm-4.00pm). Subject to Road Safety Audit confirmation.
- 7.3 Approve and construct the scheme designs as shown in Appendix E
- 7.4 Inform all respondents who wished to be kept informed of the decisions made



Simon Green
Executive Director, Place

13 October 2011



Waterhead Nursery First 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	<ul style="list-style-type: none"> •Do not scale from this drawing •Any errors/omissions to be reported immediately •If in doubt, ask •This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010 	Client	SHEFFIELD CITY COUNCIL		Drawing No.	APPENDIX A		
		Scheme	Building Schools For The Future - Parkwood Academy		Scale	NOT TO SCALE A4		
A Service Area of Place Sheffield City Council	DRAWN ML Sept 2011	CHECKED	Drawing Title	Appendix A Scheme Location Plan		0 Millimetres 50 		TRAFFIC MANAGEMENT
					Date	Sept 2011		

APPENDIX B

Development Services

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

Officer: Mr M Longstaff
Ref: TM/ED02838/ML/01

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



The Occupier

Dear Sir/Madam

Building Schools For The Future – Parkwood Academy Associated Highway Works – Penrith Road, Teynham Road & Longley Avenue West

You will no doubt be aware that construction work is well underway on the refurbishment of Parkwood Academy. 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 near the school. The proposed scheme can be seen on the attached plan – TM-ED02838-C1.

Proposals include:

- 'Bus friendly' road humps on Penrith Road between Penrith Crescent and Herries Road, and at the junction of Longley Avenue West/Teynham Road
- Improved signing and 'Slow' markings on red surfacing on approach to the school frontages
- Pedestrian crossing points located on the proposed road humps
- Changes to road markings and parking restrictions to maintain visibility for pedestrians and control parking associated with the new school.

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 **30 August 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. This process will take place during this consultation and you will see notices posted on street, as well as in the Sheffield Star newspaper. You can indicate your support / objection to the various elements of the scheme by using the boxes provided on the questionnaire.

P.T.O

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What happens next?

Once the consultation is complete, we will assess all the comments received and, where appropriate, will make changes to the scheme.

The results of the consultation, and the final proposed scheme, will then 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 13 October 2011, in the Town Hall, Sheffield. If you wish to be kept informed of details of this meeting, and about the scheme in general, please tick the appropriate box on the questionnaire.

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



Matt Longstaff
Technician, Traffic Management
Transport & Highways Division

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BUILDING SCHOOLS FOR THE FUTURE – PARKWOOD ACADEMY

ASSOCIATED HIGHWAY WORKS – PENRITH ROAD, TEYNHAM ROAD & LONGLEY AVENUE WEST

We are seeking your views on the proposals shown on the attached plan. Please complete and return this questionnaire by 30 August 2011.

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

Q1.	"The traffic calming on Penrith Road 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 crossing points will help 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"/>
Q3.	"The proposed additional waiting restrictions (double and single 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...

Q4.	To what extent do you support the proposals for Parkwood Academy?	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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Q5. Please briefly explain your reasons for supporting or not supporting the proposals

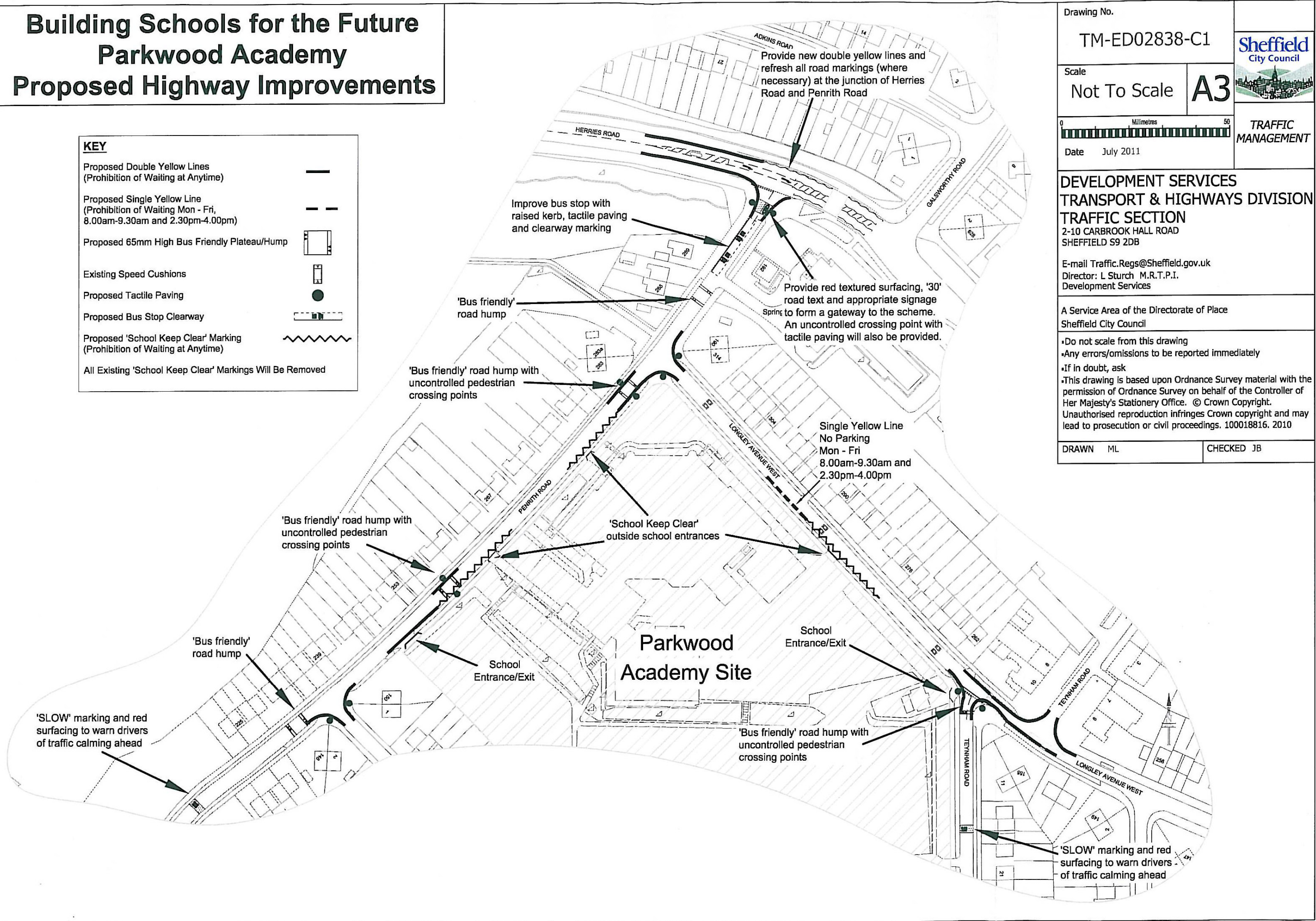
PLEASE TURN OVER

APPENDIX B

Building Schools for the Future Parkwood Academy Proposed Highway Improvements

KEY

- Proposed Double Yellow Lines
(Prohibition of Waiting at Anytime) 
- Proposed Single Yellow Line
(Prohibition of Waiting Mon - Fri,
8.00am-9.30am and 2.30pm-4.00pm) 
- Proposed 65mm High Bus Friendly Plateau/Hump 
- Existing Speed Cushions 
- Proposed Tactile Paving 
- Proposed Bus Stop Clearway 
- Proposed 'School Keep Clear' Marking
(Prohibition of Waiting at Anytime) 
- All Existing 'School Keep Clear' Markings Will Be Removed



Drawing No. TM-ED02838-C1		
Scale Not To Scale	A3	
Date July 2011		
TRAFFIC MANAGEMENT		
DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail Traffic.Regis@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services		
A Service Area of the Directorate of Place Sheffield City Council		
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APPENDIX B

BUILDING SCHOOLS FOR THE FUTURE – PARKWOOD ACADEMY ASSOCIATED HIGHWAY WORKS – PENRITH ROAD, TEYNHAM ROAD & LONGLEY AVENUE WEST

You will no doubt be aware that construction work is well underway on the refurbishment of Parkwood Academy. 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 near the school.

Proposals include:

- 'Bus friendly' road humps on Penrith Road between Penrith Crescent and Herries Road, and at the junction of Longley Avenue West/Teynham Road
- Improved signing and 'Slow' markings on red surfacing on approach to the school frontages
- Pedestrian crossing points located on the proposed road humps
- Changes to road markings and parking restrictions to maintain visibility for pedestrians and control parking associated with the new school.

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

- Southey Library, Moonshine Lane, Sheffield, S5 8RB
- 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

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 Matt Longstaff on 2736170 or email matt.longstaff@sheffield.gov.uk.

Alternatively, you can write to the following address:

Matt Longstaff
Traffic Section
Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

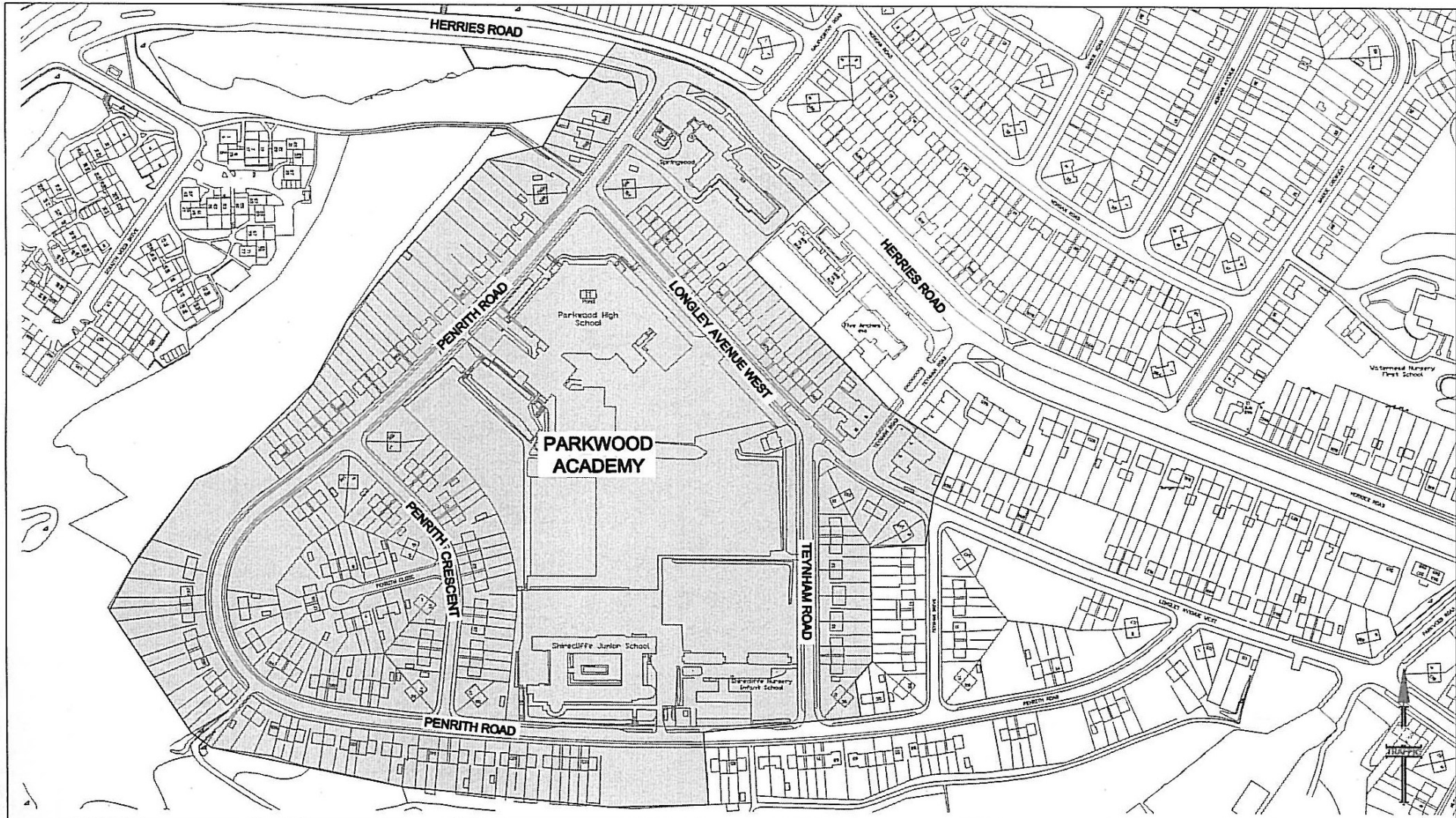
Further information and a copy of the proposals is now available at


www.sheffield.gov.uk/ParkwoodAcademy

Any comments must be received by Tuesday 30 August 2011

Sheffield *where everyone matters*





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: I.Sturch M.R.T.P.I. Development Services	• Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010		Client SHEFFIELD CITY COUNCIL	Drawing No. TM-ED02838-C2	Sheffield City Council 
	DRAWN JWB JULY 2011	CHECKED	Scheme Building Schools For The Future - Parkwood Academy	Scale NOT TO SCALE A3	
A Service Area of Place Sheffield City Council			Drawing Title Proposed Highway Improvements Proposed Consultation Area	0 10 20 30 Metres Date JULY 2011	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 Parkwood Academy.

TRANSPORT STATEMENT

2. The Transport Statement (TS) submitted with the planning application identified a number of improvements to the local highway network. It noted that all vehicular and pedestrian accesses are situated on Longley Avenue West and Penrith Road, therefore considered it desirable to regulate traffic movement and positively influence driver behaviour along the school frontage and its approaches. The key findings and suggestions in the TS were as follows:-

- Remove zig-zag markings outside the redundant school entrances to Parkwood High and Shirecliffe Junior. New markings will need to be provided at appropriate locations adjacent to the new Academy entrances.
- Introduction of a “bus-friendly” hump 65mm high, located at a point on Penrith Road between its junction with Longley Avenue West and Herries Road. This will signify the start of traffic calming as vehicles approach the area.
- Introduction of a 65mm plateau at the junction of Teynham Road and Longley Avenue West to aid pedestrians crossing Teynham Road, particularly students accessing the new school entrance on said junction.
- Introduction of two 65mm plateaus on Penrith Road, each plateau will align with the new academy accesses. This will slow vehicle movements through the area, whilst providing designated uncontrolled crossing points for pedestrians.
- Introduction of/revision of waiting restrictions in connection with the above measures and along the school frontage. Other possible locations may be identified following more detailed assessment.
- Adequate traffic calming features exist on Longley Avenue West and it is not considered necessary to provide further measures.

PLANNING APPROVAL

3. The planning approval was granted subject to the implementation of the following measures on the highway:
 - Penrith Road (traffic calming / Traffic Regulation Orders)
 - junction of Teynham Road / Longley Avenue West (traffic calming / Traffic Regulation Orders and improved pedestrian facilities)
4. Officers therefore developed scheme proposals to address these conditions. The measures are shown on drawing no. TM-ED02838-C1 in Appendix B. Proposals include:

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- ‘Bus friendly’ road humps on Penrith Road between Penrith Crescent and Herries Road, and at the junction of Longley Avenue West/Teynham Road
- Improved signing and ‘Slow’ markings on red surfacing on approach to the school frontages
- Pedestrian crossing points located on the proposed road humps
- Changes to road markings and parking restrictions to maintain visibility for pedestrians and control parking associated with the new school.

SCHEME CONSULTATION

5. In order to obtain the views of residents and businesses potentially affected by 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 (214 in total), in July 2011. A pre-paid envelope was provided for return of the completed forms. All consultation materials (available in Appendix B) were made available to Ward Councillors prior to the consultation. This included the proposed consultation area. No suggested amendments were received.
6. To complement this, street notices were put up, and plans were made available at First Point (Howden House), Southey Library (Moonshine Lane), Carbrook (Sheffield City Council Offices) and on the Council website. The emergency services, South Yorkshire Passenger Transport Executive and the Northern Community Assembly were also consulted.
7. The consultation process generated a total of 30 responses out of a possible 214, a response rate of 14%. Table 1 presents an indication of the percentage of responses received with regard to each of the questions outlined on the response form:

Table 1 Public response to the Parkwood Academy proposals

Q1.	“The traffic calming on Penrith Road will reduce vehicle speeds outside the school and have a positive impact on road safety”	Strongly agree 50%	Agree 23%	Disagree 7%	Strongly disagree 13%	Not sure 3%	No Response 4%
Q2.	“The proposed crossing points will help children on their way to and from school”	Strongly agree 43%	Agree 30%	Disagree 7%	Strongly disagree 10%	Not sure 7%	No Response 3%
Q3.	“The proposed additional waiting restrictions (double and single yellow lines) are important to keep junctions free from vehicles and improve visibility for pedestrians”	Strongly agree 53%	Agree 20%	Disagree 10%	Strongly disagree 3%	Not sure 10%	No Response 4%
Q4.	To what extent do you support the proposals for Parkwood Academy?	Fully Support 53%	Partly support 30%	Don't support 10%	Not Sure 3%	No Response 4%	

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 'D' to this report. Amendments were made to the scheme where possible to address concerns of residents.

EMERGENCY SERVICES AND SYPTE CONSULTATION RESPONSE

9. Responses to the consultation were received from South Yorkshire Passenger Transport Executive (SYPTE), South Yorkshire Police (SYP) and South Yorkshire Fire (SYFS) Service. No comments were received from the Ambulance Service.
10. The SYPTE gave First South Yorkshire Ltd and Mass Brightbus the opportunity to comment on the proposed scheme and did not receive a response from either of the operators concerning this matter.
11. SYP and SYFS are satisfied that adequate means of access have been maintained, confirming that they have no objections to the scheme.

TRAFFIC REGULATION ORDER

12. The Traffic Regulation Order (TRO) was advertised between 29 July 2011 and 26 August 2011 and ran within the general scheme consultation dates. A total of two objections were received. A summary of these objections, together with an officer response, is set out in paragraphs 13 to 28 below.

OBJECTION ONE

13. The first objection relates to Penrith Road, although the objector fully supports the proposed double yellow lines, as it will make the traffic flow more easily by the school. They do not support and highly object to plans to place speed humps on the road especially in the section outside their home, directly in the path where they reverse their car off the drive, as they believe this will cause excess wear to the vehicles suspension. On the same issue they also report that speeding vehicles are not a problem on Penrith Road so the calming features are not required.
14. The respondent also objects to any improvements to the bus stop near their home. They suggested that the bus should stop further down the road or would be moved somewhere else, as buses often cause an obstruction when the respondent tries to reverse off their drive. They suggest that the proposals will increase the bus stops use, will further obstruct driveways, increase litter and provide further invasion of privacy, as buses will park more often outside homes. In addition to this they report that very few children use this bus stop, and that its presence is unwelcome.
15. The objection closes by stating that if the scheme proposals go ahead then the feel of the area and Penrith Road in particular will change entirely. It will provide the impression that the road is unsafe. There is also a fear that their property may be devalued by the bus stop clearway marking.

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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. Traffic calming measures are conditioned for Penrith Road.
17. It appears that local residents have a varied opinion with regard to vehicle speeds, with the majority of respondents suggesting that inappropriate vehicle speeds are an issue on Penrith Road and that this inappropriate speed should be addressed.
18. 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.
19. Officers understand the concern raised regarding the location of the speed hump proposed outside the objector's property, and can provide assurance that when developing proposals officers always try to locate the features in positions where they cause minimal impact to residents, with the precise location being determined at the detailed design stage, but officers can confirm that the road hump will not impede access.
20. To improve driver visibility and remove the need for reversing over the road hump the objector would be advised to exit their driveway in a forward rather than a reverse motion, as per guidance provided within the Highway Code. This will increase driver visibility, improve road safety and eliminate the need to reverse over the road hump on a daily basis.
21. 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.
22. It is our intention to upgrade the bus stop by providing raised kerbs, tactile paving and a bus stop clearway marking. This will allow low floor buses to be used effectively on this route, with the bus stop clearway required to ensure that the bus can dock at the stop, thus improving access for less able bodied patrons.
23. The bus stop will remain at its existing, established location, as no suitable alternative is available. The bus stop is located away from properties therefore driveways should not be obstructed. The proposed raised kerb arrangement and clearway will enable drivers to dock in one location, a suitable distance away from the objector's driveway, leaving the access unobstructed.
24. Comments relating to bus operations have been forwarded to SYPTTE who have informed us that although the stop is not outside any properties the SYPTTE will be asking operators to make sure they are considerate to residents who need to access/ egress driveways.

OBJECTION TWO

25. Although not a direct objection to the scheme it was considered appropriate by officers to report the response as an objection. The respondent does not object to the speed humps or crossing points directly outside their property, but was concerned

APPENDIX C

about the double yellow lines that would prevent visitors parking adjacent to their property.

26. The respondent reports that they do have a driveway, although they are unable to access it at present due to it requiring repairs (within the property boundary).
27. Officers have considered the response and propose an alternative solution subject to approval at Road Safety Audit stage. It is our intention to replace the proposed double yellow line (prohibition of waiting at anytime) on the north west kerblines with a single yellow line that would restrict parking between Mon-Fri, 8.00am-9.30am and 2.30pm-4.00pm. The proposed uncontrolled crossing would remain without the tactile paving, thus creating an informal crossing arrangement.
28. The proposed relaxation to waiting restriction will allow the crossing point and two-way traffic flow to be maintained during the school morning and evening peak but would also allow residents to park outside of these times when traffic levels are lower.

Paraphrased Consultation Comments

Officer Response

<p>1 Agree to the waiting restrictions (double and single yellow lines). However the bus stop clearway means that the bus stop area has trebled in size, so the bus would park and block adjacent driveways.</p>	<p>The length of the bus stop clearway is required to ensure that the bus can dock at the stop. The stop is not moving and if anything the new raised kerb arrangement will encourage drivers to dock further away from the respondents driveway.</p> <p>Comments relating to bus operations have been forwarded to SYPTE who have informed us that there is a notice at the stop advising any drivers waiting time to turn off their engines. The sign has been up for a number of years but if there is a problem the residents can contact SYPTE traveline on 01709 515151 and they will take the issue up with the operators.</p> <p>Although the stop is not outside any properties the SYPTE will be asking operators to make sure they are considerate to residents who need to access/ egress driveways.</p>
<p>2 Very pleased to hear that something is going to be done on Penrith Road. Sooner or later someone is going to be injured by speeding vehicles.</p>	
<p>3 Would be desirable to see the traffic calming measures extend to include Penrith Crescent, as people are double parking.</p>	<p>As per planning conditions the traffic calming measures focus on the frontage and approach to the school but do not include the wider area. There is scope to extend the scheme at a later date but this can not be funded as part of this scheme.</p>
<p>4 Agree with reducing speed but it depends on the types of hump used. The type that don't damage the suspensions of cars (i.e. ramps).</p>	<p>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.</p>
<p>5 People will not be able to park their cars outside their houses. The Parking restrictions are just a way of making money.</p>	<p>The double yellow lines are required to facilitate the flow of vehicles through road junctions whilst providing clear sight lines for pedestrians using the new crossing points. 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.</p>

6	At the moment both parents and teachers park where they want with total disregard to signs and lines. Children don't look when or where they cross the road.	The proposed double yellow lines and pedestrian crossing points will help regulate and influence driver and pedestrian behaviour.
7	Provide a 'stop' sign at the junction of Longley Avenue West and Penrith Road to stop cars driving straight out onto Penrith Road.	According to design criteria the proposed 'stop' sign is not appropriate for this junction.
8	Create parking bays along Penrith Road and Longley Avenue to allow buses and other large vehicles access, sometimes they cannot get through due to cars associated with the school being parked inconsiderately.	The planning conditions did not include for improvements such as this and no funding is available from this project to undertake such works.
9	Use Road Tax and Council Tax to resurface roads like Longley Avenue as they haven't been touched for over 60 years.	It is expected that resurfacing works could take place as part of the Highways Private Finance Initiative. The comment has been issued to Street Force Highway Maintenance. However, officers are still waiting on a response.
10	Support the proposals because they will help pupils to and from school.	
11	Waiting restrictions will only work if the regulations are enforced.	It is recognised that enforcement issues do occur around schools but the restrictions are required to facilitate the flow of vehicles through road junctions whilst providing clear sight lines for pedestrians using the new crossing points. By implementing waiting restrictions it provides clear instruction and allows the opportunity for Parking Services to enforce as per current policy.
12	Why construct a brand new building on a site and do nothing to improve the paving and lighting on the approach to the site?	The planning conditions did not include for improvements such as this and no funding is available from this project to undertake such works. However, funding may be available as part of the Highways Private Finance Initiative to complete as per officer response 9.
13	30mph is too high for the streets around the site, surely 20mph is more child friendly?	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. If desired by residents and councillors, and subject to further funding made available, it may be possible to provide a 20mph zone at a later date.

14 Fully support the scheme, teachers and visitors park where they want, destroying grass verges and paths in the process.

15 Speed cameras would also be a good idea.

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.

16 Traffic calming is not required as parked vehicles slow what few road users use that stretch.

The traffic calming features are a permanent fixture as oppose to parked vehicles that are only there certain times of the day. The features have been carefully positioned to bring traffic speeds down to appropriate levels in line with guidance provided by the Department for Transport.

17 It is also doubtful that children will use the crossing points. The proposed waiting restrictions may help to enforce no parking for the few who do.

It is acknowledged that children cross in a variety of locations along Penrith Road. However, the new crossing points will focus movements on desired routes, whilst providing a safe crossing environment for more venerable users.

18 Move the bus stop away from the junction with Penrith Road/Herries Road this would make turning and approach easier.

The bus stop will remain at its existing, established location, as it appears no suitable alternative is available.

19 Are there any proposals for resurfacing Penrith Crescent? Heavy plant are using this road several times a day during construction of the Academy. The condition of the surface is slowly deteriorating.

Any damage to the highway as a result of demolition/construction work, associated with Parkwood Academy, will be addressed by the developer as per planning approval conditions.

20 Speed bumps are not a safe answer cars do not slow down for them with doubt cast over whether a car could do an emergency stop on one. Not aware of any exiting humps in Sheffield that aren't crumbling or sinking.

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.

21 Children should receive more road safety education as they do not respect the road and demonstrate a bad attitude.

Our Road Safety department works closely with schools in Sheffield to provide road safety education. However, it's the child's responsibility to act on any advice.

22 Strongly agree that something must be done to make roads around the school safer. Too many young drivers, especially those with motorbikes, are using the road as a racetrack.

23 The scheme is a waste of tax payer's money. Traffic calming will not reduce vehicle speeds outside the school as speeding continues to occur outside schools that already have road humps.

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. The proposed double yellow lines and pedestrian crossing points will help regulate and influence driver and pedestrian behaviour.

24 Support the proposals to cut down traffic congestion and make it safer for pupils at the school.

25 No objection to speed humps and crossing. Although concerned over the double yellow lines across the top of the drive. Receives regular visitors and the driveway is inaccessible.

Subject to approval at Road Safety Audit stage it may be possible to replace the proposed double yellow line on the north west kerblineline with a single yellow line that would restrict parking between Mon-Fri, 8.00am-9.30am and 2.30pm-4.00pm. The proposed crossing would remain minus the tactile paving, thus creating an informal crossing arrangement. The respondent would be advised to exit the driveway in a forward rather than a reverse motion as per guidance provided within the Highway Code. This will increase driver visibility, improve road safety and eliminate the need to reverse over the road hump on a daily basis. In response to the potential damage caused to the vehicle please see officer response 4

26 Object to plans to place speed humps on the road, especially the speed hump outside my home, directly in the path where I reverse my car from my drive. This will cause excess wear and tear on my suspension.

27 Object to any 'improvements' to the bus stop as it will increase its use, will further obstruct driveways, increase litter (which is already a problem) and provide further invasion of privacy as buses will park more often outside houses. Very few children use this bus stop, its presence is unwelcome.

Please see officer response 1.

Building Schools for the Future Parkwood Academy Proposed Highway Improvements

LEGEND

- Proposed Double Yellow Lines
(Prohibition of Waiting at Anytime)
- Proposed Single Yellow Line
(Prohibition of Waiting Mon - Fri,
8.00am-9.30am and 2.30pm-4.00pm)
- Proposed 65mm High Bus Friendly Plateau/Hump
- Existing Speed Cushions
- Proposed Tactile Paving
- Proposed Bus Stop Clearway
- Proposed 'School Keep Clear' Marking
(Prohibition of Waiting at Anytime)
- Remove Existing 'School Keep Clear' Marking

An objection has been lodged against the double yellow lines (DYL) on the North West kerbline in connection with the proposed uncontrolled crossing point, tactile paving and 65mm high bus friendly plateau.

Officers have considered the response and propose an alternative solution subject to approval at Road Safety Audit stage. It is our intention to replace the proposed DYL on the north west kerbline with a single yellow line that would restrict parking between Mon-Fri, 8.00am-9.30am and 2.30pm-4.00pm. The proposed uncontrolled crossing would remain without the tactile paving, thus creating an informal crossing arrangement.

The proposed relaxation to waiting restriction will allow the crossing point and two-way traffic flow to be maintained during the school morning and evening peak but would also allow residents to park outside of these times when traffic levels are lower.

Uncontrolled crossing point with tactile paving will be provided over a 65mm high bus friendly plateau

Due to comments raised during the Road Safety Audit a detailed design change may be made to change the Single Yellow Line to a Bus Stop Clearway marking. The Prohibition of Waiting will remain as advertised, Mon - Fri 8.00am-9.30am and 2.30pm-4.00pm

Provide red textured surfacing, 'SLOW' road text and appropriate signage to form a gateway to the scheme.

Provide red textured surfacing, 'SLOW' road text and appropriate signage to form a gateway to the scheme.

APPENDIX E

Drawing No. TM-ED02838-P1		 Sheffield City Council
Scale Not To Scale	A3	
Date Sept 2011		TRAFFIC MANAGEMENT

DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

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

A Service Area of the Directorate of Place
Sheffield City Council

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DRAWN **ML** CHECKED **JB**

