

# Cabinet Highways Committee

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**Thursday 11 October 2012 at 1.30 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott.

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 6374 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## **FACILITIES**

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**CABINET HIGHWAYS COMMITTEE AGENDA  
11 OCTOBER 2012**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting**  
To approve the minutes of the meeting of the Committee held on 13 September 2012.
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
  - (a) New Petitions  
To report the receipt of petitions (a) containing 750 signatures requesting changes to parking restrictions outside the Riverside Café on Catchbar Lane and (b) containing 1490 signatures requesting the provision of a safe pedestrian access between Wincobank and Meadowhall.
  - (b) Outstanding Petitions  
Report of the Executive Director, Place
- 9. 'Optio Orange' Key Bus Route: Sheffield City Centre to Halfway Terminus**  
Report of the Executive Director, Place.
- 10. Date of Next Meeting**  
The next meeting of the Committee will be held on 8 November 2012.

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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A new Standards regime was introduced on 1<sup>st</sup> July, 2012 by the Localism Act 2011. The new regime made changes to the way that your interests needed to be registered and declared. Prejudicial and personal interests no longer exist and they have been replaced by Disclosable Pecuniary Interests (DPIs).

The Act also required that provision is made for interests which are not Disclosable Pecuniary Interests and required the Council to introduce a new local Code of Conduct for Members. Provision has been made in the new Code for dealing with “personal” interests.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council’s website as a downloadable document at -<http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests>

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

**Cabinet Highways Committee**

**Meeting held 13 September 2012**

**PRESENT:** Councillors Harry Harpham, Bryan Lodge, Jack Scott and Isobel Bowler  
(Substitute Member)

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from the Chair, Councillor Leigh Bramall. Councillor Isobel Bowler attended the meeting as the duly appointed substitute.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the public and press.

**3. DECLARATIONS OF INTEREST**

3.1 Councillors Bryan Lodge, Isobel Bowler, Harry Harpham and Jack Scott declared Disclosable Pecuniary Interests (DPIs) in item 9 (see minute no. 8 below) on the agenda (Sheffield 20mph Speed Limit Strategy: Programme for 2012/13 and 2013/14), as the areas proposed for 20 mph speed limits included areas where they lived. A dispensation was granted from the Director of Legal Services, for these Members of the Assembly to be present during, and vote upon, this item, to ensure that a quorum was maintained and that business could be conducted.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 12 July 2012 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 There were no public questions or petitions.

**6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

**7. PETITIONS**

7.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 231 signatures requesting official signage to the top part of Pingle Road and that a

report would be submitted to a future meeting of the South West Community Assembly, (b) containing 1425 signatures objecting to the plans for Chaucer, Buchanan Road and that a report would be submitted to a future meeting of this Highways Committee, (c) containing 192 signatures objecting to parking bays on Buchanan Road and that a report would be submitted to a future meeting of this Highways Committee and (d) containing 704 signatures objecting to the parking on Angram Road from church goers and that a report would be submitted to a future meeting of the Northern Community Assembly.

## 7.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

The Head of Transport, Traffic and Parking Services reported that the Area Wide Lorry Routing Review would be submitted to the November meeting of this Highways Committee. In relation to item 6 on the list, a request for speed bumps and calming measures on Hilfoot Road, Totley, he reported that this had been submitted to the July meeting of the South West Community Assembly where it was agreed to take no further action. He further reported that the South West Community Assembly would be considering the request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School at its meeting in October.

## 8. **SHEFFIELD 20 MPH SPEED LIMIT STRATEGY: PROGRAMME FOR 2012/13 AND 2013/14**

- 8.1 The Executive Director, Place submitted a report seeking endorsement for a programme to introduce seven sign-only 20mph schemes, one in each Community Assembly area, by March 2014.
- 8.2 Mr Alan Kewley attended the meeting to make representations to the Committee. He commented that 20mph zones had been on the local community agenda for a number of years. He was pleased with the first steps that the report was recommending. However, he did believe that consultation had not been as thorough as it should have been with local communities.
- 8.3 Mr Kewley further commented that he was aware that a review of Community Assemblies was currently being undertaken and requested that this be speeded up. He did not believe that accident statistics should be used as a basis for deciding the first zones to be allocated as these did not stand up to scrutiny. He requested that the selection criteria be examined in greater detail as schools and schoolchildren were not the only vulnerable groups in the City. He did not agree that there should be a presumption against the inclusion of 'C' roads in 20mph speed limit areas.
- 8.4 In conclusion, Mr Kewley commented that he believed the programme would be delivered too slowly and requested that it be speeded up. Despite this, he welcomed the attempt to tie in with the Streets Ahead Highways Private Finance Initiative Programme and did not wish to delay its implementation at

this stage but hoped that the issues raised would be addressed at the second stage of the programme.

8.5 In response, Councillor Bryan Lodge commented that, subject to the Committee's approval, the proposals would now go out to further consultation. He reported that the proposals had been discussed at his local Community Assembly and was aware that they had been discussed at other local Community Assemblies. The Community Assembly review was still ongoing. In relation to the selection criteria, this had been examined at the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee, who had supported this Committee's decision. To speed up the programme would require greater funding which was not available at the present time.

8.6 John Bann, Head of Transport, Traffic and Parking Services reported that attempts had been made to engage the community at Community Assembly public meetings. Officers and Members had realised the importance of linking the programme into the Streets Ahead Programme so as to minimise disruption. Although detailed research on the impact of sign only 20mph speed limits had been undertaken, the evidence was not conclusive at this stage which was why a measured approach was recommended. A hearts and minds campaign would be undertaken to attempt to gain the public's support for the proposals. It was acknowledged that accident statistics were not perfect but still provided a valuable source of information on which to draw when prioritising the roll out of these proposals. The Lead Cabinet Member for transport was keen to involve schools in the programme and exclude C Roads which, if they were to be automatically included in 20mph areas, may not gain support from the local community.

8.7 **RESOLVED:** That the Committee:-

- (a) approves the programme of works described in paragraphs 4.7, 4.12 and 4.13 of the report; and
- (b) requests that the introduction of future 20mph schemes be prioritised by both their accident record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.

8.8 **Reasons For The Decision**

8.8.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

8.8.2 In the last five years over 10% of the traffic accidents occurring in residential areas of Sheffield took place within the seven 20mph speed limit areas proposed in this report.

8.9 **Alternative Options Considered And Rejected**

- 8.9.1 Each Community Assembly considered a number of alternative areas that could potentially benefit from the introduction of a 20mph speed limit.





**SHEFFIELD CITY COUNCIL  
Cabinet Highways  
Committee**

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 11 October 2012

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Sue McGrail 0114 2734404

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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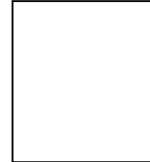
No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1..	105	Concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Vision	Northern Community Assembly	Transport Vision team to prepare a report. To be considered as part of HGV review by Cabinet Highways Committee Nov 2012
2..	1269	Objecting to Heavy Good Vehicles using the lanes in the Mayfield Valley and requesting an all vehicle speed limit	1 14 6 7 11	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Nov 2012.
3.	33	Requesting a ban of HGV's on Abbey Lane	9 6 11	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Nov 2012.
4.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Project Delivery North	North East Community Assembly	Under Investigation. To report to Community Assembly in September 2012
5.	25	Request for yellow lines on the corners surrounding Windmill Hill School	9 2 12	Project Delivery North	Northern Community Assembly	Report to be prepared for consideration by Northern Community Assembly in September.
6.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9 2 12	Project Delivery South	South Community Assembly	Report considered by South Community Assembly in July. Now closed.
7.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8 3 12	Transport Vision	Cabinet Highways	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.

8.	26	Request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School	8	3	12	Project Delivery South	South West Community Assembly	To be considered by the SW Community Assembly at their meeting in October 2012.
9.	46	Request from Woodhouse tenants and Residents Association for Spa Lane and Skelton lane to be made one way.	12	4	12	Scheme Design	South East Community Assembly	Under investigation. A verbal briefing was given to South East Assembly members in June. Ward Members have requested a meeting with officers to discuss options ahead of a report going to the CA.
10.	192	Objections to proposed parking bays outside shops on Buchanan Road	13	7	12	Scheme Design	Cabinet Highways	To report to CHC – Dec / Jan - reviewing alternatives
11.	1425	Objections to proposed plans for Chaucer Road and Buchanan Road	13	7	12	Scheme Design	Cabinet Highways	To report to CHC Dec / Jan – reviewing alternatives
12.	231	Requesting official signage to the top part of Pingle Road	13	9	12	Project Delivery South	South West Community Assembly	Under Consideration
13.	704	Objecting to the parking on Angram Road from church goers	13	9	12	Project Delivery North	Northern Community Assembly	Under consideration
14.	1,490	Requesting the provision of a safe pedestrian access between Wincobank and Meadowhall	11	10	12			New

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## SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report



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**Report of:** Executive Director, Place

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**Date:** 11 OCTOBER 2012

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**Subject:** SHEFFIELD CITY CENTRE TO HALFWAY TERMINUS KEY BUS ROUTE IMPROVEMENT SCHEME

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**Author of Report:** Cate Jockel

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**Summary:** This report sets out the proposals to improve the City Centre to Halfway key bus route used by the high frequency core bus service, route 120. These are part of the 2 year (2012/13 and 2013/14) 'Better Buses Area Fund' (BBAF) programme, funded by the Department for Transport (DfT).

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**Reasons for Recommendations:**

The report seeks authority to progress these proposals in 2012/13 and 2013/14, aligning as much as possible with the 'Streets Ahead' work in the area.

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**Background Papers:**

**Category of Report:** OPEN

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## **REPORT OF THE EXECUTIVE DIRECTOR, PLACE**

### **REPORT TO CABINET HIGHWAYS COMMITTEE**

**11 OCTOBER 2012**

#### **SHEFFIELD CITY CENTRE TO HALFWAY TERMINUS KEY BUS ROUTE IMPROVEMENT SCHEME**

##### **1. SUMMARY**

- 1.1 This report sets out proposals for the City Centre to Halfway key bus route used by the high frequency route 120. This is shown at Appendix A.
- 1.2 The route was included in a successful South Yorkshire bid to the Department for Transport's (DfT) 'Better Buses Area Fund' (a national two year (2012/13 and 2013/14) programme). It was included because it is the main bus route in the 'Optio Orange' corridor, which has the benefit of an excellent ticket offer as well as high-frequency, low-pollution hybrid buses.
- 1.3 Following a successful bid, the Project Team (a partnership group led by an officer from the South Yorkshire Passenger Transport Executive (SYPTe)) has been reviewing the package of interventions in the bid. The results of this are described in Section 4 of this report. The aim of this report is to seek authority to develop this improvement package through to implementation, including consultation and information.

##### **2. WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD?**

- 2.1 The 120 bus route is one of the best-used public transport services in the City. It is high-frequency, operated by many low-pollution hybrid buses, and is part of the Optio Orange ticketing offer. These proposals aim to:
  - improve service reliability;
  - make it easier to use for anyone with mobility difficulties (including wheelchair users, people with pushchairs and people with visual impairments);
  - provide better information (real-time). It should, therefore, be easier for many to travel along the corridor.Specific proposals will be assessed for any negative impacts and, where identified, consultation, negotiation and mitigation will be carried out as appropriate.

### 3. OUTCOME AND SUSTAINABILITY

- 3.1 The project will contribute towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':
- better public transport provides socially-inclusive access to jobs;
  - better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness;
  - better public transport increases public transport use and contributes to the "sustainable and safe transport" objective.
- 3.2 The City Road Neighbourhood Development Framework, approved by the City Council in October 2007, relates to a significant part of this key bus route (along Duke Street and City Road, between Park Square and Manor Top). That policy framework recognises that the corridor is an important local public transport corridor for adjacent communities and people travelling through the area. It also sets out a vision of more thriving neighbourhoods along the corridor, with hubs of activity at Park Hill / Duke St; Duke St shops; St Aidans; Manor Fields Gateway; and Manor Top.
- 3.3 The project funding is to improve the corridor as a key bus route within a short timescale (2012/13 and 2013/14). The work will contribute towards many Corporate Plan and NDF objectives. However, there will undoubtedly be some tension between some of more corridor-wide objectives and some of the more local objectives within various strategies. These need to be worked through as proposals are developed and confirmed over the next few months.
- 3.4 Implementation also needs to be aligned with the 'Streets Ahead' PFI programme, as far as possible, with significant parts of this corridor and adjacent areas programmed for 2013 and 2014.

### 4. REPORT

#### Background

- 4.1 The Better Buses Area Fund was announced by the Department of Transport (DfT) in December 2011 with a very short deadline for bids. The South Yorkshire Local Transport Plan Partnership, led by SYPTPE, made a collective bid for the maximum of £5 million in additional funding, based around three themes:
- **Smart Ticketing:** smart, multi-operator ticketing solutions, and more cost-effective travel for young people looking to access work or training;
  - **Smart Infrastructure:** making bus journeys on main routes faster and more reliable through infrastructure improvements; and
  - **Smart Management:** ensuring that the network is effectively managed and enforced to improve journey times and efficiency at identified pinch points.

- 4.2 The bid was successful in full and SYPTE is now co-ordinating programme delivery. There are projects in all four South Yorkshire Districts, as well as county-wide projects such as 'smart ticketing'. In Sheffield, the projects are (1) this Key Bus Route; (2) completing the Ecclesall Road Smart Route and (3) a 'smart management' project to improve the efficiency and effectiveness of bus priority measures (urban clearways/bus gates and bus lanes).

### **Project Development**

- 4.3 The initial work of the project team to review the outline package of interventions in the bid is described below.
- 4.4 **Upgrading bus stops:** an audit of the existing 110 stops has been done to identify what improvements are required to meet the standard kit of a bus stop clearway, raised kerbs and tactiles (designed to aid level-boarding and so meet the public sector duty to promote equality by making 'reasonable adjustments'). The next step is to commission stop design from Amey and identify where implementation (such as a bus stop clearway or a new shelter) may cause local problems and consult and assess what can be done. In addition, some new shelters and some real-time information displays will be provided. Data on passenger numbers has been used to identify the 8 most used bus stops which will be fitted with real-time displays (so long as there is a shelter or room to provide one). Additional displays may be possible as the project develops.
- 4.5 **Upgrading signals:** an audit of existing signals has been done to identify what improvements could be made to improve signal co-ordination and control through the Council's Urban Traffic Control (UTC) centre. This would give the ability to assist late running buses, as well as generally improved flexibility to manage the highway network. The next step is to commission signal design.
- 4.6 **Review existing priority measures (bus lanes/gates and urban clearways) to ensure they can be enforced to help bus journeys:** an audit of existing measures is being undertaken to identify what measures 'should' be in place on-street, to match with Traffic Regulation Orders (TROs). The next step is to review these to include changing either (1) the on-street signs / lines or (2) the TROs, to ensure that these match and can be enforced. In developing these proposals, there is likely to be tension corridor-wide objectives and local demands, as referred to in paragraph 3.3. These will need to be worked through transparently and proposals developed.
- 4.7 **'Bus Hotspots':** three locations were identified in the bid where buses experience significant delays and highways improvements might be required.
- a) **Mansfield Road inbound bus lane approaching Manor Top:** improving how this bus lane works is the top priority city-wide for



tackling bus delay and a high priority for everyone travelling through this area. Feasibility work is underway and proposals will be consulted on;

- b) **City Road at Park Grange Road:** the possibility of a bus lane on the approach to Park Grange Road has been discussed for many years. This is being properly re-assessed, looking at the scale of delay; the interaction between buses, trams and other vehicles; and what measures might help. Any proposals will be consulted on;
- c) **Granville Road inbound:** a proposal to extend this bus lane was included in the bid as it is part of the 'Optio Orange' ticketing corridor, although not on the 120 route. However, the Better Buses Project Team has agreed to focus on the 120 route. Granville Road has been added to the Sheffield Bus Hotspots list, where delays will be assessed against other locations city-wide.

4.8 **Review of 'Bus Hotspots':** Stagecoach and First were asked to identify other delay locations so that the Project Team could assess the scale of delays and the feasibility of measures to tackle these. Some of the locations raised were already being considered by the project, for example for signal upgrades.

4.9 This review is leading to further investigation at five locations, to assess the scale of delay and what measures might be feasible to tackle this. Any subsequent proposals will be consulted on as necessary. The locations are:

- Birley Moor Road at Heathfield Road outbound;
- Birley Spa Lane / Moss Way junction outbound;
- Occupation Lane / Birley Moor Road junction inbound;
- Ochre Dike Lane / Moss Way junction inbound;
- Ochre Dike Lane in both directions.

### **Relevant Implications**

4.10 **Financial:** the Better Buses Area Fund is providing £912,000 over two years, £261,000 in 2012/13 and £651,000 in 2013/14. There is also approximately £400,000 of Local Transport Plan funding provisionally allocated for the two years (some from the Council's allocation; some from SYPTE's allocation). Some of this will be spent directly by SYPTE but most will come through the Council. So far, £410,000 for 2012 / 13 has been approved through the CAF process. A CAF variation will be agreed to extend the spend on this scheme at the appropriate time.

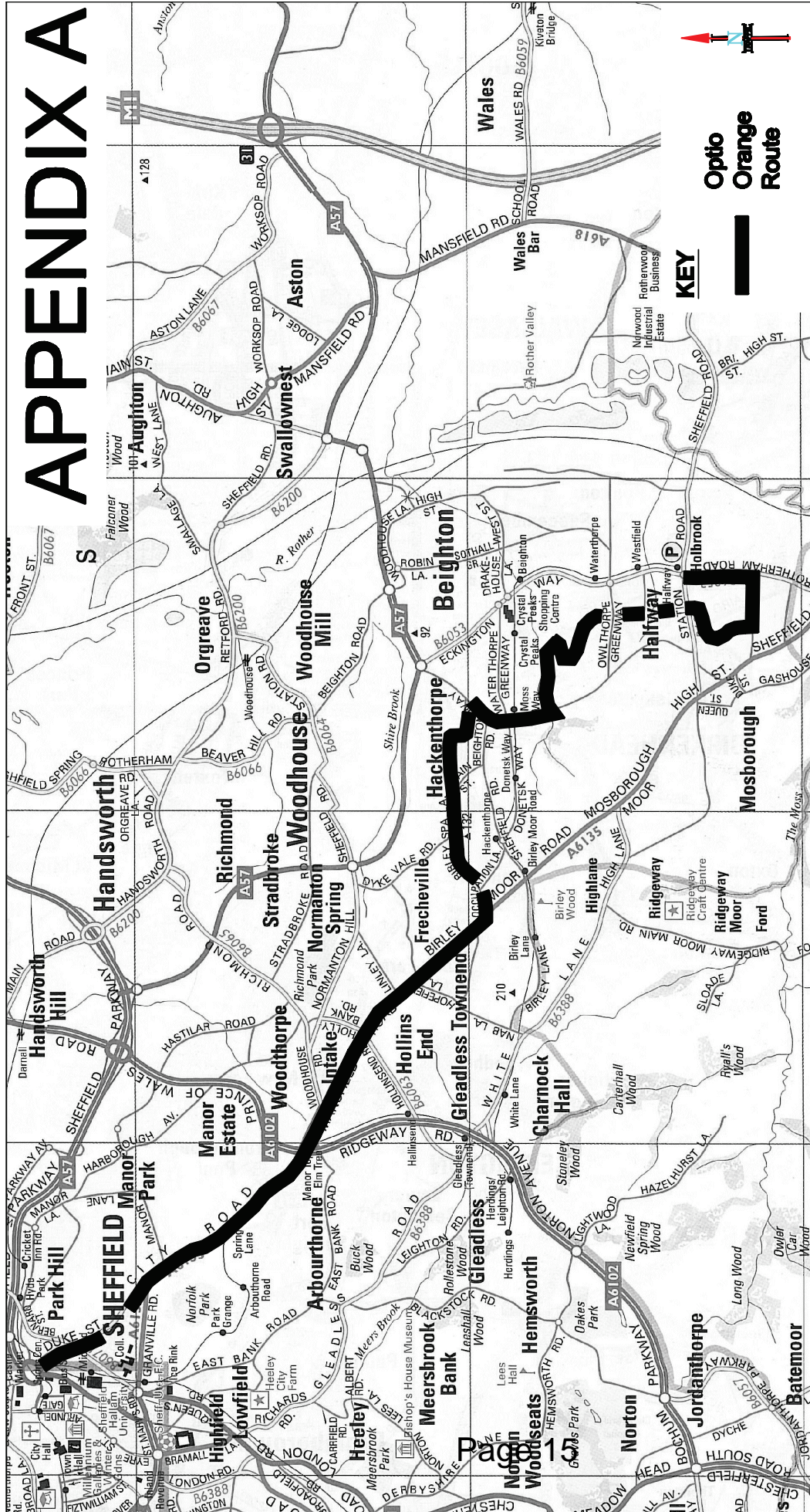
4.11 **Equalities:** an Equalities Impact Assessment has been signed off. This proposal is generally positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. However, it is particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts have been identified. Plans will be assessed as they develop, with consultation, negotiation and mitigation as appropriate.

## **5. RECOMMENDATIONS**

- 5.1 Approve the development and implementation of the Key Bus Route proposals for 2012/13 and 2013/14, set out in this report.
- 5.2 Align the agreed Key Bus Route works as closely as possible with the Streets Ahead programme.

Simon Green  
Executive Director  
PLACE

# APPENDIX A



**KEY**

Opto Orange Route

<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>                  2-10 CARBROOK HALL ROAD                  SHEFFIELD S9 2DS                  TEL. 0114-273-6175. Fax. 0114-273-6182                  E-mail Traffic.Management@Sheffield.gov.uk                  Director: L. Stuech M.B.T.P.I.                  Development Services</p>	<p>Client  <b>SHEFFIELD CITY COUNCIL</b></p>	<p>Drawing No.  <b>TM / LT063 / P1</b></p>	<p>Scale  <b>NOT TO SCALE A4</b></p>	<p>TRAFFIC MANAGEMENT</p>
	<p>Scheme  <b>Opto Orange - Key Bus Route</b></p>	<p>Drawing Title  <b>Sheffield City Centre to Halfway Terminus Route Map</b></p>	<p>0 10 20 30                  Millimetres                  Date  <b>SEPTEMBER 2012</b></p>	<p>0 10 20 30                  Millimetres                  Date  <b>SEPTEMBER 2012</b></p>
<p>Do not scale from this drawing                  Any errors/omissions to be reported immediately if in doubt, ask                  This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction in any form without the prior written consent of the Controller of Her Majesty's Stationary Office is prohibited. 100016816, 2011</p>	<p>DRAWN  <b>JWS</b></p>	<p>CHECKED</p>	<p>SEPTEMBER 2012</p>	<p>TRAFFIC MANAGEMENT</p>
<p>A Service Area of Place                  Sheffield City Council</p>	<p>Page  <b>17</b></p>	<p>TRAFFIC MANAGEMENT</p>	<p>TRAFFIC MANAGEMENT</p>	<p>TRAFFIC MANAGEMENT</p>

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