



SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 10 November 2011

Subject: Cultural Industries Quarter Public Realm -
Regeneration Project

Author of Report: David Sowter 0114 2736208

Summary:

- Sets out proposals to improve the environment of parts of the Cultural Industries Quarter (CIQ), and comments received following public consultation on the proposals.
- Seeks endorsement of the scheme and approval to progress to detailed design, tender and traffic regulation order process.
- Cabinet Highways Committee on the 13th October 2011 resolved to defer the scheme and asked the Director of Place to submit a further report clarifying issues of parking and accessibility in the area, following concerns raised at the meeting.
- Additional information at 6.0, 7.0 and additional recommendation 9.4 seeks to provide support for the scheme and to inform Members of the actions taken following the previous meeting.

Reasons for Recommendations:

- A financial opportunity has arisen with Sheffield Hallam University's Capital Programme to carry out this work in conjunction with Sheffield City Council. The Council needs to approve this scheme in order for the work to progress.
- Local businesses have been contacted directly and have been asked about their access needs. The majority of businesses have responded and personal contact has already been made with some, to discuss and resolve their issues. Subsequent to the Cabinet Highways Meeting, officers have met with the owner of The Rutland Arms to ensure that he fully understands the scheme and that his specific needs are met.

Recommendations:

- Welcome the proactive manner in which the Sheffield Hallam University has worked with the City Council and confirm support for continued collaborative working between the two organisations.
- Endorse the proposal as detailed in Appendix B and progress the detailed design, and traffic regulation order processes.
- Give to the Director of Housing, Enterprise and Regeneration delegated authority to accept a tender for these works as long as the tender sum can be contained within budget.
- Officers be instructed to continue dialogue with local businesses to ensure that they are kept informed, particularly in relation to parking.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Gaynor Saxton
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
Arundel Street and Charles Street in the Cultural Industries Quarter, Sheffield
Relevant Cabinet Portfolio Leader
Cllr 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

CULTURAL INDUSTRIES QUARTER PUBLIC REALM REGENERATION PROJECT: RESULTS OF PUBLIC CONSULTATION

1.0 SUMMARY

- 1.1 This report sets out proposals to improve the environment of parts of the Cultural Industries Quarter (CIQ), and comments received following public consultation on the proposals.
- 1.2 The report also seeks endorsement of the scheme and approval to progress to detailed design, tender and traffic regulation order processes.
- 1.3 Cabinet Highways Committee on the 13th October 2011 resolved to defer the scheme and asked the Director of Place to submit a further report clarifying the issues of parking and accessibility in the area, as a result of concerns raised by a local businessman at the meeting.
- 1.4 Paragraphs 6.0 and 7.0 and the additional recommendation at 9.4 in this report seek to provide additional information in support of the scheme, and to inform Members of the actions taken following the previous Cabinet Highways Committee meeting.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The project will help the continued regeneration of this area. A successful University and Cultural Industries Quarter is a key asset to the City, encouraging further new investments, ultimately translating into either safeguarding existing or creating new jobs. It will help consolidate Sheffield Hallam University's city centre presence and help realise its long term aspiration to be one of the most successful universities in the country along with the associated benefits.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The key outcome is as above – consolidation and enhancement of Sheffield Hallam University (SHU) and the CIQ. This will mean a more sustainable city centre university location, reducing numbers of students using motor transport. The use of natural high quality paving will result in an extended design life compared with existing concrete paving.
- 3.2 In summary, the scheme offers the following key benefits:
 - Improved of the appearance of this core area of the CIQ, providing an attractive setting for the listed buildings (Butcher Works, Sterling Works) and the local businesses and residents.
 - Improved appearance of the area for the benefit of SHU, students and visitors to the University.
 - Promotion of the CIQ and the SHU campus as an attractive area for business and study.
 - New street lighting will be more energy efficient and longer lasting than the existing lighting, and will significantly reduce light pollution. Highly efficient

and long life LED lighting will be used in feature lighting where possible.

- 3.3 The project team will examine the sourcing of materials for street furniture and will promote the use of recycled materials wherever possible. The Contractor will be obliged to operate a waste management strategy throughout the project.

4.0 REPORT

Planning Context

- 4.1 The CIQ Conservation Area with its numerous significant character buildings and historic street grid provides a unique and important local area. Arundel Street is the most complete historic street of the Conservation Area and this project aims to improve the public realm setting for all of these buildings and provide a better experience for pedestrians, visitors, residents and businesses. The area is located between the core city centre and the railway station giving it a strategic gateway location and making it a priority for regeneration.
- 4.2 Sheffield's Universities are key economic drivers of the City and this project is strategically linked to the City Centre Masterplan, a key priority of which is the enhancement of the Sheffield Hallam University's campus environment in order to both to maximise local business development potential and provide a setting for the continued growth (both in numbers of students and reputation) of SHU.
- 4.3 Sheffield Hallam University is consolidating and expanding its central campus, having recently completed a new Masterplan (by DEGW Consulting) to guide their future aspirations. The University recently moved its entire ACES (Arts, Computing, Engineering and Sciences) faculty to the new Furnival Building on Arundel Street. A further new development is proposed at the junction of Charles Street and Eyre Lane and has received planning consent – around 9,500sqm (100,000sq ft), confirming the University's commitment to this area and to its ambitions.
- 4.4 The broad vision for this area is one of a lively urban university campus, complemented by a mixture of cultural and creative industry uses as well as a place to live in. It requires a carefully balanced land use and regeneration approach to ensure the success is built upon and allows SHU to flourish without compromising the ability of other businesses and stakeholders to also continue and be successful.

Highway Implications

- 4.5 The new residents and businesses and an increased SHU presence means there are greater numbers of pedestrians and vehicles along Arundel Street. The footpaths along Arundel Street itself are very narrow and people are forced to walk along the road to pass each other – the University reports that there have been a number of near-miss traffic/pedestrian accidents. Charles Street is also an important pedestrian and disabled access route between the Station, the heart of the CIQ and the City Centre.

- 4.6 As a main traffic route to the University and surrounding businesses, problems are caused by the number of car drivers looking for on-street parking, or accessing the Charles Street car parks. Added to this are service vehicles using the route to businesses in the area and drivers who use the route to gain access to wait illegally on Howard Street. Traffic tends to travel at speed along Arundel Street, adding to the safety risks. Currently, it is not a very safe or attractive environment.
- 4.7 To address these issues, carriageway widths will be reduced where possible, and footways widened to cater for the increase in pedestrian activity in the area. Speeds will be reduced by these measures, whilst passing places will be provided to ensure adequate access for service vehicles.
- 4.8 Some existing single yellow lines will need to be changed to double yellow lines to prevent the carriageway being obstructed by parked vehicles. This will mean that some evening parking will be lost, as the double yellow lines will prevent parking at all times. Some parking bays will be lost, but new ones will be introduced on Brown Street and Paternoster Row.

Public Consultation

- 4.9 A consultation exercise was carried out during August 2011 to gain local people's views of the proposed works. The public were generally supportive. A copy of the materials sent to businesses and residents in the area is attached at Appendix A and a summary of the responses is attached to this report at Appendix B.
- 4.10 Of approx 200 letters issued to properties, only 20 replies were received. Exact numbers of visitors to the drop in session are not known, but 34 people left comments. In general, the response was very favourable and gave the following totals:
17 people fully supported the proposals and did not offer any comments.
35 people were in favour of the scheme, but had some comments and suggestions.
2 were totally against the scheme.
- 4.11 Of the comments received that were pertinent to the proposal, only one has necessitated a material design change, that being the withdrawal of the 7.5T weight restriction. The need for large vehicles to access the area makes the restriction unworkable. Other comments will be addressed within the detailed design. The scheme proposal therefore remains essentially as proposed at the consultation stage.
- 4.12 A Traffic Regulation Order (TRO) would need to be advertised as part of the continuing design progress, and subject to no objections being received, the order will be made. Traffic orders were not promoted as part of the general consultation process as it was felt that it was likely that significant changes may have been necessary, which would have made the TRO process premature.

Relevant Implications

- 4.13 Sheffield Hallam University is fully funding the project, through a Section 278 Agreement. The City Council will act as the client for the scheme, overseeing design and procurement. Specific clauses within the S278 ensures that the role of the Council as the Highways Authority is not compromised as well as ensuring that the City Council bears no financial cost / risks. The S278 Agreement has now been agreed and signed by both parties.
- 4.14 In order to meet the requirements of Sheffield Hallam University's procurement procedures, construction of the scheme will need to be put out to Commercial Tender.
- 4.15 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 any further consultation and development of the measures. Therefore, the project should be of universal positive benefit to all, regardless of age, gender, race, faith, disability, sexuality etc. It should be particularly beneficial for more vulnerable pedestrians (i.e. young, elderly and disabled). No negative impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 An option considered was whether to ban vehicles from the area. The area in question has a large number of residents and businesses which need to carry out their operations. There are also several car parks, and on street parking bays which are there to cater for the parking needs of visitors to the City. Banning vehicles completely was not a viable option.
- 5.2 It was hoped to remove larger service vehicles from the area, but due to the adverse responses received from businesses and the Police, this element was dropped from the scheme.

6.0 SUPPLEMENTARY INFORMATION

- 6.1 Members' attention is drawn to paragraph 3.2 of the report, which gives the key benefits of the scheme, and also adds the following:
- Particular improvements to safety for pedestrians and cyclists
 - Improvements in general safety will result from the new surfacing, lighting, landscaping and improved sight lines. This will significantly improve the provision for disabled and immobile users.
 - The area will be improved by the reduction in traffic flow and speeds and improved signing and traffic management will reduce congestion.

- 6.2 Reference is made to a report by Genecon, commissioned by Yorkshire Forward dated June 2011 and which is shortly to be presented to Council. It is specifically about Sheffield and the link between improved public realm and improved business activity. Quote:

Yorkshire Forward's Renaissance Programme and 'Great Places' approach has been central to YF's efforts to drive up the prosperity of Yorkshire & Humber region, and has directly underpinned the Agency's rationale for investing in towns and cities is strongly linked to the importance of high quality public realm in making 'great places' and delivering more competitive locations, and specifically that:

□ They serve as an attraction for people, businesses and visitors, becoming places where people want to visit, live, work and invest;

7.0 ADDITIONAL INFORMATION ARISING FROM CABINET HIGHWAYS COMMITTEE MEETING 13 OCTOBER 2011

Consultation

- 7.1 Details of the consultation which took place are given in the Appendices A and B to this report.
- 7.2 Use of the SHU Cantor (previously called Furnival) Building was questioned by the Managing Director of Reet Ale Pubs at The Rutland Arms, Brown Street, Sheffield – this was used purely as a 'venue' which was a large available space, easily accessible to everyone within the area in question. Council staff had organised all the presentation material, and the consultation letters and street notices which invited people to the drop in session. Staff from Traffic Management and City Development were present at the session to answer questions.
- 7.3 Personal contact has been made with some of the businesses in the area, including the Red Lion PH and The Globe PH as well businesses on Paternoster Row, close to the scheme proposals.
- 7.4 The consultation results have shown that in total 19 businesses replied to either the documents which were distributed, or at the drop in session, the vast majority of which were positive about the overall scheme. Of those who raised comments, the main issue was the proposed 7.5T weight restriction and how it would affect servicing. Following these concerns the decision was taken to drop the 7.5T proposal. However, all local businesses who operate in the evenings will be contacted again, to discuss the proposals further, in particular, parking.

Parking

- 7.5 It was mentioned that the loss of parking would be greater than described in the proposals and report, because of plans for development on land currently used for car parking. The land in question is owned by SHU and is presently leased by the City Council for surface car parking. The future loss of this land has long been expected therefore, in recent years the City Council has developed a strategy to replace surface car parks which are on development

land with high standard, secure multi-storey car parks. There are several around this area with Q Park at Charles Street and APCOA on Eyre Street being the closest.

- 7.6 The final figure for all day parking bays which will need to be removed from the area is 10. All of these will be re-located onto Brown Street and Paternoster Row, which are quite close by.

Evening parking

- 7.7 Surveys have taken place on several occasions in recent months, on evenings when events were known to be taking place. Theatres had productions on, cinemas were open, and there was a concert at O2 Academy. The surveys showed the following:

1. There were very few vehicles in adjacent off-street car parks.
2. Most on-street parking bays were full, although on one occasion, there were several empty spaces available.
3. A maximum of 7 vehicles park on Charles Street close to the Red Lion PH. Although the initial proposal was to remove this, further consideration has been given, and it is now proposed to keep most of this parking.
4. Some parking takes place illegally on double yellow lines which are worn, but which have now been maintained.
5. On Arundel Street, close to the junction with Howard Street, a maximum number of 6 vehicles can park in the evening on a length of single yellow line outside Silversmiths restaurant and other adjacent properties. The Traffic Regulation Order shows that this section of Arundel Street has in fact a double yellow line restriction which has never been fully implemented, and the parking should not be there. To achieve the requirements of the scheme, listed throughout this report, the parking must be removed to prevent the street being blocked by vehicles. Discussions are continuing to take place with SHU regarding alternative parking provision. There is also scope for further relaxation of existing all day restrictions at other nearby locations, into working day restrictions, thereby enabling evening parking. The impact of this on loading and deliveries will need to be discussed with local businesses.

- 7.8 Loss of parking both daytime and evening was not a major concern raised by businesses, but it is accepted that this is an important issue and that officers need to continue to work closely with people and local businesses in the area to try and achieve a satisfactory outcome.

- 7.9 Plan number TM/EX03484/P02 will be displayed at the Committee meeting to clarify the above points on parking.

Accessibility

- 7.10 Concern was raised that vehicles would not be able to manoeuvre around the area adequately, thereby affecting the operation of businesses. Since the

previous meeting, The Rutland Arms owner has been visited and shown the plans and proposals in more detail. Officers believe that he is now satisfied that the designs will not restrict access to his business or within the general area.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 A financial opportunity has arisen with Sheffield Hallam University's Capital Programme to carry out this work in conjunction with Sheffield City Council. The Council needs to approve this scheme in order for the work to progress.
- 8.2 Local businesses have been contacted directly and have been asked about their access needs. The majority of businesses have responded and personal contact has already been made with some, to discuss and resolve their issues. Subsequent to the Cabinet Highways Meeting, officers have met with the owner of The Rutland Arms to ensure that he fully understands the scheme and that his specific needs are met.

9.0 RECOMMENDATIONS

- 9.1 Welcome the proactive manner in which the Sheffield Hallam University has worked with the City Council and confirm support for continued collaborative working between the two organisations
- 9.2 Endorse the proposal as detailed in Appendix B and progress the detailed design, and traffic regulation order processes.
- 9.3 Give to the Director of Housing, Enterprise and Regeneration delegated authority to accept a tender for these works as long as the tender sum can be contained within budget.
- 9.4 Officers to maintain the dialogue with local businesses to ensure that they are kept informed, particularly in relation to parking.

Simon Green
Executive Director, Place

10 November 2011

APPENDIX A

DOCUMENTS ISSUED FOR CONSULTATION

Development Services

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

Officer: Mr D Sowter
Ref: TM/EX03484/DS/01

Tel: (0114) 273 6208
Date: 4th August 2011

The Occupier

Dear Sir/Madam

**Cultural Industries Quarter - Arundel Street and Charles Street
Streetscene Improvements**

This project aims to improve the physical environment (the public realm) along Arundel Street and Charles Street in the Cultural Industries Quarter, which also forms part of the Sheffield Hallam University Campus. These streets include many listed buildings, small/medium businesses and residents, along with a large student population, both as residents and attending their studies in various buildings around the area. The City Council, working in partnership with Sheffield Hallam University, aims to provide new wider pavements in quality materials, new street furniture and improved lighting. The project also includes measures to improve pedestrian/cyclist safety and reduce traffic speeds along these streets. This work will create an attractive setting for this part of the Cultural Industries Quarter Conservation Area and provide an improved environment for local businesses and residents.

The main highway implications, shown on the attached plan are:

Where possible, carriageway widths will be reduced, and footways widened to cater for the increase in pedestrian activity in the area.

Existing waiting and parking restrictions will need to be changed to suit the new layout. This will mean that some parking bays will be lost, but new ones will be introduced on Brown Street and Paternoster Row.

Some existing single yellow lines will need to be changed to double yellow lines to prevent the carriageway being obstructed by vehicles parked in the evening, which would also detract from the improved environment.

It is also hoped to progress a weight restriction in the whole area, so that only vehicles below 7.5T will be able to access the affected streets. Emergency vehicles would be exempt from the restriction.

As part of the design process, I would like to know what you think of the proposals as users of the area, so that I can try and meet your needs.

I am *especially* interested to learn of business servicing requirements, in particular the types and sizes of vehicles used for deliveries or refuse collection etc. and how the weight restriction proposal would affect you. In addition, I would like to hear the views of visitors and residents who may park in the area in the evening.

As well as this letter and the attached plan, there is to be a drop in session at Sheffield Hallam University, Furnival Building, Arundel Street on the 16th of August 2011, from 1pm to 8pm.

At that session, there will be larger plans and photographs on display as well as a chance to discuss the proposals with council officers, and the opportunity to leave comments.

Larger plans are also available to look at, throughout the consultation period, during normal office hours:

- In First Point Reception, Howden House, Union Street, Sheffield, S1 2SH.
- In Reception, Sheffield City Council, Carbrook Offices, 2 – 10 Carbrook Hall Road, Sheffield.
- Plans should also be available online by going to www.sheffield.gov.uk/CIQ

Attached to this letter is a form for you to complete. If you wish, please complete it and return it to me in the supplied envelope. I should be grateful to receive your comments no later than the 30th of August 2011.

Yours faithfully,



David Sowter
Engineer, Traffic Management
Transport & Highways

**CULTURAL INDUSTRIES QUARTER
ARUNDEL STREET AND CHARLES STREET
STREETSCENE IMPROVEMENTS**

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

What are your comments on the following statements about the proposals?

1.	New lighting, street furniture and natural stone paving will improve the appearance of the area.
Comments	
2.	Wider footways will help to provide more safety for pedestrians.
Comments	
3.	Some parking bays will need to be relocated to Brown Street and Paternoster Row.
Comments	
4.	Waiting restrictions will need to be changed so that the carriageway is not blocked by parking in the evening, which would also detract from the improved environment.
Comments	
5.	The number of large vehicles using the area will be reduced.
Comments	
6.	Reducing the amount of traffic on Arundel Street will improve the environment.
Comments	

PLEASE TURN OVER

Thinking about the proposals overall...

7.	To what extent do you support the proposals for this scheme?
Comments	

8. Please write your details below:

Name: Mr/Miss/Mrs
Address:
Tel. no.
Email address:
I am a: Resident <input type="checkbox"/> Worker <input type="checkbox"/> Business representative <input type="checkbox"/> Other <input type="checkbox"/>
My Business is:
My Delivery needs are:

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

Thank you!

Please return your questionnaire in the freepost envelope provided (you do not need a stamp) by the 30th of August 2011

CULTURAL INDUSTRIES QUARTER ARUNDEL STREET AND CHARLES STREET STREETSCENE IMPROVEMENTS

This project aims to improve the environment along Arundel Street and Charles Street in the Cultural Industries Quarter, which also forms part of the Sheffield Hallam University Campus. These streets include many listed buildings, small/medium businesses and residents, along with a large student population. The City Council, working in partnership with Sheffield Hallam University, aims to provide new wider pavements in quality materials, new street furniture and improved lighting. This work will create an attractive setting for this part of the Cultural Industries Quarter Conservation Area and provide an improved environment for local businesses and residents.

The main highway implications are:

- Carriageway widths will be reduced, and footways widened to cater for the increase in pedestrian activity in the area.
- Existing waiting and parking restrictions will be changed to suit the new layout. Some parking bays will be lost, but new ones will be introduced on Brown Street and Paternoster Row.
- Some existing single yellow lines will be changed to double yellow lines to prevent the carriageway being obstructed by vehicles parked on street in the evening.
- It is also hoped to progress a weight restriction in the whole area, so that only vehicles below 7.5T will be able to access the affected streets. Emergency vehicles would be exempt from the restriction.

As part of the process, I would like your views on the proposals as users of the area. I am *especially* interested to learn of business servicing requirements and to hear the views of visitors and residents who may park in the area in the evening.

As well as this notice, there is to be a drop in session at Sheffield Hallam University, Furnival Building, Arundel Street on the 16th of August 2011, from 1pm to 8pm. Larger plans and photographs will be on display as well as a chance to discuss the proposals with council officers, and the opportunity to leave comments.

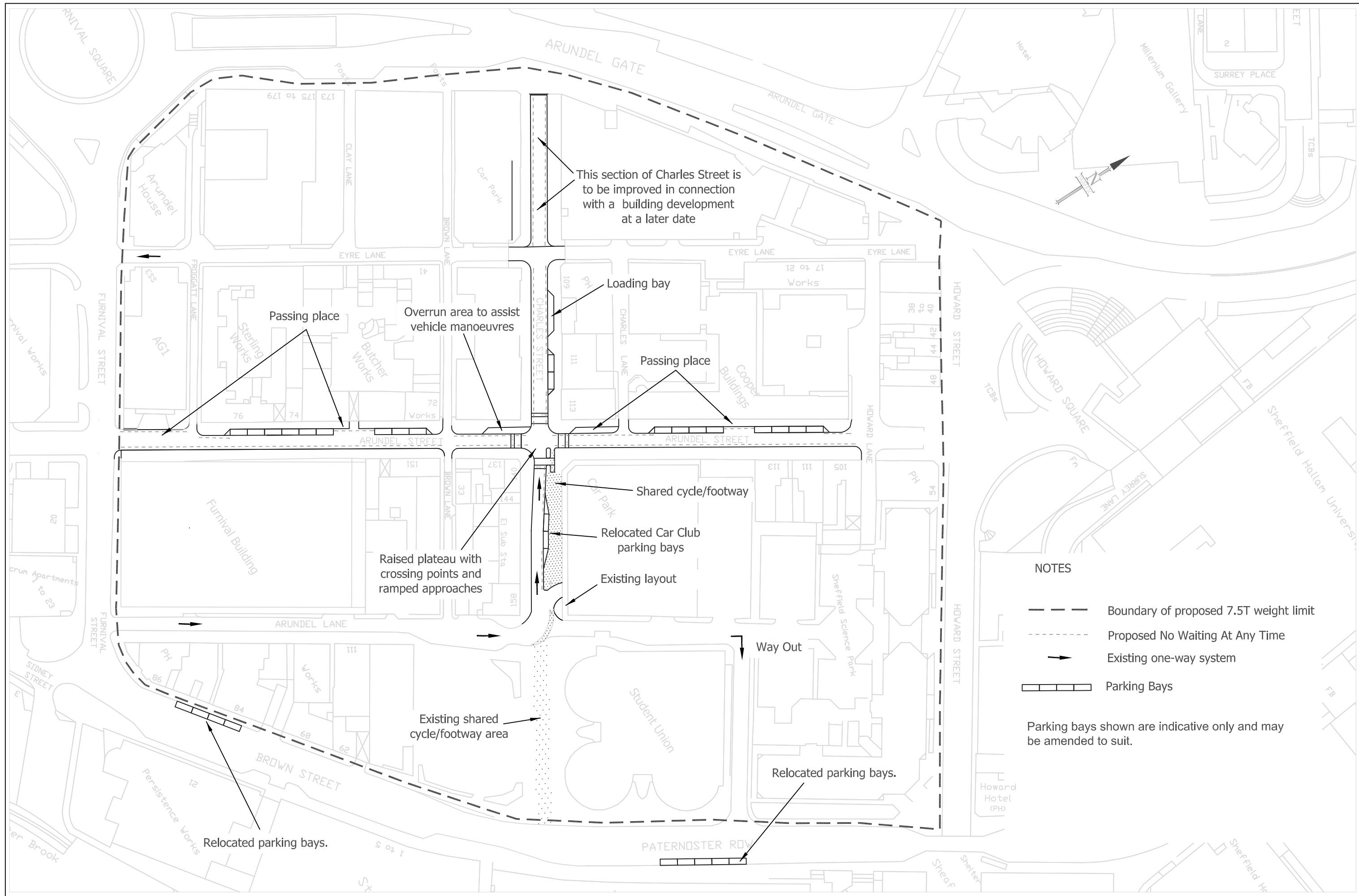
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- In First Point Reception, Howden House, Union Street, Sheffield, S1 2SH.
- In Reception, Sheffield City Council, Carbrook Offices, 2 – 10 Carbrook Hall Road, Sheffield.
- Plans should also be available online by going to www.sheffield.gov.uk/CIQ

If you wish to comment on any aspect of the proposals, or have any questions, please contact David Sowter on 2736208 or email david.sowter@sheffield.gov.uk. Alternatively, you can write to the following address:

David Sowter
Traffic Section
Sheffield City Council
2-10 Carbrook Hall Road
Sheffield, S9 2DB

Any comments must be received by the 30th of August 2011



- NOTES**
- Boundary of proposed 7.5T weight limit
 - Proposed No Waiting At Any Time
 - Existing one-way system
 - ▭ Parking Bays
- Parking bays shown are indicative only and may be amended to suit.

TM/EX03483/CO1
 DEVELOPMENT SERVICES
 TRANSPORT & HIGHWAYS DIVISION
 TRAFFIC SECTION
 2-13 CARBONKILL HALL ROAD
 SHEFFIELD S10 2DR
 TEL: 0114 273 2627 FAX: 0114 273 4632
 Email: Traffic.Management@sheffield.gov.uk
 Director: L. South M.A.T.P.L.
 Development Services
 A Service Area of Place
 Sheffield City Council

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 DRAWN: _____ CHECKED: _____

PLEASE SEE OVERLEAF FOR A VISUAL REPRESENTATION OF THE FOOTWAY WIDENINGS

Rev	Date	Content	Drawn	Checked

SHEFFIELD CITY COUNCIL
 CULTURAL INDUSTRIES QUARTER
 ARUNDEL STREET / CHARLES STREET
 CONSULTATION PLAN

Drawing No: TM/EX03484/CO1
 Scale: NTS A0
 Date: JULY 2011

Sheffield City Council
 TRAFFIC MANAGEMENT



EXISTING VIEW LOOKING SOUTH



PROPOSED VIEW LOOKING SOUTH



EXISTING VIEW LOOKING NORTH



PROPOSED VIEW LOOKING NORTH

APPENDIX B

SCHEME CONSULTATION SUMMARY

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, photographic representations and a response form for completion were delivered to all properties in the area on the 5th of August 2011. A pre-paid envelope was provided for the return of the completed forms. All the consultation materials were provided to Ward Councillors in advance of the consultation starting. This also included a plan of the proposed consultation area.

To complement the above, street notices were erected, and plans were made available in First Point at Howden House, reception at the Carbrook offices, and on the Council website. The emergency services, South Yorkshire Passenger Transport Executive, Sheffield Hallam University and waste collection companies were also consulted. In addition, the information was also sent to the Central Community Assembly Chair and Link Manager.

To encourage greater participation, there was a drop in session held at the Sheffield Hallam University Furnival Building on the 16th of August 2011. At that session, larger plans and photographs were on display, and Council officers were available for questions. Also, representatives of Sheffield Hallam University were also present.

PUBLIC RESPONSE

Of approx 200 letters issued to properties, only 20 replies were received. Exact numbers of visitors to the drop in session are not known, but 34 people left comments.

In general, the response was very favourable and gave the following totals:

17 people fully supported the proposals and did not offer any comments.
35 people were in favour of the scheme, but had some comments and suggestions.
2 were totally against the scheme.

All comments are detailed at the end of this Appendix.

Amendments have been made to the scheme where possible to address the concerns of the residents and businesses.

EMERGENCY SERVICES AND SYPTE CONSULTATION RESPONSE

Responses to the consultation were received from South Yorkshire Passenger Transport Executive (SYPTE), South Yorkshire Police (SYP), and South Yorkshire Fire and Rescue. No comments have yet been received from the Ambulance Service.

Although the SYPTE are not directly affected as no buses access the area itself, they did raise a comment regarding signing and use of the Paternoster Row bus gate which is close to the proposed scheme.

SYP raised two concerns. The first was that they felt the proposed road width would cause conflict between passing vehicles and cyclists. Their second point was that the proposed 7.5T weight limit would not be enforceable in an area which has many works and deliveries taking place. The widths proposed, at 4.1m, is in accordance with current design guidance (Manual for Streets 2) which states that cycles and cars should be able to pass comfortably at low speeds. The 7.5T weight limit was raised as an issue by local businesses and was therefore removed from the scheme proposal.

South Yorkshire Fire and Rescue raised no objections to the scheme.

WASTE COLLECTION COMPANIES RESPONSE

Two companies operate in the affected area – Veolia for general trade and residential waste and Viridor who have the contract at the Sheffield Hallam University building waste.

Veolia replied to say that consultation had taken place with drivers for City Centre collections and they could see no major issues.

Viridor have made no reply.

However, given that changes are to be made to the proposals and the weight restriction will not now be included, the operations of the waste collection companies will not be compromised.

TRAFFIC REGULATION ORDERS REQUIRED FOR THE SCHEME.

Traffic orders were not promoted as part of the general consultation process as it was felt that it was likely that significant changes may have been necessary, which would have made the TRO process premature.

Traffic Regulation Orders necessary to facilitate the relocation of parking bays, introduction of and amendments to waiting restrictions etc., will be advertised as the scheme progresses. Subject to no objections being received, the Order will be made.

COMMENTS RELATED TO THE PROPOSALS

1. Location of signing to the Science Park car park is confusing.

Response – This aspect will be investigated and addressed if necessary as part of the final detailed designs.

2. Parking bays should not be removed from the area as there are insufficient spaces already.

Response – 9 bays are being removed from the area and re-located to Brown Street and Paternoster Row, which are very close by. The bays need to be removed to allow vehicles to manoeuvre more easily around the proposed layout.

3. Concerns are raised over any noise and disruption whilst the scheme is constructed.

Response – The scheme will be carefully programmed with liaison with adjacent properties. Every endeavour will be made to keep noise and disruption to a minimum.

4. Eyre Street (possibly an error which *should* read Eyre Lane) should be included in the scheme too.

Response – The scheme has a very tight budget which is earmarked specifically for the roads included on the plans. Unfortunately Eyre Street and/or Eyre Lane are both outside the scope of the work. It is appropriate to note that resources are being directed to where footfall is heaviest.

5. Lighting should be considerate to residents. There are a number of apartments in the area and street lights should not illuminate bedrooms at night.

Response – Any new lighting will be designed to minimise inconvenience to residents.

6. Traffic congestion will be created by the narrower carriageways.

Response – The majority of traffic in the area is mainly circulating to find parking. If we can address existing on-street problems and ensure drivers take the correct route to car parks etc., then traffic conflicts on Arundel Street should reduce. As the roads will be narrower, any drivers travelling along them will need to take more care and therefore it is expected that speeds will reduce.

7. The exit from the AG1 apartment block will be made dangerous for vehicles leaving the car park.

Response – The layout of the road and footway immediately outside the AG1 block is not being altered. However, the opposite footway will be increased in width taking it closer to the AG1 building. Manoeuvres here will be checked and amended if necessary to allay any fears the residents have.

8. The proposed parking bays to be re-located onto Paternoster Row near The Workstation will interfere with deliveries at the adjacent doorway. Also, coaches u-turn in the Science Park car park egress and may also be restricted by the bays.
Response – This location and the comments received will be investigated. If necessary, the scheme will be revised as there is an alternative location which could be utilised for the bays.

9. Reduce speeds along Arundel Street with speed humps.
Response – As mentioned in 6 above, it is intended that some vehicles will access the area via a different route when the scheme is complete. This will help to reduce the number of vehicles on Arundel Street. However, the vehicles which remain on Arundel Street will need to take more care on the narrower road and reduce their speed. Speed humps or cushions would be inappropriate in this conservation area and would look out of place. Although speeds are felt to be high, they are not excessive. Adding vertical calming would not have a marked effect.

10. Better lighting is required on the narrow side streets. CCTV should be considered.
Response – As mentioned above, the scheme has a very tight budget and does not include for any work on side streets. It is agreed that lighting on the side streets may be sub-standard, which may be addressed early in the forthcoming PFI contract which is expected to commence next year.

11. Loss of evening parking by the proposed changes to waiting restrictions is a problem.
Response – Some single yellow lines on Charles Street and Arundel Street will need to be replaced with double yellow lines. Because of the narrow road widths that are proposed, parking on both sides of the road will not be possible, otherwise movement along the street would be restricted. Because these streets are within the Controlled Zone of the city centre, this problem should not exist during the day as no parking should occur on street on either single or double yellow lines. However, vehicles can park on any existing single yellow lines after 6.30pm. It is these vehicles which would create an obstruction, and the reason why single yellow lines need to be changed.

Apart from some minor sections of Arundel Street, the main loss of evening parking will be on the upper section of Charles Street between Arundel Street and Arundel Gate. Other streets will be largely unaffected. The loss of parking is unfortunate, but there are a number of off-street car parks in the vicinity, which would incur a charge rather than being free. Any free parking within the Controlled Zone is always at a premium and as things change and are developed, its provision cannot be guaranteed.

12. The proposed 7.5T weight restriction will prevent businesses receiving deliveries or trade and residential waste collection.

Response – The proposed 7.5T weight limit was put forward as a way of keeping the area clear of large vehicles, thereby making it possible to maximise footways widths and tighten corner radii, creating a more environmentally friendly and more pleasant area for visitors. The consultation documents invited the public, mainly business users, to provide us with details of their servicing needs. However, the exercise has shown that a number of businesses do need to have larger vehicles for their servicing and operational duties, as well as for waste collection.

It is intended to drop the proposal for a weight restriction and we will now amend the design to maintain access.

13. The type of materials used for the footways etc. must be suitable for wheelchair users and be able to be easily cleaned.

Response – The materials being used have already been utilised in other areas of the city centre with success. They are referred to in the agreed “Sheffield Palette” and will consist of natural stone paving and stainless steel street furniture.

14. The design and materials used should have continuity with other areas of quality such as Sheaf Square and Heart of the City.

Response – See 13 above.

15. Consideration should be given to having the footway and carriageway all at on level, with pedestrian priority.

Response – This is a reasonable suggestion. However, there are new recommendations which suggest that disabled and visually impaired users feel more vulnerable when the highway is shared by pedestrians and vehicles. Also, in this area which has high conservation values, it would be preferable to maintain the feel of the more traditional street layout.

16. The streets should have trees and planters.

Response – At the time that the consultation documents were prepared, there was still some uncertainty whether trees could be accommodated, due to the presence of services under the footways. It became clear later that it was impossible to locate trees, so the possibility of incorporating stone planters is still being investigated. If planters can be provided, they will be positioned so that obstructions are not created and the benefit of wider footways lost.

17. Brown Street and Paternoster Row should be included. They have high bus speeds and the road is very wide.

Response – As mentioned elsewhere above, the scheme has a very tight budget and these two streets are outside the scope of the work. However, the existing bus gate on Paternoster Row is being investigated in house as part of another scheme, with a view to removing abuse and reducing bus speeds.

18. Sheffield Hallam University vehicles should be permitted through the Paternoster Row bus gate to reduce costs and journey times for them.

Response – This matter has been the subject of lengthy discussions, which are still ongoing.

19. Cycle parking facilities should be included.

Response – This request is valid and will be considered if the layout permits.

20. "Spearmint Rhino" is totally inappropriate in this cultural quarter.

Response – No comment.

21. Open the top of Charles Street onto Arundel Gate.

Response – Arundel Gate is a key bus route in both directions. Opening up the top of Charles Street onto it would compromise all traffic movement, as well as the existing cycle facilities, and pedestrian crossing.

22. It was reported that vehicles pass through the newly installed crossing on Furnival Street, even when the signals are at red.

Response – I suspect this may be an observation problem, when vehicles are turning left from Arundel Street into Furnival Street. The comments will be considered. The scheme will encourage exit from the car park to Paternoster Row and the potential for people inadvertently running the red light should reduce.

23. The parking bays on the south side of Brown Street near to numbers 1 – 5 and 21 should be relocated.

Response – This comment has no direct bearing on the scheme in question. However, it is intended to obtain more details from the complainant to consider if any action is required.

24. Part of Arundel Street between Charles Street and Furnival Street should be made one way towards Furnival Street.

Response – Although this seems an attractive suggestion initially, there are some disadvantages. By narrowing the streets, a driver will need to take more care and reduce his speed, especially when facing opposing traffic. If the street was one way, there would only be traffic flow in one direction, and drivers may be inclined to increase their speed, which is undesirable. If the suggestion was implemented, it would mean that the only way into the area would be via Arundel Lane. Although the junction of Arundel lane and Furnival Street is capable of carrying traffic, it is not ideal. It is accepted that there will be an increase in traffic which is heading for the car park, but if all traffic had to access the area via this junction, then some additional work would need to be carried out, which we are currently unable to do. For these reasons, a one way system is not recommended.

25. The passing place shown at the Cooper Building is in the wrong place and is not large enough for the vehicles which will use it.

Response – This is not the case, and we are confident that the passing place is suitably sized. In reality, the whole of a vehicle does not need to be accommodated in the passing place. It will provide somewhere where there is an opportunity to pull over slightly, whilst vehicles pass one another. The passing place is located directly in front of the main entrance to the building to keep the façade clear. This is in line with conservation requirements. For the same reason the façade of Butcher Works has been left clear.

26. Drivers abuse the existing one way system on the lower section of Charles Street and enter in the wrong direction, causing danger for the adjacent cycle lane for other drivers.

Response – The existing layout at this junction is badly abused by drivers heading for the car park. The signing at the junction is unclear and makes the abuse difficult to enforce. The new layout will address this and make it possible to erect clearer signing which can be better enforced.

27. Provide loading bays at the front and rear of the Furnival Building.

Response – Sheffield Hallam University do not want a loading bay on the front of the building, and are currently discussing options for the rear of the building.

28. Several people suggested that more parking bays should be removed to make the area more attractive and less cluttered with parked vehicles.

Response – In opposition, several people have also requested that parking is kept available, or increased. We need to balance the provision of parking with a pleasing appearance. Losing too much parking would be to the detriment of visitors to the area, residents, and businesses. Removing parking would also reduce income for the Council.

29. Several people mentioned sight lines at the junction of Charles Street and Arundel Street, so that crossing the road was easy. Also that the crossing points are well delineated and level, for wheelchair users.

Response – Sight lines will be improved from the existing layout due to the removal of some parking bays which are currently close to the junction. The new layout will also have dedicated crossing points and will be on a raised plateau, all of which will help people cross safely.

30. Access to the Stoddart Building car park should be maintained.

Response – There is no intended change to access.

31. Can we consider making the end of Arundel Street, which has a junction with the pedestrian area of Howard Street more clear?

Response – this request will be considered during the detailed design stage of the scheme.

32. Can it be confirmed that yellow lines to stop parking all day and night on one side of Arundel Street will be implemented?

Response – That is the intention.

33. Ensure that lighting is improved, and the layout is not compromised by regulations on the listed buildings. The lighting should not obstruct the footways.

Response – The design of street lighting has yet to take place, but care will be taken not to cause obstructions. There will have to be discussions on the lighting layouts and the requirements of the regulations on listed buildings to strike a balance with the environment, and the suitability of the lighting. Safety for pedestrians and residents will also be considered.

34. Can a schedule of work be confirmed and shown to the University Transport Health and Safety Advisory Group, for comments on safety issues?

Response – There will be regular progress meeting to discuss issues such as this between the Council and the representatives of Sheffield Hallam University.

35. Ensure that the number of accessible parking spaces, and access to all of the University's properties for disabled people is either maintained or improved.

Response – access to all properties will be maintained. An unfortunate disadvantage of the scheme is that some parking bays, and on street parking is being lost or relocated slightly out of this area. However, there will still be opportunity for disabled people to park in the remaining bays, or on waiting restrictions where permitted, as long as no obstruction is caused.

36. Ensure signing is clear so that people can locate themselves and find their destination.

Response – As part of the design, signing of all types will be considered to help both pedestrians and drivers.

37. How will the programme work with the potential building work on Charles Street car park, so that newly laid on street finishes will not be damaged?

Response – The building work is likely to take place after the highway works have been completed. This is entirely due to the availability of funding and Sheffield Hallam University timescales. However, measures will be put into place, and access to the building site controlled to ensure a minimum effect on the new road surfaces.