



SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

10

Report of: Executive Director, Place

Date: 8th December 2011

Subject: Objections to proposed road safety and parking schemes on Psalter Lane.

Author of Report: Ashley Carnall 0114 273 6205

Summary:

- To report on the outcome of the public consultation undertaken for a road safety and parking scheme on Psalter Lane, Nether Edge.
-

Reasons for Recommendations:

- The proposed measures are considered necessary parts of the scheme, and are being done in response to requests from the public. The advantages of installing these measures on Psalter Lane appear to outweigh any possible disadvantages to the objectors in terms of road safety.

Recommendations:

- Overrule the objection and approve the scheme designs as detailed in Appendices B and C.
 - Make the Traffic Regulation Orders associated with the schemes in accordance with the Road Traffic Regulation Act 1984.
 - Inform the respondents of the decisions made.
-

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Cleared by Paul Schofield
Legal implications
YES Cleared by Julian Ward
Equality of Opportunity implications
YES Cleared by Ian Oldershaw
Tackling Health Inequalities implications
NO
Human rights implications
NO
Environmental and Sustainability implications
No
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO

OBJECTIONS TO A PROPOSED ROAD SAFETY AND PARKING SCHEME ON PSALTER LANE

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following public consultations on a combined pedestrian road safety and parking scheme on Psalter Lane, Nether Edge. 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 road safety and parking issues on Psalter Lane. Officers have developed measures with a view to empowering 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 the comprehensive public consultation exercises undertaken when developing the proposals.
- 2.2 The report will also contribute to the “A Great Place to Live” objective of the Council’s Corporate Plan particularly the “sustainable and safe transport” priority, with proposals that aim to improve pedestrian safety and better regulate parking.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The scheme aims to improve road safety for pedestrians walking to local bus stops and for pupils walking to Hunters Bar School, with a view to further encouraging a shift away from dependency on the private car, whilst encouraging more healthy physical activity.

4.0 REPORT

- 4.1 This report details consultation and discussion relating to the proposed road safety and parking scheme.
- 4.2 A location plan of the scheme is shown in Appendix A.
- 4.3 The road safety aim of the scheme is to improve facilities for pedestrians on Psalter Lane (between Cherry Tree Road and Sharrow Vale Road). The scheme comprises short lengths of footway build-out to enable people to see beyond parked cars when waiting to cross the road; a pedestrian island next to the roundabout at Sharrow Vale Road; and bus boarder and bus clearway arrangements at the two bus stops within the scheme extents. Parking would be prevented at each crossing point, either by existing or proposed waiting restrictions. A plan showing the scheme is shown in Appendix B.
- 4.4 These proposals were originally identified following a 106 signature petition requesting crossing measures at “appropriate locations” along this stretch of road. A report regarding this petition was submitted to the City Centre, South and East Planning and Highways Area Board on 9th September 2008. The scheme has recently been approved for funding within the 2011/12 Local Transport Plan budget, funded through the allocation given to the South Community Assembly.

- 4.5 Following the receipt of the petition a pedestrian survey was carried out on the stretch of Psalter Lane between Cherry Tree Road and Sharrow Lane. Over a 12 hour period (7am to 7pm) 477 pedestrians were counted crossing the road.
- 4.6 The parking scheme is a result of interest from residents and businesses on Psalter Lane in an expansion of parking restrictions, following responses from questionnaires sent to properties as part of a review of the former Sharrow Vale permit parking scheme. The outcome was a recommendation that both sides of Psalter Lane (from Cemetery Road to Cowlshaw Road) should be included in the new Porterbrook scheme, with restrictions on some existing permit parking bays being amended at the same time. There was also an intention to move a bus stop from outside 91 and 93 Psalter Lane to a new location outside 115 and 117 Psalter Lane. Unfortunately, the cost of providing the bus stop in the new location combined with reduced funding meant that this proposal will no longer happen - local properties directly affected by these proposals (including Clifford school) were informed of this decision in early October 2011.
- 4.7 Consultation on both schemes took place with local people in February 2011. A letter and plan describing the proposals was distributed door-to-door in the immediate area and comments invited. The consultation was conducted at the same time as the advertisement of an associated Traffic Regulation Order (TRO). Letters and plans were delivered to approximately 80 properties including the Salvation Army Citadel, The Stag public house, Shirley House, Southcroft sheltered housing, Saint Andrews Methodist Church and Clifford School. The proposals were also advertised in 'The Edge' community magazine. The emergency services and SYPTE have also been consulted
- 4.8 Five people responded during the consultation regarding the road safety proposals. Of these, two wrote in support of the scheme. One response stated that a controlled crossing should be provided instead whilst the other two responses objected to the proposals as they would reduce the level of parking provision.
- 4.9 Twelve people responded during the consultation regarding the parking proposals. Two people wrote in support of the scheme whilst eight objected. The remaining two responses requested additional parking as part of the proposals. Two of the objections were in relation to a proposed build-out which has subsequently been dropped from the scheme. As these objections have been resolved they are not being considered as part of this report. Of the six outstanding objections, five were concerned about the safety of traffic emerging from Clifford Road, whilst one was concerned with the loss of parking on Sandbeck Place.
- 4.10 Officers have investigated all the comments and suggestions. However, after due consideration, it is considered that to achieve the desired road safety and parking benefits the scheme should be implemented as shown in Appendices B and C. A full discussion relating to all the comments received during the consultation can be found in Appendix D.

Relevant Implications

- 4.11 All the measures identified in this report have been included in the 2011/12 Local Transport Plan (LTP) programme. The combined estimated cost of all the elements of the scheme is £88,000, to be funded from the LTP allocation given to

the South Community Assembly. The ongoing maintenance costs of these changes to the highway network will be met from the PFI commuted sum.

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

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 It would be possible to provide a controlled pedestrian crossing on Psalter Lane as one of the respondents has suggested. Given the volume of traffic using this road at peak times the best type of crossing would appear to be a Puffin. However, site visits and pedestrian surveys indicate that people do not cross at one particular location along this stretch of road. As a result many people would continue to cross away from such a feature which, given that a driver's attention is likely to be focussed on the crossing, and given that parked traffic obscures pedestrians wishing to cross, could constitute an accident risk. For these reasons Officers believe that the scheme as outlined in this report offers the best benefits for pedestrians.

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 whilst providing road safety benefits for pedestrians.

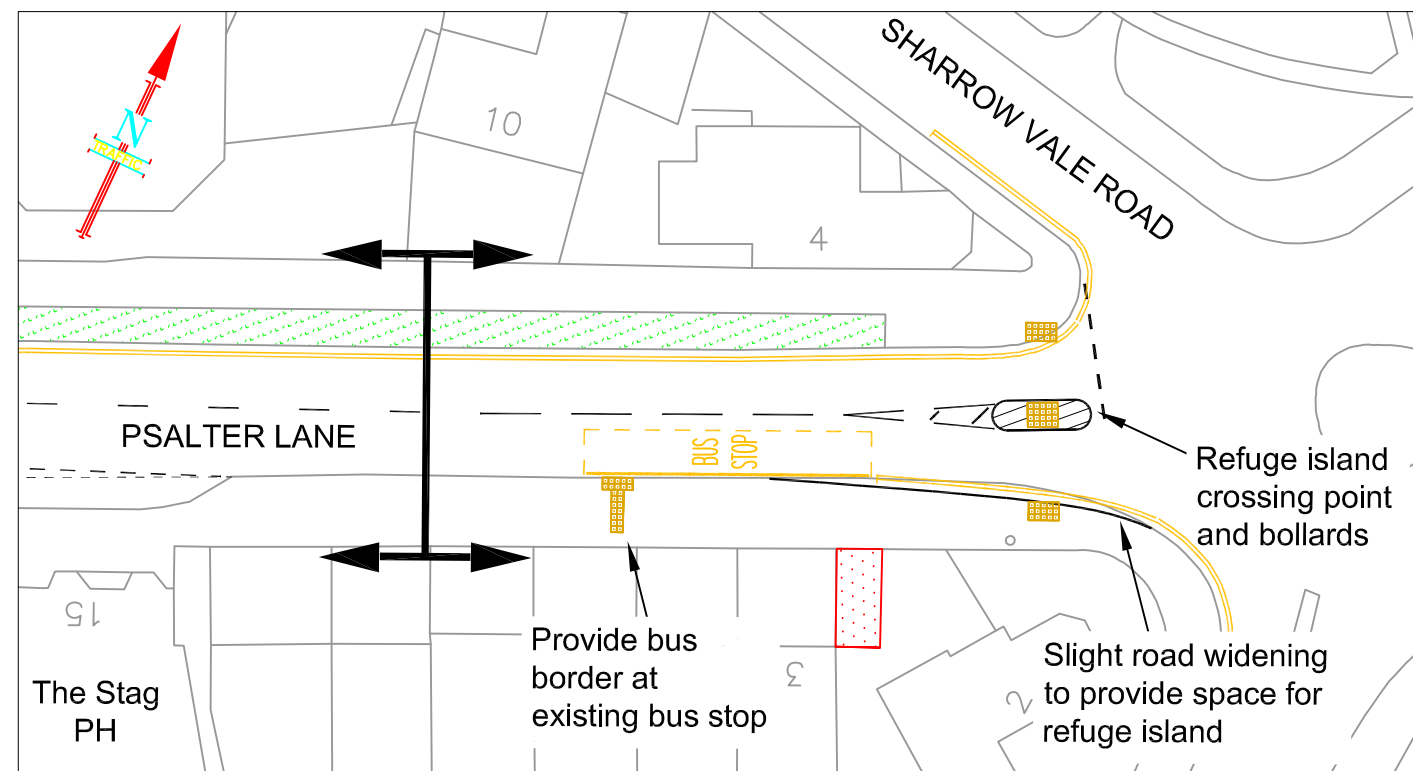
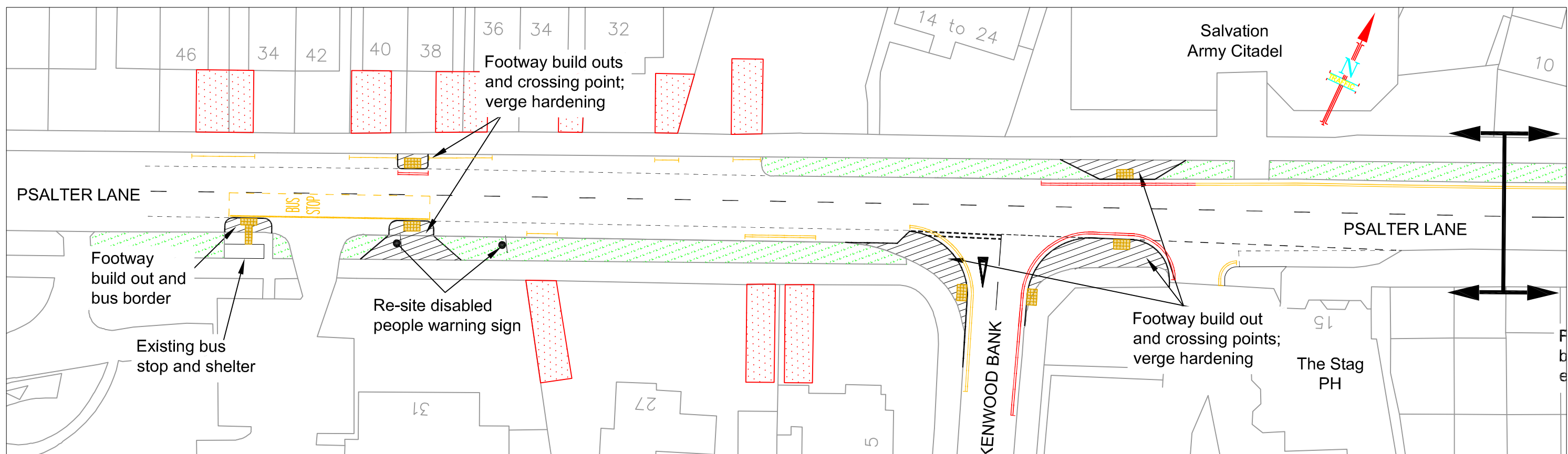
7.0 RECOMMENDATIONS

- 7.1 Overrule the objection and approve the scheme designs as detailed in Appendices B and C.
- 7.2 Make the Traffic Regulation Orders associated with the scheme in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the respondents of the decisions made.

Simon Green
Executive Director, Place

18 November 2011





Key

- New areas of footway
- Existing grass verge
- Driveway
- Proposed waiting restrictions
- Existing waiting restrictions

Note

1. Revised proposals to resolve concerns raised in the Stage 1 Road Safety Audit.
2. Revised estimate £88,000.
3. Drivers may be tempted to park on the footway build out outside The Stag. Two planters could be provided to enhance this area and prevent parking at an additional cost of £1,000.

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A Service Area of Place
Sheffield City Council

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DRAWN

Simon Nelson
November 2010

CHECKED

Client

SHEFFIELD CITY COUNCIL

Scheme

South Community Assembly

Drawing Title

Psalter Lane (Sharrow Lane to Cherry Tree Road)
Preliminary Design - revised proposal

Drawing No.

TM-BN817-P02

Scale

1:500

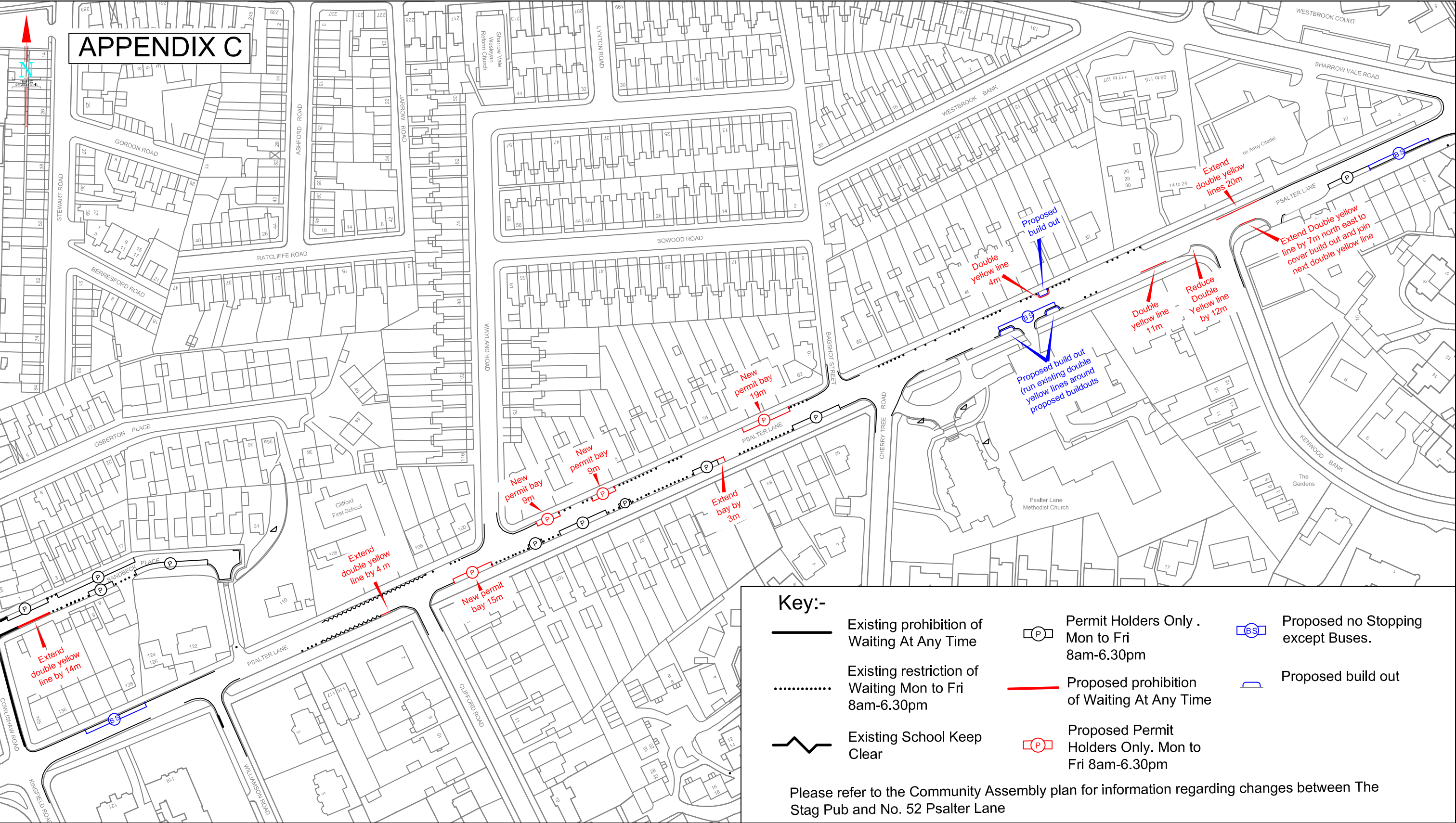
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0 10 20 30 40 50 Millimetres

Date June 2010



DEVELOPMENT
SERVICES



PSALTER LANE PEDESTRIAN IMPROVEMENTS - PUBLIC CONSULTATION RESULTS

1.0 INTRODUCTION

- 1.1 On 16th December 2010 Members representing the South Community Assembly requested that public consultation commence on the proposals shown in Appendices B and C.
- 1.2 The aim of the scheme shown in Appendix B is to improve facilities for pedestrians on Psalter Lane (between Cherry Tree Road and Sharrow Vale Road). The scheme comprises short lengths of footway build-out to enable people to see beyond parked cars when waiting to cross the road; a pedestrian island next to the roundabout at Sharrow Vale Road; and bus boarder and bus clearway arrangements at the two bus stops within the scheme extents. Parking would be prevented at each crossing point, either by existing or proposed waiting restrictions.
- 1.3 The scheme shown in Appendix C follows interest from Psalter Lane in an expansion of parking restrictions following responses from residential and business questionnaires as part of a review of the former Sharrow Vale permit parking scheme. The outcome was that both sides of Psalter Lane (from Cemetery Road to Cowlshaw Road) should be included in the new Porterbrook scheme, with restrictions on some existing bays being amended at the same time. There was also an intention to move a bus stop from outside 91 and 93 Psalter Lane to a new location outside 115 and 117 Psalter Lane. Unfortunately, the cost of providing the bus stop in the new location combined with reduced funding meant that this proposal will no longer happen - local properties directly affected by these proposals (including Clifford school) were informed of this decision in early October 2011.

2.0 PROGRESS

- 2.1 On 28th January 2011 a letter and plan describing the proposals was distributed door-to-door in the immediate area and comments invited. The consultation was conducted at the same time as the advertisement of an associated Traffic Regulation Order (TRO). Letters and plans were delivered to approximately 80 properties including the Salvation Army Citadel, The Stag public house, Shirley House, Southcroft sheltered housing, Saint Andrews Methodist Church and Clifford School. The proposals were also advertised in 'The Edge' community magazine.
- 2.2 The emergency services and SYPTE have also been consulted. South Yorkshire Police, South Yorkshire Fire and Rescue and SYPTE have no objection to the proposals; the ambulance service has not responded.

3.0 CONSULTATION RESULTS

3.1 The Road Safety proposals

3.2 Five people have submitted comments on the road safety scheme, and these are summarised below.

- Aa resident of Psalter Lane welcomes the scheme as long as it's 'low key' (this is a conservation area).
- *"My wife and I are tenants at Southcroft MHA and in our seventies. We are both delighted after a viewing of your circular...that some long overdue work is intended. Crossing Psalter Lane at Southcroft is an extremely hazardous task due mostly to the fact the traffic is allowed to park up the very edge of the premises. This makes it necessary to walk two or three feet into the oncoming traffic area in order to view if it is safe to cross. It is hoped that your proposed plans put an end to this. Also the "Refuge Island" proposed at the junction of Psalter Lane and Sharrow Vale Road is an excellent idea making it much safer to cross at a very busy point."*
- From a resident of Brincliffe Gardens: *"I suggest that this is a poor solution in view of the volume of traffic, the size of some of the vehicles, the vulnerability of many of the pedestrians and the risks for cyclists. I am firmly of the opinion that what is needed is something that brings the traffic to a halt (i.e. a controlled crossing) so that pedestrians may cross in relative safety. Constructing build-outs would introduce pinch points in the road and these tend to be dangerous for cyclists who can be knocked off by motorists not leaving enough room."*
- From a resident of Psalter Lane: *"...what is the basic rationale for spending public money as a priority on any sort of crossing on Psalter Lane? The number of people crossing Psalter Lane is very low, and where they do, it's mostly at road junctions and the Sharrowvale Road roundabout... In practice it is very easy to cross the road outside of rush hours...the scheme as proposed will not stop the traffic so it does not seem to achieve a great deal. The regular bus service is hardly used even at peak times... The one part of the scheme that makes a bit of sense is the island at the roundabout, which will probably be used by a reasonable number of pedestrians. But, even there, how can that possibly be a priority use for limited council money compared with umpteen other ways of spending it?"*
- *These crossing proposals actually take out some of the few parking spaces along this stretch and therefore make the existing problem worse. We appreciate that you appear to have tried to minimise the loss, but it is still another step in the direction of making it even harder for residents to park anywhere near their homes – in a residents parking scheme that is supposed to make it easier!"*
- *"There is a serious problem on this part of Psalter Lane (between Bagshot Road and Kenwood Bank), which is that, despite supposedly being in the residents parking scheme, there are no residents parking bays. The result of this is that parking here is dominated by people from streets below who leave their cars for weeks and also by commuters leaving their cars all day. The*

3.3 Officer Responses

Request for a controlled crossing

Whilst a controlled crossing would be feasible, pedestrian surveys indicate that there is no one place where pedestrians cross. For that reason, it is intended to provide a series of measures at the various crossing locations. It is not possible to provide controlled crossings at all the locations due to funding limitations. As a result many people would continue to cross away from such a feature which, given that a driver's attention is likely to be focussed on the crossing, and given that parked traffic obscures pedestrians wishing to cross, could constitute an accident risk. For these reasons Officers believe that the scheme as outlined in this report offers the best benefits for pedestrians.

What is the rationale for providing a scheme on Psalter Lane?

These proposals were originally identified following a 106 signature petition requesting crossing measures at "appropriate locations" along this stretch of road. The scheme has been selected by the South Community Assembly for funding within the 2011/12 Local Transport Plan budget, funded from its approved allocation.

Few people cross

A pedestrian survey was carried out on the stretch of Psalter Lane between Cherry Tree Road and Sharrow Lane. Over a 12 hour period (7am to 7pm) 477 pedestrians were counted crossing the road.

The loss of parking

Whilst efforts have been made to keep parking loss to a minimum, the scheme would cause the loss of approximately four uncontrolled parking spaces, the subject of an objection from one local resident. The waiting restrictions are needed to keep crossing points free of parked cars, and have been kept to an absolute minimum, as acknowledged by the objector. The managers of The Stag and the Salvation Army Citadel, the two properties nearest to the new restrictions, have not objected. Without these restrictions the scheme would fail to deliver the pedestrian improvements desired by the Assembly.

Request for Resident's parking between Bagshot Road and Kenwood Bank

Most of the residences between Bagshot Road and Kenwood Bank have off-street parking. Residents parking bays are therefore not a practical option as they would block access to people's drives. It is therefore proposed instead that waiting restrictions be provided across driveways to keep them free of parked vehicles, whilst retaining on-street parking places where practicable.

3.4 The Residents' Parking proposals

3.5 Five comments were received from residents living on Clifford Road concerned about potential problems when turning right from Clifford Road into Psalter Lane, The residents request additional waiting restrictions on Psalter Lane to improve visibility. Their comments are as follows.

- *"I am writing to request the double yellow markings on this right hand junction are extended right down Psalter Lane. I believe this junction is an enormous accident waiting to happen, as visibility travelling from end of Clifford Road turning right onto Psalter Lane, is effectively non-existent. I think it is so dangerous that by choice, I try whenever possible, to turn left as I don't feel safe turning right. When I do take the chance to turn right, I am usually greeted by drivers hooting me as I pull out into oncoming traffic as I am unable to see if the road is fully clear! The current double yellow lines need to be extended by at least an additional three car lengths."*
- *"With regard to your comments about extending double yellow lines on Psalter Lane either side of Clifford Road . This in my opinion is totally inadequate for visibility and safety . A car length is useless. I have written in the past to say that I believe double yellow lines as you turn right out of Clifford Road should extend as far as opposite Wayland Road junction. This is exactly where the "New permit bay 15m" is proposed !! Ask anyone on Clifford Road and they all agree turning Right IS DANGEROUS . When 3 cars are parked behind each other visibility is really difficult..... I object to the "New permit bay 15m". I also object to the "Porterbrook Parking " signs that have been put up in Clifford Road . They are big and out of keeping in an area that has been designated a "Conservation Area"*
- *".....The proposed permit parking space on Psalter Lane opposite the Wayland Road junction will make right turns from Clifford Road onto Psalter Lane extremely dangerous. This junction is already difficult to exit if vehicles are parked in the area of the proposed parking space as you cannot see traffic coming from the right. Promoting parking here in conjunction with the loss of the crossing service for Clifford School means that there will be uncontrolled traffic which coupled with an impaired view of traffic coming from the right means that this already chaotic junction will become even more dangerous. I acknowledge that this will only be an issue at certain times of the day but this will be at the start and end of the school day when there are lots of parents with cars....."*
- *".....For various reasons this (junction) is an already dangerous spot, one where parked cars cause considerable hazards. It is extremely difficult to exit safely from Clifford Road onto Psalter Lane – principally because of vehicles parked close to the junction on the south side of Psalter Lane. Traffic travelling from The Stag roundabout is usually moving fairly quickly and can rarely be seen in enough time. The proposed location of a permit bay will not ease this problem. The relocation of a bus stop to a point opposite Clifford School and the removal of zigzag lines will do little to ease the danger at the junction."*
- *(I) have a concern aboutthe proposed permit bay (15m) on the south side of the road adjacent to the entrance of Clifford Road. Currently vehicles can*

3.6 A number of comments regarding the scheme in general were also received. These are as follows:

- The Cycling Touring Club “Right to Ride” commented, *“We SUPPORT this scheme but are concerned to ensure that sufficient space is left between the new parking bays and the carriageway. Traffic is regularly backed up between Cemetery Rd and Cowlshaw Rd, so cyclists have to either squeeze between parked cars and slow-moving traffic, risking having a car door opened on them, or overtake on the off-side against oncoming traffic, also not ideal. I trust this point can be taken into account in the final design.”*
- *“A couple of weeks ago permit parking signs were erected on both sides of the road with the result that I was able to park my car near my house as commuters or visitors (mainly to the Salvation Army or Sharrow Vale shops were no longer using the parking bays)..... However, my joy did not last long as soon after the signs on the even side were taken down. This has had a very negative impact in that many more visitors are now parking on the even side of the road (in the belief that the scheme is active) with the result that more often than not I am forced to park on the other side and then have to try and cross the busy road with my children. This puts my family (and the other young families living on the even side) at risk of harm....I fail to understand the logic of only implementing permit parking on one side of the road as all this does is move the ‘problem’ to the other side. As a resident I feel very strongly that there should be permit parking on both sides of the road, not only for the reasons outlined above but also in consideration of all residents of Psalter Lane (and not just those living on the ‘odd’ side). Permit parking on only one side may be advisable on a quiet road where crossing from one side to the other is easy but, in my opinion, is not an option on such a busy road as Psalter Lane. Indeed, residential roads in other areas of the city where there is permit parking (such as Crookesmoor Road and Conduit Road in Crookes) have not been restricted to permit parking only on one side so why should Psalter Lane be any different?*
- A resident on Sandbeck Place has requested that individual bays be marked and has raised issues about the double yellow lines in the turning area at the end of the road removing parking.

3.7 Officer Responses

Turning right out of Clifford Road

Unfortunately, before we were able to investigate this objection and include it into a report to the Cabinet Highway Committee, the road markings and signs were installed by mistake at the same time as other approved changes were being made on Psalter Lane. The signs relating to the 'unapproved' bays on Psalter Lane were initially covered up, but over time, the covers were removed and so the signs and bays have been in existence for around six months although they could not be enforced. However, experience over this period has shown that the specific three-vehicle-length bay objected to is lightly used (often empty during the day, with two vehicles using it overnight). As usage shows that junction visibility has been improved during the day (when the majority of turning manoeuvres will take place), but the bay provides a useful parking facility over night, it is proposed to overrule this objection and leave the bay in place.

There was an intention to move a bus stop from outside 91 and 93 Psalter Lane to a new location outside 115 and 117 Psalter Lane – opposite Clifford School. Unfortunately, the cost of providing the bus stop in the new location combined with reduced funding meant that this proposal will no longer happen - local properties directly affected by these proposals (including Clifford school) were informed of this decision in early October 2011.

Request for residents parking on both sides of the road

Following the Sharrow Vale permit parking scheme review it was proposed to introduce some additional permit parking bays on the 'odds' side of Psalter Lane. This reflected the wishes of the local residents as expressed in the responses to the questionnaire sent out in the review.

During the formal advertising of the new bays on the 'odds' side of Psalter Lane, we received requests from residents asking for further permit bays, to be located on the 'evens' side. We were happy to meet those wishes – including from this address - but it involved formal advertising of a change to the TRO, which – following objections - is the subject of this report.

Unfortunately, posts and signs were erected on the 'evens' side by mistake before this legal process had been completed. We had to remove the signs, but the posts remain to be utilised (subject to necessary approvals) when the formal TRO advertising process is completed.

Request for individual Parking bays

These comments are noted. It is not proposed to mark out individual parking bays within permit parking areas as the actual length of individually marked bays could affect the number of parking spaces available on any street (e.g. on a 61m street you would get 10 spaces at 6m each, 12 spaces at 5 m each or 11 spaces at 5.5m each). A single large bay is therefore the most effective use of space in areas of high demand, particularly if people park sensibly.

Double yellow lines on Sandbeck Place

The implementation of double yellow lines at the turning head on Sandbeck Place was approved at Cabinet Highways Committee on 17th June 2010 and as such is not the subject of this report.

4.0 Other Issues

- 4.1 During the consultation requests were received for crossing facilities at two other locations. A 'large highways scheme' request form has been submitted for each and both schemes will be considered for funding in the 2012/13 financial year..

The Head teacher at Clifford School has requested some form of crossing outside the school (the School Crossing Patrol has left due to ill health).

Osborne Rd, across Psalter Lane, near the bus stop above the Psalter Tavern.
"[It is] difficult and dangerous for parents and children to cross. Lots of children cross at that point to go to Hunters Bar School, to go to ballet classes etc. If there was a safe crossing, some children would be able to go to school by themselves, rather than be driven there."