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**Report of:** Executive Director, Place

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**Date:** 8 December 2011

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**Subject:** Objections to a proposed Traffic Regulation Order associated with the Abbeydale Road Pedestrian Refuge Scheme for the South West Community Assembly

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**Author of Report:** James Haigh 0114 2736176

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**Summary:**

- To report to the Cabinet Highways Committee on objections received to the Traffic Regulation Orders associated with the Abbeydale Road Pedestrian Refuge Scheme for the South West Community Assembly
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**Reasons for Recommendations:**

- The Traffic Regulation Orders for this scheme, waiting restrictions and reduction in speed limit, are considered a necessary part of the scheme. The South West Community Assembly have considered the objections to the waiting restrictions and have decided that the advantages of the scheme outweigh any possible disadvantages to the objectors.

**Recommendations:**

- Overrule the objections to the waiting restrictions on Abbeydale Road South in the interest of road safety, and the Traffic Regulation Orders be made in accordance with the Road Traffic Regulation Act 1984.
  - Approve and construct the scheme shown in Appendix B1.
  - Inform the objectors accordingly.
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**Background Papers:** None

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial implications</b>
YES cleared by Tracey Blaydes
<b>Legal implications</b>
YES cleared by Julian Ward
<b>Equality of Opportunity implications</b>
YES cleared by Ian Oldershaw
<b>Tackling Health Inequalities implications</b>
NO
<b>Human rights implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO

# OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY LARGE HIGHWAYS SCHEMES

## 1.0 SUMMARY

- 1.1 To report to Members on objections received to Traffic Regulation Orders (TROs) associated with the Abbeydale Road Pedestrian Refuge Scheme for the South West Community Assembly

## 2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The scheme outlined in this report contributes to the delivery of the 'Standing up for Sheffield' Corporate Plan, supporting and protecting communities by responding to customer requests for safer walking routes to various local amenities.

## 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 These proposals provide road safety benefits for customers, thereby contributing to 'A great place to live' by encouraging a thriving neighbourhood and helping to create a 'safe and secure community'.
- 3.2 If the scheme, and associated restrictions, is provided at this location then there will be road safety benefits for pedestrians, in particular children and the elderly.
- 3.3 Improving the pedestrian routes could encourage more people to walk or use public transport, thus helping to reduce the city's carbon footprint.

## 4.0 REPORT

- 4.1 The TROs, waiting restriction and change to the speed limit, were advertised between 5<sup>th</sup> Nov and 3<sup>rd</sup> Dec 2010.
- 4.2 Only the waiting restrictions received objections, the speed limit changed received overwhelming support with many wanting to see the lower limit extended further.
- 4.3 The relevant Ward Members of the South West Community Assembly were contacted regarding the objections. Ward Members have confirmed their support for implementing the scheme as advertised and are happy for the objections to be over-ruled.
- 4.4 A summary of the consultation results and the objections for the scheme is shown in Appendix A. The scheme that formed the initial consultation is shown Appendix B2 whilst the revised scheme following a public meeting on site is shown in Appendix B1.

### Implications

- 4.5 This scheme has been included in the South West Community Assembly 2010/11 Large Highway Schemes Programme. There are no other known financial implications at this stage.

- 4.6 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 proposals relate 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 ALTERNATIVES CONSIDERED

- 5.1 Removing or lessening the waiting restrictions was investigated following a public meeting on site and the design was changed to reduce the extent of the restrictions on the south eastern side of Abbeydale Road South, see Appendix B1, from that shown in the original consultation plan, see Appendix B2. However, some waiting restrictions are still considered necessary since their removal would have adverse road safety consequences. It is considered, therefore, that this scheme cannot be delivered effectively without them.

## 6.0 REASONS FOR RECOMMENDATION

- 6.1 Ward members report that this scheme has local support and responds to a request from a member of the public. Given this and the road safety advantages of installing these measures it is considered that the benefits outweigh the disadvantages

## 7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the waiting restrictions in the interests of road safety, and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Approve and construct the scheme shown in Appendix B1.
- 7.3 Inform the objectors accordingly.

Simon Green  
Executive Director, Place

8th December 2011

## **APPENDIX A – Summary of Consultation Results and TRO objections**

### **Abbeydale Road South – Pedestrian Refuge Scheme**

#### **Scheme information**

The purpose of the scheme is to help pedestrians cross Abbeydale Road South by means of an uncontrolled crossing and island refuge, complemented by waiting restrictions and a change in speed limit from 40 to 30 mph aimed at reducing speeds at the crossing point. A plan of the scheme is included in Appendix B1

#### **Consultation Results**

##### **Local residents**

Approximately 25 residents were included in the consultation area, receiving a letter, plan and response form with pre-paid envelope. The consultation process generated a total of 14 responses giving a return rate of 56%. The results were as follows:

Fully Support	Don't Support
7 50%	7 50%

##### **Emergency services and South Yorkshire Passenger Transport Executive (SYLTE)**

The Police, Ambulance Service, South Yorkshire Fire and Rescue and SYLTE were sent scheme proposals on 12<sup>th</sup> October 2010. No objections were received.

#### **Objections**

The objections and comments of support are detailed in the table below together with officer's comments. The main objections are to the extent of the waiting restrictions and the location of the refuge island saying that it was in the wrong place.

The waiting restrictions are required to facilitate the flow of vehicles past the refuge island. Officers are mindful and sympathetic to the needs of residents with on-street provision and following a public meeting on site reduced the extent of the waiting restrictions on the south east side of Abbeydale Road South as a result of removing the right turn area into the Abbeydale Miniature Railway site. The proposed restrictions now shown in Appendix B1 are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle intervisibility over the extent of the scheme

The refuge island is located in the first practical position nearest the point suggested by the community assembly following comments from members of the public.

Although no one objected to the reduction in speed limit a number of people would have liked to see it extended to the junction of Abbey Lane.

The objections were considered by Ward Members, acting on behalf of the South West Community Assembly. The Assembly wishes for the scheme to go ahead.

Name	Support/ Object	Comments	Officer Comments
Resident 1&2 Abbeydale Road South	Object	In general agreement with the speed limit change but have questioned the waiting restrictions and the position of the island <i>"We suspect that most people will not walk to the refuge to cross"</i> <i>"We would suggest that the pedestrian refuge should not be provided at this stage or the associated parking restrictions, but instead should be considered in the light of what is happening at the garden centre site, which we believe is to be a car park."</i>	<ul style="list-style-type: none"> <li>The speed limit location was chosen to reflect the circumstances and feel of the road.</li> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> </ul>
Resident 3 Abbeydale Road South	Support	In support of the scheme but has commented on the extent of the waiting restrictions, NB. this wasn't an actual objection to the restrictions	Following a public meeting attended by a Ward Councillor an alternative design has been developed with less parking restrictions and improved access to driveways in vicinity of the refuge in an attempt address residents concerns. This alternative design would address the concerns of this particular resident.
Resident 4 Abbeydale Road South	Support	In full support of the scheme as It will help entering and exiting the model railway	
Resident 5 Abbeydale Road South	Support	Initially in full support of the scheme, but concerned about the extent of the parking restrictions, though accepts a need for them. Has now seen the alternative design which addresses the concerns and would fully support it.	
Resident 6&7 Abbeydale Road South	Object	Initially in full support of the scheme they later withdrew it following discussions with residents 14 & 15 and now object that the scheme will inconvenience their neighbours	An alternative design has addressed the concerns of residents 14 & 15 about getting into and out of their driveway. We have asked for their view on this but have not yet had a reply. If it's positive then residents 6 & 7 may withdraw their objection.
Resident 8 Abbeydale Road South	Support	In full support of the scheme	
Resident 9 Abbeydale Road South	Support	In support of the scheme but has questioned the location of the crossing and whether a 24 hour parking restriction would be needed.	<ul style="list-style-type: none"> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> <li>24 hour parking restrictions are needed to ensure adequate forward visibility is maintained at all times onto the pedestrian island.</li> </ul>

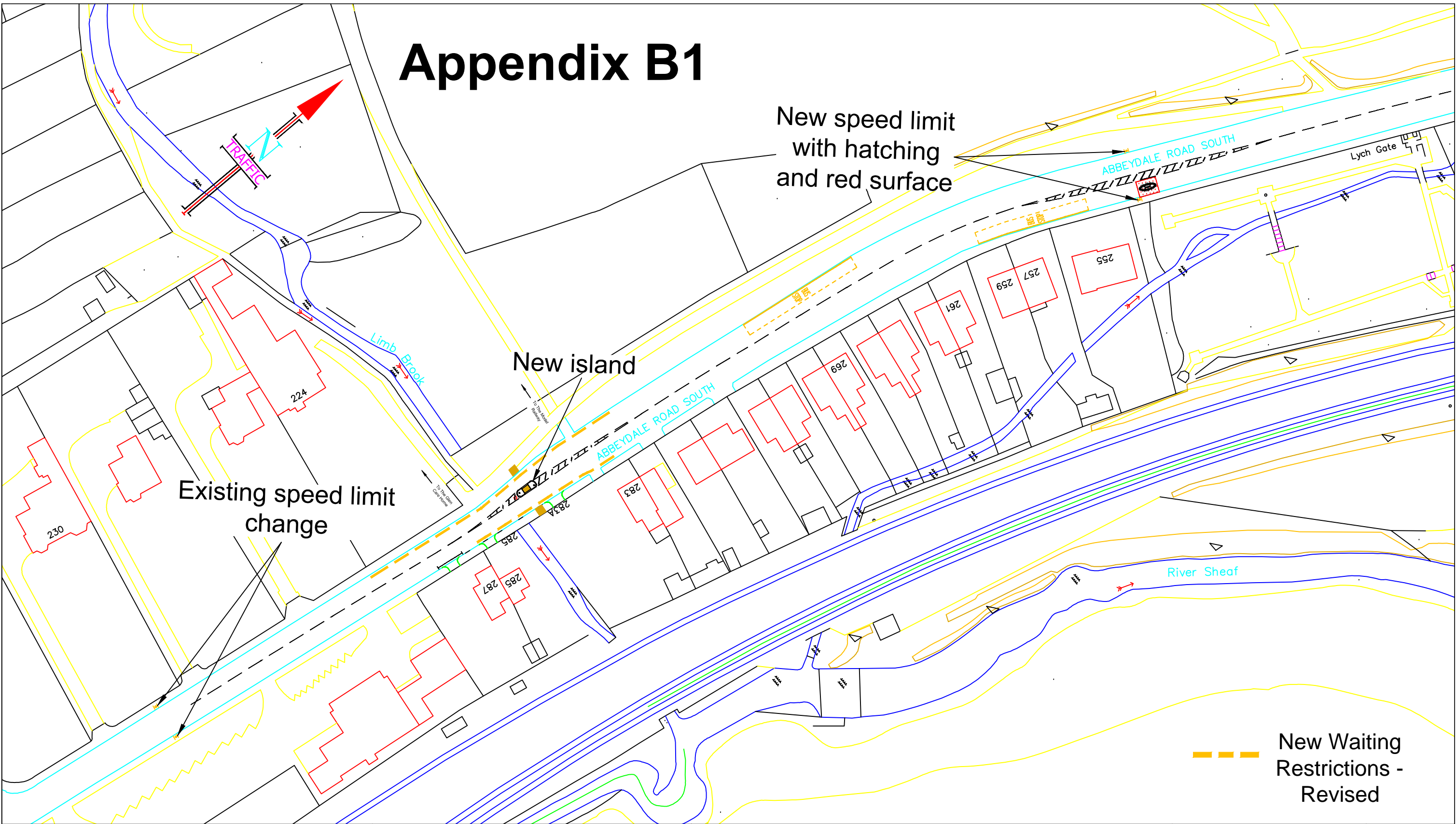
Name	Support/ Object	Comments	Officer Comments
Resident 10 Abbeydale Road South	Support	In support of the speed restriction but has requested the extension of the proposed 30mph section, and questioned if the location of the island is in the right place, <i>'where did the idea for the scheme come from', 'does the filter lane to the model railway mean that the use of the site will be increased'</i>	<ul style="list-style-type: none"> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> <li>The alternative design no longer includes a right turn filter lane for the model railway.</li> </ul>
Resident 11&12 Abbeydale Road South	Support	In support of the scheme but believes that the 30mph limit should be extended further, they have suggested a second crossing location, they wish to have the right turn pocket to the model railway excluded from the plan, they do not support the waiting restrictions around the right turn pocket	<ul style="list-style-type: none"> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>Providing a second crossing location is not within the scope of this scheme but could be considered should the Assembly wish.</li> <li>The alternative design no longer includes a right turn, filter lane for the model railway and the parking restrictions have been reduced.</li> </ul>
Resident 13 Abbeydale Road South	Object	Has objected to the proposed location of the island and also commented that the 30mph length needs to be increased	<ul style="list-style-type: none"> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> </ul>



Name	Support/ Object	Comments	Officer Comments
Resident 14&15 Abbeydale Road South	Object	In support of the speed limit change but believe it should go further, the island is in the wrong place, objected to the waiting restrictions	<ul style="list-style-type: none"> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> <li>The waiting restrictions have now been reduced as part of the alternative design. We have asked their view on this but have not yet had a reply. If it's positive then they may withdraw their objection.</li> </ul>
Resident 16&17 Abbeydale Road South	Object	Supports the speed reduction but should go further, island In wrong place. They would support the introduction of waiting restrictions if it were to extended in front of 287 and they would also like a 'H' marking. They would also like to see obstructions of the verges to stop parking	<ul style="list-style-type: none"> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>The island's location was suggested by the community assembly following comments from members of the public.</li> <li>The waiting restrictions cannot be extended within this scheme due to the legal process of the TRO. However, this will now be dealt with as part of a separate TRO process.</li> <li>A 'H' marking would not be needed here as the proposed waiting restriction would extend over the residents driveway will have a greater effect</li> <li>The measures in question are not within the scope of the scheme this could be raised as a small scheme request at a later date.</li> </ul>



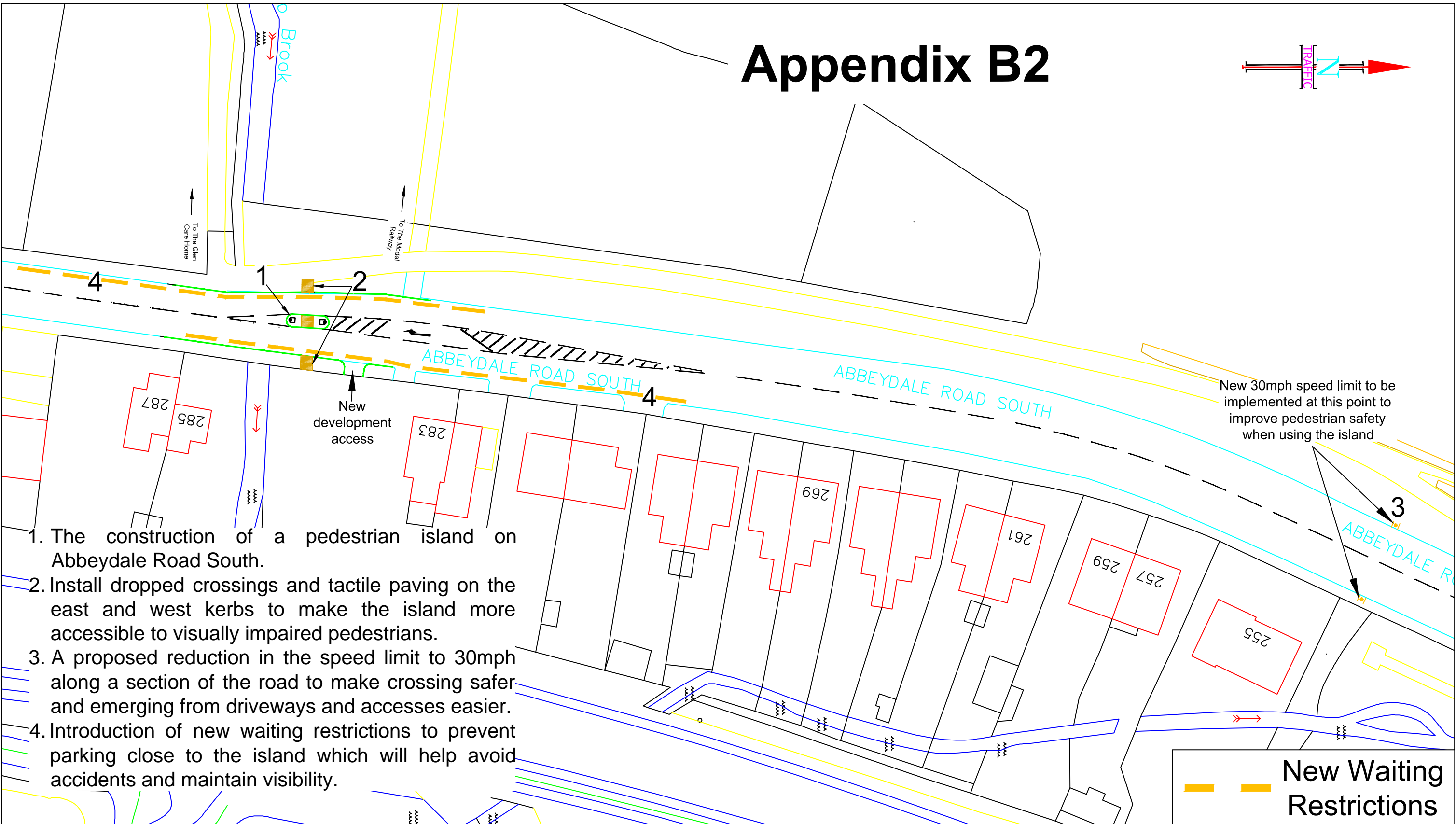
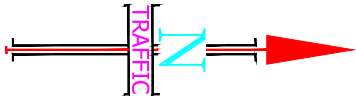
Name	Support/ Object	Comments	Officer Comments
Resident 18 Abbeydale Road South	Object	Has objected to the scheme on the grounds that the island will block the access to number 283a, agrees with the 30mph, but believes it should go further, also has comments about the safety of the junction around the Beauchief Hotel.	<ul style="list-style-type: none"> <li>As part of the modified design the island has been moved to improve access to 283A.</li> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>The safety of the junction of Abbeydale Road South and Abbey Lane could be raised as a separate issue at a later date but is not within the scope of the current scheme.</li> </ul>
Resident 19 Abbeydale Road South	Object	In support of the speed limit change but believes it should be moved further along the road to allow vehicles to slow down by the time they reach the houses. Has also objected to the waiting restrictions commenting that it will force the parking closer towards his house making it difficult for him to reverse his vehicle into his driveway	<ul style="list-style-type: none"> <li>The length of road where it is proposed to reduce the current speed limit from 40 to 30 mph will meet the current criteria for such a speed limit with the introduction of the island. Extending further towards City would not meet the criteria since the characteristics of the road are those for a 40 mph limit. In such cases the Police would not support such a proposal.</li> <li>The waiting restrictions have now been reduced as part of the alternative design.</li> </ul>

# Appendix B1





<b>DEVELOPMENT SERVICES</b> <b>TRANSPORT &amp; HIGHWAYS DIVISION</b> <b>TRAFFIC SECTION</b> 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services  A Service Area of Place Sheffield City Council	<ul style="list-style-type: none"><li>• Do not scale from this drawing</li><li>• Any errors/omissions to be reported immediately</li><li>• If in doubt, ask</li><li>• 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. 10018816. 2008</li></ul>		Client <b>SHEFFIELD CITY COUNCIL</b>	Drawing No. <b>TM-BN897-P03</b>		 <b>Development Environment &amp; Leisure</b>
	DRAWN <b>James Haigh</b>	CHECKED	Scheme <b>South West Community Assembly (large scheme)</b>	Scale <b>NTS</b>	<b>A3</b>	
	Drawing Title <b>Abbeydale Road South pedestrian island near The Glen Care Home - REVISED</b>		Date <b>Nov 10</b>		 0 50 Millimetres	

# Appendix B2



1. The construction of a pedestrian island on Abbeydale Road South.
2. Install dropped crossings and tactile paving on the east and west kerbs to make the island more accessible to visually impaired pedestrians.
3. A proposed reduction in the speed limit to 30mph along a section of the road to make crossing safer and emerging from driveways and accesses easier.
4. Introduction of new waiting restrictions to prevent parking close to the island which will help avoid accidents and maintain visibility.

**New Waiting Restrictions**

<div>DEVELOPMENT SERVICES</div> <div>TRANSPORT &amp; HIGHWAYS DIVISION</div> <div>TRAFFIC SECTION</div> <div>2-10 CARBROOK HALL ROAD</div> <div>SHEFFIELD S9 2DB</div> <div>Tel. 0114-273-6175. Fax. 0114-273-6182</div> <div>E-mail Traffic.Management@Sheffield.gov.uk</div> <div>Director: L Sturch M.R.T.P.I.</div> <div>Development Services</div>	<div><div><div>• Do not scale from this drawing</div><div>• Any errors/omissions to be reported immediately</div><div>• If in doubt, ask</div><div>• 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. © Crown Copyright.</div><div>Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 10018816. 2008</div></div></div>		<div>Client</div> <div>SHEFFIELD CITY COUNCIL</div>		<div>Drawing No.</div> <div>TM-BN897-C01.01</div>		<div><div>Sheffield</div><div>City Council</div><div></div><div>Development Environment &amp; Leisure</div></div>
			<div>Scheme</div> <div>South West Community Assembly (large scheme)</div>		<div>Scale</div> <div>NTS</div> <div>A3</div>		
	<div>DRAWN</div> <div>James Haigh</div>		<div>Drawing Title</div> <div>Abbeydale Road South pedestrian island near The Glen Care Home</div>		<div><div>0</div><div>Millimetres</div><div>50</div><div></div><div>Date</div><div>Oct 10</div></div>		
	<div>A Service Area of Place</div> <div>Sheffield City Council</div>				<div>DEVELOPMENT SERVICES</div>		