

Highway Cabinet Member Decision Session

Thursday 20 March 2014 at 10.00 am

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

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at 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. 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 can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

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. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's 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 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

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.

**HIGHWAY CABINET MEMBER DECISION SESSION
20 MARCH 2014**

Agenda

1. **Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
2. **Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
3. **Minutes of Previous Session** (Pages 5 - 8)
Minutes of the Session held on 13 February 2014
4. **Public Questions and Petitions** (Pages 9 - 10)
 - (a) New Petitions
To note the receipt of a petition containing 157 signatures requesting parking alterations on Westwick Crescent.
 - (b) Outstanding Petitions
Report of the Executive Director, Place
5. **Greenhill Main Road/Greenhill Avenue - Proposed Introduction of Traffic Signals** (Pages 11 - 32)
Report of the Executive Director, Place
6. **Objections to the Provisions of Taxi Ranks at Rockingham Street, Carver Street and Burgess Street** (Pages 33 - 50)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 10 April 2014 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in

land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or

- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

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>

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

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

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 13 February 2014

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
John Bann, Head of Transport, Traffic and Parking Services
Tony Lawery, Senior Transport Planner
Nat Porter, Highways Officer
James Haigh, Highways Technician

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 16 January 2014, were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

The Cabinet Member received and noted petitions (i) containing 14 signatures requesting traffic calming measures and a 20mph speed limit on Shenstone Road and (ii) containing 21 signatures requesting the widening of the road on Greystones Road.

Outstanding Petitions List

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

5. MOVE MORE PROJECT AND ACTIVE TRAVEL STRATEGY

5.1 The Executive Director, Place submitted a report setting out the background to the Move More programme, its aims and how the Transport, Traffic and Parking Services Division of the City Council can contribute to the objectives of the programme; and how it may help achieve corporate plan objectives and outcomes.

5.2 **RESOLVED:** That the Cabinet Member:-

- (a) supports the Move More programme as an initiative in its own right; and
- (b) requests that the Transport, Traffic and Parking Services Division utilises the potential of the Move More programme, its website and its management ideas to promote Sheffield City Council's own schemes and initiatives to achieve both Move More and Corporate Plan objectives.

5.3 **Reasons for Decision**

- 5.3.1 The projects complement each other, and aims and objectives are similar, they are both City-wide and all encompassing.
- 5.3.2 It will allow both parties to contribute to, link with and raise awareness of each other's projects. Opportunities that may otherwise be missed or other lost.
- 5.3.3 It will create an improved working relationship between Transport, health and academic professionals/teams.

5.4 **Alternatives Considered and Rejected**

- 5.4.1 In the fields of active travel, and network development any channel to promote should be welcomed. Not using Move More denies an opportunity to link leisure travel and activity with utility travel.
- 5.4.2 Using the inmotion! Website. This is LSTF funded, and is aimed at businesses in select corridors. Funding lasts until March 2015. It would only promote LSTF/LSTF related initiatives.
- 5.4.3 Using Travel South Yorkshire website. There is an opportunity to start to use this site as a portal for all travel. However, market research undertaken in 2012 suggested that users saw as public transport site only. The profile of other sustainable travel is limited, and there is no guarantee that this website would promote active travel to a greater extent in the future.

6. **WORDSWORTH AVENUE - ROAD SAFETY SCHEME**

- 6.1 The Executive Director, Place submitted a report describing the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue. The report also set out officer's response to an objection to the scheme.
- 6.2 **RESOLVED:** That the Cabinet Member:-
 - (a) approves the scheme as described in the report; and
 - (b) requests that the objector is informed accordingly.

6.3 **Reasons for Decision**

6.3.1 Officers believe the reasons for the recommendations outweigh the objection received. The traffic calming and other works described in the report will contribute to an improvement in safety along Wordsworth Avenue.

6.4 **Alternatives Considered and Rejected**

6.4.1 The objection concerns the principle of using vertical traffic calming measures as a method of addressing accident rates. Such methods are only now introduced in areas with the worst accident records.

6.4.2 In the location in question more passive forms of traffic calming have already been tried but accidents have continued to occur. The recommended traffic calming is milder than has been used in some locations because this is a bus route.

7. **GLEADLESS KEY BUS ROUTES: OBJECTIONS TO TRAFFIC REGULATION ORDERS**

7.1 The Executive Director, Place submitted a report describing the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79 in the Gleadless area. It also set out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

7.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Orders described in the report be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the Traffic Regulation Orders be introduced and other works described in the report; and
- (c) the objector be informed accordingly.

7.3 **Reasons for Decision**

7.3.1 The Traffic Regulation Orders and other works described in the report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

7.4 **Alternatives Considered and Rejected**

7.4.1 Officers and the SYPTE have considered omitting the proposed parking restrictions from the junction of Raeburn Road and Leighton Road and relocating bus stop 22020 on to Raeburn Road but feel it would run contrary to objectives of the project for the reasons outlined in paragraphs 4.12 to 4.14 of the report.

8. **PERMIT PARKING SCHEME - UPPERTHORPE**

8.1 The Executive Director, Place submitted a report seeking a decision as to whether or not to implement in whole or part the Upperthorpe permit parking scheme as advertised in March 2012 and considered previously by the Cabinet Highways Committee in December 2012.

8.2 **RESOLVED:** That:-

(a) the proposals be implemented in Area C, on Dover Street, on Ellison Street and on Neverthorpe Street as advertised, with the following relaxations:

- No additional restrictions are to be implemented on Finlay Street; and
- All of the time-limited shared use bays on Fawcett Street are to have a four hour time limit, as opposed to the two hour limit advertised.

(b) the objectors and affected local residents be informed accordingly.

8.3 **Reasons for Decision**

8.3.1 Ward Councillors have canvassed local opinion, and based on this support the introduction of new permit parking restrictions in Area C, on Dover Street, on Ellison Street and on Netherthorpe Street only. Other existing restrictions in the area would remain as existing.

8.3.2 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.

8.3.3 Introduction of a permit parking scheme in the area contributes to the Council's policy of completing the peripheral parking zones around the City Centre, so as to improve access to local premises and to manage demand for car travel into and around the City Centre.

8.4 **Alternatives Considered and Rejected**

8.4.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.

8.4.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.



SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 20 March 2014

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sarah Carbert 0114 2736135

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD.
2.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD.
3.	22	Request for a Review of the Permit Parking Scheme on Falding Street, Chapelton	22 08	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
4.	292	Objecting to Proposals at Greenhill Avenue/Greenhill Junction	11 10	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
5.	8	Objection to a proposed traffic regulation order (TRO) on Pingle Road near Dobcroft Infant and Junior Schools.	15 10	Transport & Traffic Design & Delivery	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
6.	200	Traffic Calming on Harborough Avenue	12 12	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
7.	290	Request for a Reductions in Charges for Parking Permit Schemes	05 02	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
8.	21	Proposed Highway Improvement Works to Greystones Road	13 02	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 20 March 2013

Subject: Greenhill Main Road /Greenhill Avenue – Proposed introduction of traffic signals.

Author of Report: Tony Lawery, 2734192

Summary:

To report the outcome of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers responses to representations received.

To report the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.

Reasons for Recommendations:

The proposals described in this report will contribute to improving journey times, reducing congestion and improving road safety, particularly for pedestrians and cyclists.

Following consideration of the objections received during the TRO consultation, it is considered that the benefits of making the Traffic Regulation Orders outweigh any unresolved objections.

Recommendations:

Approve and implement the scheme to introduce traffic signals at the junction of Greenhill main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no 1513BB2-SD-LT107-TRO-B.

Make the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 for the reasons set out in this report, namely that the benefits outweigh any unresolved objections.

Inform the objectors accordingly.

Background Papers:

Appendix A – Consultation letter and plan (first consultation)

Appendix B – Issues raised during first consultation and Officer response

Appendix C – Re-consultation letter and plan (reduced scheme)

Appendix D – Issues raised during re-consultation and Officer response

Appendix E – Plan showing extent of consultation area

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock
Legal Implications
Cleared by: Deborah Eaton
Equality of Opportunity Implications
Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Greenhill
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

GREENHILL MAIN ROAD/GREENHILL AVENUE
RESULTS OF PUBLIC CONSULTATION AND OBJECTIONS TO A TRAFFIC
REGULATION ORDER

1.0 SUMMARY

- 1.1 To report the results of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers' responses to representations received.
- 1.2 To report the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.
- 1.3 Following consideration of the responses to the TRO consultation it is recommended that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The introduction of traffic signals at Greenhill Main Road/Greenhill Avenue in conjunction with the recently completed improvements at Meadowhead Roundabout will reduce delays for all modes of travel by reducing congestion, improve road safety particularly for pedestrians and cyclists and contribute to making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.
- 3.2 Introduction of pedestrian and cycle crossings at the junction will improve road safety.

4.0 REPORT

Introduction

- 4.1 Development work on proposed improvements in the Meadowhead area was initially undertaken in 2009 which led into public consultation on the developed scheme during December 2009. A new pedestrian crossing was subsequently built at the Bochum Parkway / Dyche Lane junction (replacing the subway) in early 2010.
- 4.2 At its meeting of 14th January 2010, Cabinet Highways Committee approved the detailed design of Phase 1 of the Meadowhead Roundabout improvement and authorised construction. The Committee also approved an outline design for phase 2 which included the introduction of signal control at the Greenhill Main Road/Greenhill Avenue junction. Additional phase 2 proposals included the filling in of the Meadowhead subway and provision of a surface level crossing. These works are currently not being

progressed due to national reductions in funding. Prior to the construction of Phase 1 commencing, funding was withdrawn by Central Government and no further work was undertaken on Phases 1 or 2.

- 4.3 In February 2013, the Department for Transport awarded the Sheffield Bus Partnership £18.3million of funding to become the first Better Bus Area (BBA). The grant (to SYPTE) combined money that traditionally would have been paid directly to operators as Bus Service Operators Grant (BSOG), plus additional Government funding to be invested by the Partnership in improving bus services and traffic management across Sheffield. The Meadowhead roundabout improvement was one of the first projects to be brought forward for construction under the BBA funding programme as part of the Chesterfield Road Key Bus Route project which also includes the Greenhill Main Road/Greenhill Avenue proposals. The roundabout improvement works commenced on site in July 2013 and were substantially completed in February 2014.

Background

- 4.4 Meadowhead is an important gateway into and out of Sheffield and the surrounding area and is used by more than 51,000 vehicles per day. Delays (to all traffic) were caused at the roundabout by issues such as narrow lanes on the approach, the shape of the roundabout and traffic queuing back onto it – particularly from Greenhill Main Road.
- 4.5 In order to develop a preferred scheme for the initial consultation undertaken in 2009, computer traffic modelling was used to determine the anticipated benefits of any changes at Meadowhead. Eight options were tested for the morning peak (0800-0900) and evening peak (1700-1800) periods. The option adopted proposed an alternative geometric layout for the roundabout, introduction of signals at the Greenhill Main Road/Greenhill Avenue junction and provision of new pedestrian crossing on Meadowhead and Dyche Lane. The introduction of traffic signals at the Greenhill Avenue junction was shown to make a material additional contribution to the overall effectiveness of the roundabout improvements.

Greenhill Main Road / Greenhill Avenue: Development and Consultation

- 4.6 The earlier design was reviewed and the opportunity taken to extend the scheme by adding an east-bound bus lane on Greenhill Main Road and extending the shared pedestrian/cycle route to terminate at the TA centre, where cyclists would re-join the main carriageway. A plan showing the proposals together with a covering letter requesting residents' views were delivered to properties in the Greenhill Area in September 2013, with responses requested by mid-October. The letter and plan are shown at Appendix 'A'. Appendix 'E' shows the extent of the area covered by the public consultation.
- 4.7 Representations received (including a 292 signature petition) expressed severe concerns about the scheme, largely because of the proposed banned left turn into Greenhill Avenue. Prohibiting the left-turn delivers the optimum conditions for the signals and pedestrian/cycle crossings layout at the junction. Respondents expressed concerns that the restriction would

result in left-turning traffic transferring onto inappropriate routes through the village, to the detriment of the Greenhill Conservation Area. A 12 hour classified vehicle count at the junction indicates that around 200 vehicles currently turn left onto Greenhill Avenue. Although this is a relatively low number of vehicles and unlikely to be noticed spread over a 12 hour period, residents are already unhappy about the existing volume of traffic passing through the village (particularly during peak periods) and the petition requests the Council to introduce some form of mitigating measures. A number of residents also felt other elements of the scheme were unnecessary. A summary of all the issues raised and officer's response are included at Appendix 'B.'

- 4.8 In addition to the generally negative response received, a subsequent cost estimate of the extended scheme was higher than anticipated. Revised proposals have therefore been drawn up, still introducing traffic signals and associated controlled crossings, with the shared pedestrian/cycle route now proposed to terminate at the access to the sports ground (opposite the junction). Despite the known level of objection, the scheme still retains the banned turn at the junction because this provides the optimum arrangement for the signals and pedestrian/cycle crossings.
- 4.9 A revised plan and letter explaining the reduced proposals (included at Appendix 'C') were delivered to all properties within the previous consultation area inviting further comments from residents. The necessary Traffic Regulation Orders relating to the proposed banned turn and waiting restrictions associated with the scheme were also advertised during the consultation period.
- 4.10 Many of the representations received echoed comments made during the initial consultation, particularly with regard to the proposed banned turn. Four objections were received to the TRO relating to the banned turn and one objection to the waiting restrictions proposed along the frontage of Greenhill Main Road. This latter objection has since been withdrawn following a reduction in the length of double yellow lines fronting the objector's property.
- 4.11 Although the TRO was not advertised during the first consultation, it is considered equitable to class the representations objecting to the banned turn as formal objections to the subsequent TRO advert. This brings the total number of objections to eleven. Furthermore, it is felt the 292 signature petition should also be considered as being an objection to the TRO.
- 4.12 A summary of the representations received during the re-consultation period, together with officers' responses, are included at Appendix 'D.' Recent observations of traffic movements through Greenhill Village and the Conservation Area in the morning peak hour indicate that current traffic volumes are very low and the vast majority of movements are locally generated trips. The proposed banned left turn at Greenhill Avenue is not therefore anticipated to cause any increase in traffic transferring to these roads and overall, conditions within the Conservation Area are not anticipated to worsen.
- 4.13 Other Consultees

Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were consulted about each of the schemes. No objections have been received.

Relevant Implications

- 4.14 The cost of the Phase 2 proposals is estimated to be around £300,000 and is proposed to be funded from the Chesterfield Road Key Bus Route project referred to in paragraph 4.3 above. The allocation for 2014/15 is currently under discussion with SYPTE colleagues and formal approval will be sought in due course via a Capital Approval Form.
- 4.15 A full Equality Impact Assessment has been undertaken for this scheme which concludes that the proposals are fundamentally equality positive affecting all local people equally regardless of age, gender, faith, disability, sexuality etc. Moreover, most aspects of the scheme deliver a positive outcome, e.g. for the young, elderly, disabled and other vulnerable road users in terms of the road safety benefits provided.
- 4.16 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.17 The Council has the power to make a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to persons or other traffic using the road, to facilitate the passage on the road of traffic (including pedestrians) and preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Before the Council can make an Order it must consult with relevant bodies in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and must publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation but the Council should consider and respond to any public objections received.
- 4.18 The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. As the Traffic Authority the Council also has the power under the Road Traffic Regulation Act 1984 to place traffic signals and in exercising that power the Council must be satisfied that it will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 As outlined in paragraph 4.5 above, eight options were considered to assess the optimum combined arrangement at Meadowhead Roundabout

and the Greenhill Main Road/Greenhill Avenue junction. Signalisation of this junction was considered to be the most viable arrangement in all the options tested.

- 5.2 The opportunity was taken to explore the introduction of a bus lane on the eastbound approach to the proposed signals, extending the westbound pedestrian/cycle route and revising the junction of Stenton Road/Greenhill Main Road. These proposals received a generally negative response from local residents and a subsequent cost estimate confirmed that the expanded scheme did not deliver sufficient cost benefits when compared with the original signalisation proposals. Accordingly, a re-consultation exercise was undertaken on a reduced scheme.
- 5.3 In view of the local unpopularity of the banned left-turn element of the scheme, consideration was given to an arrangement which permitted this manoeuvre. Regrettably, it was identified that it would not be possible to provide signal-controlled crossings if the left-turn was retained, severely compromising the safety and amenity of pedestrians and cyclists. When balanced against the relatively low number of left-turning vehicles (200 vehicles/12 hour day), prohibiting the left-turn provides the optimum arrangement in terms of amenity and cost benefits without reducing local accessibility or impacting upon the environment of the Conservation Area to any significant degree.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The proposals described in this report will contribute to improving journey times, reducing congestion for all users and improving road safety, particularly for pedestrians and cyclists.
- 6.2 Following consideration of the objections received during the TRO consultation, it is considered that the reasons set out in this report for making the Traffic Regulation Orders outweigh any unresolved objections.

7.0 RECOMMENDATIONS

- 7.1 Approve and implement the scheme to introduce traffic signals at the junction of Greenhill main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no 1513BB2-SD-LT107-TRO-B.
- 7.2 Make the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 for the reasons set out in this report, namely that the benefits outweigh any unresolved objections.
- 7.3 Inform the objectors accordingly.

Simon Green
Executive Director, Place

20 March 2014

APPENDIX 'A'

The Occupier

Dear Sir/Madam,

Proposed junction signalisation, Greenhill Main Road/Greenhill Avenue

Proposed highway alterations and bus lane, Greenhill Parkway/Greenhill Main Road

Proposed pedestrian/cycle route, Chesterfield Road South to Greenhill Parkway

You will obviously be aware of the highway works currently being undertaken at Meadowhead roundabout and on its approaches. Meadowhead roundabout forms a key junction for road users who travel to and from Sheffield and within the local area. The junction is used by more than 51,000 vehicles per day and the measures are aimed at easing congestion, reducing journey times and improving road safety for all users. The proposals include re-shaping the roundabout, widening traffic lanes on certain approaches, improving signing and lining to achieve better lane usage and upgrading pedestrian crossings to enable use by cyclists. It is anticipated that when the works are finished, the improvements will benefit all road users, including pedestrians and cyclists who often experience difficulties using the junction.

In order to build on the benefits anticipated to result from the roundabout improvement, a scheme has been developed to introduce traffic signals at the junction of Greenhill Main Road and Greenhill Avenue, together with a number of other measures, as shown on the attached plan. These proposals will, together, help to further reduce/control traffic queues and congestion and provide additional facilities for cyclists and pedestrians. In conjunction with the introduction of signal control at the Greenhill Avenue/Greenhill Main Road junction, it will be necessary to ban the left turn from Greenhill Main Road to accommodate the new pedestrian/cycle crossing points. It is also proposed to close the junction where Stenton Road meets Greenhill Main Road and instead, link Stenton Road with the short length of service road which serves nos 97 to 107 Greenhill Main Road. A raised plateau will be constructed to regulate traffic speed and to link with the proposed crossing point. Provision of a short length of bus lane will enable buses to reach the roundabout with less delay, thus improving overall journey times and reliability. The bus lane is proposed to be operational between the hours of 7-30 am to 9-30 am and 4-00 pm to 6-30pm.

In order to implement certain of these measures and to introduce waiting restrictions (double yellow lines) at the locations indicated on the plan, it will be necessary to make a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, enabling members of the public to make representations relating to the TRO. As part of this process, notices will be displayed on-street and published in the Sheffield Star, currently anticipated to be during October.

Subject to the outcome of the consultation, approval of the scheme and authority to proceed from the Cabinet Highways Committee, it is hoped to commence works on site early in the new year. Consequently, the Council would be pleased to receive your comments to ensure the views of local residents are taken into account and, where appropriate and feasible, to be incorporated in the scheme.

If you wish to make any comments, or require further details, please contact Tony Lawery on 0114 2734192, email tony.lawery@sheffield.gov.uk. Alternatively, you can write to the address outlined below. Please ensure your comments are received before the end of October 2013.

Yours faithfully,

Tony Lawery
Senior Transport Planner
Sheffield City Council
Room G32
Town Hall
Sheffield S1 2HH

APPENDIX 'B'

GREENHILL MAIN ROAD/GREENHILL AVENUE

PROPOSED INTRODUCTION OF TRAFFIC SIGNALS

Representations received in response to first consultation.

Summary of issues raised and Officers response :-

- Proposed waiting restrictions on Greenhill Avenue (2 representations) – not necessary as any parking over these lengths is infrequent; the restrictions will create difficulties for delivery vehicles, result in lower property values and make the properties less saleable.

Officer response :- The waiting restrictions are necessary to protect the induction loops on the approach to the proposed signals; vehicles are permitted to load and unload on double yellow lines; with regard to loss of property value etc., all the properties affected by the proposed waiting restrictions have adequate off-street parking facilities. The Council has a duty to ensure the safe and expeditious movement of all users of the highway and must consider the benefits of a highway improvement against potentially negative aspects of the proposals. The Council is satisfied that on this occasion, the benefits outweigh the disadvantages.

- Loss of highway trees/grass verges (2 representations) – concerns expressed in relation to affecting the aesthetic character of the Avenue; increase in traffic noise resulting from loss of screening provided by trees.

Officer response :-

Every effort will be made to retain the trees potentially affected by the proposals (possibly 5 in total). It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out; The loss of grass verge will be limited to the minimum area required to accommodate the signals and shared footway/cycleway arrangements.

- Traffic signals are not needed at this location -- will cause queuing; speeds will increase as drivers approach a green signal; traffic queues at the signals will obstruct access to private drives and residents will cause queues when waiting to

access their drives; the pedestrian crossings are too close to the junction and will obstruct traffic flow. (2 representations).

Officer response :- Traffic modelling identified that the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction would make a material additional contribution to the overall effectiveness of the Meadowhead roundabout improvements. The proposals are anticipated to deliver a reduction in delays of around 20% during the peak hours; There are no indications that drivers would approach the junction any differently than they do under the current arrangements; It is acknowledged that there may be instances when a resident may be unable to access their drive due to queuing traffic from the signals. However, the temporary obstruction is likely to be for a short time only and any queues resulting from the hold-up are unlikely to cause any significant problems. The same situation can also occur in a free-flowing situation where a continuous stream of traffic prevents access; the crossings are located to achieve the most efficient signals arrangement and are positioned to best accommodate the pedestrian/cyclist desire line – re-location of the crossings would be likely to result in pedestrians crossing the road injudiciously, to the detriment of road safety.

- Proposed banned left turn into Greenhill Avenue – the banned left turn and associated works in the highway will make the junction look unsightly; measures do not provide any advantages; will cause traffic that currently turns left to transfer onto other routes through Greenhill Village to the detriment of the Conservation Area, road safety and amenity (9 representations); will cause congestion on School Lane due to residents' parking; requests for provision of measures in Greenhill Village to mitigate the effect of the additional traffic (3 representations);

A petition has also been submitted to the Council which states :-

“As a result of the proposed scheme to prevent traffic travelling towards the Meadowhead roundabout from Greenhill turning left into Greenhill Avenue, we the local residents are concerned about the increased volume of traffic which will impact on Greenhill Main Road, School Lane, Greenfield Road, Annesley Road in order for vehicles to access Greenhill Avenue” (292 signatures).

Officer response :- The works associated with the banned turn will be constructed using the approved palette of materials for highway schemes of this nature. Traffic signs and lines will be limited to those necessary to meet all statutory and road safety requirements; The banned left provides the optimum arrangement for the traffic signals and crossings, providing the advantages outlined in the officer response above; A classified traffic count undertaken at the junction in the 12 hour period between 0700 hours and 1900 hours identified that 199 vehicles turned left into Greenhill Avenue, an average of less than 17 vehicles/hour. This

is a relatively low volume of traffic and spread over 12 hours, it is unlikely any increased flow through Greenhill Village would be noticed. However, it is acknowledged that local residents feel that existing traffic volumes are excessive, to the detriment of the area. A number of the respondents requested some form of mitigating measures to be provided on routes through the village, but such provision is not within the remit of the signalisation scheme.

- Bus stops –Concerns that the alterations in the vicinity of the bus stop on the west side of Greenhill Avenue will compromise vehicular access to the adjacent property; the improved bus stop provides the potential for buses to use this as a waiting stop causing noise and pollution issues; re-locate bus stop further from junction or remove the bus stop from both sides of the road completely.

Officer response :-

Access to the property will remain unaffected – (respondent notified); There is no intention to change the bus stop to a waiting/timing point and buses stand at the stop only to enable the boarding and alighting of passengers. The location of bus stops is the responsibility of the bus Operators and SYPTTE and there has been no indication that these bodies wish to re-locate or remove the stops in question. Furthermore, service changes introduced in January limit the use of stops on Greenhill Avenue to a few services per day.

- Bus Lane – Not required (4 representations)

Officer response :- This element is removed from the reduced scheme.

- Suggestion to replace the proposed signals with a roundabout.

Officer response :-

Traffic modelling has shown that the signalisation proposal contributes to a significant reduction in delays in the area. The Council does not control all the land required to accommodate a roundabout and land acquisition procedures often involve lengthy and complex processes. A roundabout would also present disadvantages to pedestrians as appropriate crossing facilities generally need to be located a distance away from the obvious desire line.

APPENDIX 'C'

The Occupier

Dear Sir/Madam,

Proposed traffic signals at junction of Greenhill Main Road/Greenhill Avenue

Proposed pedestrian/cycle route, Chesterfield Road South to Greenhill Parkway

You will recall I wrote to you in September to inform you of proposed highway alterations in the vicinity and to seek your views regarding the proposals. I now attach a drawing showing details of a much reduced scheme, which is more affordable than the scheme previously developed and which addresses some of the concerns expressed by many local residents who responded to the consultation.

The scheme now proposed is limited to the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction which will incorporate full pedestrian/cyclist crossing facilities. However, it is still proposed to ban the left turn from Greenhill Main Road to Greenhill Avenue in order to maximise the benefits of the signals and to accommodate the optimum crossing layout. It is also intended to provide the off-carriageway shared pedestrian/cycle route from Chesterfield Road South, but this would not continue beyond the Sports Club access, at which point cyclists would re-join the main carriageway.

A significant number of responses to the previous consultation (including a 292 signature petition) expressed discontent with the proposal to ban the left turn because of concerns about the possible transfer of left-turning traffic to other routes through the Greenhill Conservation Area. A 12 hour traffic count undertaken between 7am and 7pm identified that less than 200 vehicles turned left at the junction. It is probable that such a small volume of additional traffic would not be noticed over a period of 12 hours, although it is acknowledged that local residents are already concerned about the existing volume of traffic on certain roads through Greenhill Village.

In order to implement the banned turn and to introduce waiting restrictions (double yellow lines) at the locations indicated on the plan, it will be necessary to make a Traffic Regulation Order (TRO).

As part of the TRO process notices will be displayed on-street and published in the Sheffield Star inviting the public to comment and/or object if they wish. It is anticipated the TRO will be advertised towards the end of November and in view of the Christmas break, the normal three weeks consultation period will be extended to **6th January 2014**.

Please note that if you wish to formally object to the proposals, in order to comply with the provisions of the Road Traffic Regulation Act 1984, you must do so in writing to the address given below, stating the grounds for your objection, by **6th January 2014**.

We would also like to hear from people who support the proposals.

All comments/objections received (including those previously received in response to the original consultation) will be reported to the Cabinet Member responsible for highway matters for a decision to be made on how to proceed. This will be at a meeting open to the public and anyone submitting a comment or objection will be invited to attend.

If you have any questions about the proposals now being considered for the Greenhill Main Road/Greenhill Avenue junction, please contact Tony Lawery on 0114 2734192 or email tony.lawery@sheffield.gov.uk.

Queries relating to the Traffic Regulation Order process should be directed to Brian Hey on 0114 2736086, email brian.hey@sheffield.gov.uk.

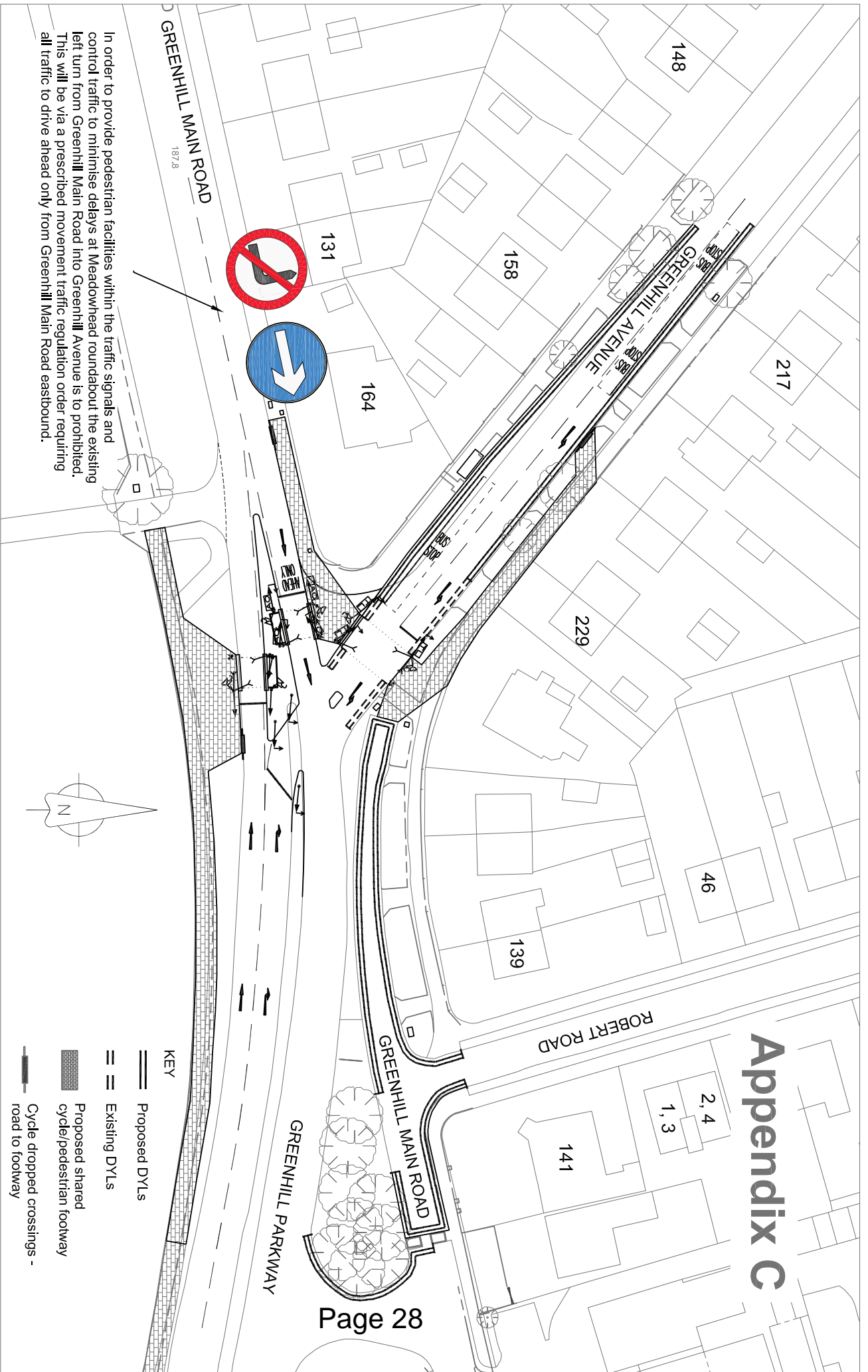
Comments/objections should be submitted to:-

Tony Lawery,
Sheffield City Council,
Room G32,
Town Hall,
Sheffield S1 2HH.

Yours faithfully,

Tony Lawery

Senior Transport Planner



In order to provide pedestrian facilities within the traffic signals and control traffic to minimise delays at Meadowhead roundabout the existing left turn from Greenhill Main Road into Greenhill Avenue is to prohibited. This will be via a prescribed movement traffic regulation order requiring all traffic to drive ahead only from Greenhill Main Road eastbound.

- KEY**
- === Proposed DYLS
 - == Existing DYLS
 - ▒ Proposed shared cycle/pedestrian footway
 - Cycle dropped crossings - road to footway

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Greenhill Parkway/Greenhill Avenue Traffic Signals Scheme Proposed Traffic Regulation Orders

Scheme Design - Nov 2013
 Drawing No: 1513BB2-SD-LT107-TRO-B
 Scale NTS



APPENDIX 'D'

GREENHILL MAIN ROAD/GREENHILL AVENUE

PROPOSED INTRODUCTION OF TRAFFIC SIGNALS

Representations received in response to the re-consultation (reduced scheme)

Summary of issues raised and Officers response :-

- Proposed waiting restrictions on Greenhill Main Road – not necessary as any parking over these lengths is infrequent and does not cause any problems on those occasions.

Officer response :-

The waiting restrictions in question were reviewed and the extent reduced along the frontage of the objector's property. The objection was subsequently formally withdrawn.

- Loss of highway trees/grass verges – concerns expressed in relation to affecting the aesthetic character of the Avenue

Officer response :-

Every effort will be made to retain the trees potentially affected by the proposals (possibly 5 in total). It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out; The loss of grass verge will be limited to the minimum area required to accommodate the signals and shared footway/cycleway arrangements but it is likely that approximately 60% of the verge in front of the objector's property will be adversely affected. The respondent has been informed.

- Concerns that the traffic signals/crossings will cause light/noise nuisance at properties in the near vicinity of the equipment.

Officer response :- Following discussions with the design engineer, assurances have been given that there will be no adverse effects on nearby properties. The respondent has been informed.

- Proposed banned left turn into Greenhill Avenue – the banned left turn will cause traffic that currently turns left to transfer onto other routes through Greenhill Village to the detriment of the Conservation Area, road safety and amenity (3 representations); will cause congestion on School Lane due to residents' parking; requests for provision of measures in Greenhill Village to mitigate the effect of the additional traffic (3 representations); particular concerns about the effect on road safety during the morning peak hour as children travel to school.

Officer response :- The banned left provides the optimum arrangement for the traffic signals and crossings, providing the advantages outlined in the report. A classified traffic count undertaken at the junction in the 12 hour period between 0700 hours and 1900 hours identified that 199 vehicles turned left into Greenhill Avenue, an average of less than 17 vehicles/hour. This is a relatively low volume and it's unlikely any increased flow of traffic through Greenhill Village would be noticed spread over the 12 hour period. Similarly, the morning peak hour (cited by one of the objectors as being the main period of concern from a road safety viewpoint), shows 18 vehicles could potentially transfer to routes through the village. However, it is acknowledged that local residents already feel that existing traffic volumes are excessive, to the detriment of the area. A number of the respondents requested some form of mitigating measures to be provided on routes through the village, but such provision is not within the remit of the signalisation scheme.

- Concerns about traffic congestion and queuing in the vicinity as a result of the proposals.

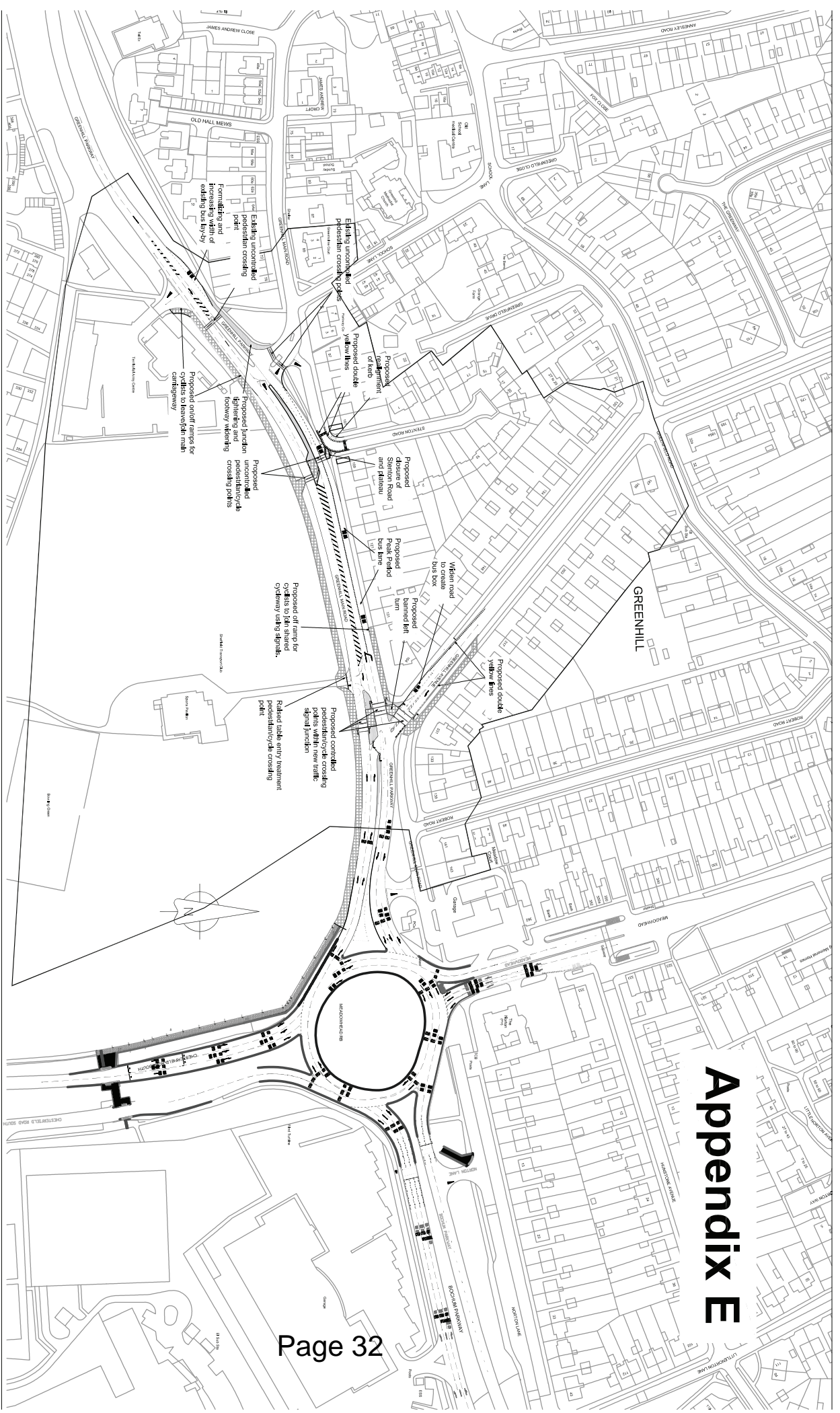
Officer response :- Traffic modelling identified that the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction would make a material additional contribution to the overall effectiveness of the Meadowhead roundabout improvements. The proposals are anticipated to deliver a reduction in delays of around 20% during the peak hours. Additionally, the installation of CCTV at Meadowhead roundabout together with equipment installed in conjunction with the proposed signals will enable the Councils UTC team to monitor and react appropriately to any significant incidents of congestion.

- Proposed cycle facilities are a waste of time and money.

Officer response :- The proposed shared cycle routes and Toucan crossings will provide links with and enhance similar facilities that already exist in the area and will provide significant road safety benefits. The Council is committed to providing

such facilities to improve and extend the cycle network in all areas of the City whenever possible.

Appendix E



Better Buses 2 - Letter Drop for Consultation Plan

Greenhill Parkway/Greenhill Avenue Proposed Traffic Signals, Bus Lane and Cycle Route

- Key**
- Proposed traffic islands and buildouts
 - Proposed shared Pedestrian-Cycle Route
 - Boundary of letter drop

Scheme Design - September 2013
 Drawing No: 1513BB2-SD-LT107-C2
 Scale NTS



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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 20 March 2014

Subject: Objections to the Provision of Taxi Ranks at Rockingham Street, Carver Street and Burgess Street

Author of Report: Dick Skelton Ext. 34479

Summary:

To report the objections to the introduction of three experimental taxi ranks in the City Centre and set out the Council's response.

Reasons for Recommendations:

The benefits of retaining these ranks outweigh the objections received, most of which have not been sustained.

The Rockingham Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

The individual objectors were also contacted and two responded. Their views about the rank were the complete opposite of each other, with one saying the situation was worse than anticipated and couldn't sleep due to the noise from the taxis and the other stating that the noise, since the rank was introduced, was no worse than before.

The Carver Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

The Burgess Street Rank

A few months after the rank was put in place, the person who objected was contacted and views sought as to the practical impact of the rank. No response was received.

Recommendations:

Make permanent the Experimental Traffic Regulation Order for the three taxi ranks in accordance with the Road Traffic Regulation Act 1984

Inform the objectors accordingly.

Background Papers: Appendix A: Consultation letter sent to frontagers
 Appendix B: Burgess St Rank Plan
 Appendix C: Carver St Rank Plan
 Appendix C1: Carver St Petition
 Appendix D: Rockingham St Rank Plan
 Appendix D1: Rockingham Street Petition

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Deborah Eaton
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
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Central Ward
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

OBJECTIONS TO THE PROVISION OF EXPERIMENTAL TAXI RANKS AT ROCKINGHAM STREET, CARVER STREET AND BURGESS STREET

1.0 SUMMARY

1.1 To report the objections to the introduction of three taxi ranks in the City Centre and set out the Council's response.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD?

2.1 Not adequately providing for taxis would impact on the choices available to many Sheffield people, as well as affecting the disabled and some businesses.

2.2 Taxis are considered to be an important part of the City's public transport provision. They provide door to door access for those without a car, for shopping and other purposes, are often essential for disabled people, can form part of an integrated journey along with other forms of public and private transport and are a safe form of transport for car drivers who wish to socialise.

2.3 Sheffield's evening and late night economy could suffer if proper provision is not made for taxis.

3.0 OUTCOME AND SUSTAINABILITY

3.1 By reducing the need to use private vehicles, reducing the likelihood of drink driving or driving when tired and encouraging integration of taxis with public transport, improved taxi rank provision will contribute to the delivery of:

- the '*sustainable and safe transport*' objective of the Corporate Plan;
- Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*to encourage safer road use and reduce casualties on our roads*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*).

4.0 REPORT

Background

4.1 The City Centre Taxi Rank Review and The Wider Taxi Rank Review Strategy reports were presented to Cabinet on 21 September 2005 and 10 January 2007 respectively, 'as the basis for future improvements to taxi rank facilities'.

4.2 The reports' recommendations were based on consultations undertaken with:

- Sheffield City Council Taxi Licensing;
- Sheffield Taxi Trade Association;
- Sheffield Confederation of Private Hire Companies;
- Private Hire and Hackney Carriage Driver's Association of Sheffield;
- Sheffield City Council Highways Development Control;
- Sheffield City Council Parking Services;
- South Yorkshire Police Safer Neighbourhood Officers;
- South Yorkshire Passenger Transport Executive;
- Transport for All User Group.

4.3 The City Centre Review states:

'Evening Attractions

Sheffield has a growing number of restaurants, bars, nightclubs and theatres that are spread throughout the city centre.....Evening taxi facilities are needed close to these locations, particularly in respect of security and convenience. The ranks need to be operational at suitable times, particularly at the end of theatre shows and as pubs and clubs close at night.'

4.4 Local Transport Plans (LTP) 1, 2 and 3 all recognise the importance that taxis play in an integrated public transport system and therefore, the need to make adequate provision for them. The document "A Vision for Excellent Transport in Sheffield" also includes similar references with regard to taxis.

4.5 Since the review of the taxi strategy and proposals by Cabinet, new ranks have been introduced at many locations using Experimental Traffic Regulation Orders (ETRO). These have only been introduced where there is clear demand.

The Experimental Rank Proposals

4.6 Three experimental ranks were proposed in Burgess Street, Carver Street and Rockingham Street. All three ranks were provided at the request of the taxi trade and their provision supported by the Police, night club managers and City Centre Management Team.

4.7 An example of the letter sent to all frontagers prior to installation of the ranks can be seen at Appendix A. One objection was made to the Burgess Street rank, one petition was received objecting to the Carver Street rank and there were seven individual objections and one petition received concerning the Rockingham Street rank. All the objections were received before the ranks were put in place.

The Burgess Street Rank

4.8 The scheme plan is shown at Appendix B. This rank has been provided to serve the Embrace night club and also as a 'feeder' for the Barkers Pool rank. The rank is for 20 taxis in total and replaces a smaller rank on the opposite side of the road, immediately outside Embrace. The first four spaces are 24 hour and the remaining 16 operate from 6.30pm

to 6am, some of which are dual use with a Pay and Display (P&D).

- 4.9 There was one objection from a resident of Pinstone Chambers prior to the rank being installed. Whilst the flats do not front onto Burgess Street, some have rear bedrooms overlooking a courtyard to the rear of buildings which do front onto Burgess Street. The substance of the objection, with regard to the taxi rank, related to more slamming of taxi doors, horns sounding and large numbers of late night clubbers waiting for taxis. The resident also wanted to know why residents of Pinstone Chambers had not been individually informed about the proposed rank and why the rank could not be provided further away from residents. The use of “nearby City Council parking lots, for example the one at the bottom of Charles Street which is not near any residences” was suggested.
- 4.10 Following delivery of the letter to frontagers the John Lewis store contacted the Council with some potential concerns, prior to the installation of the rank. Their concerns related to the impact the rank may have on littering around their premises and the potential abuse of their shop entrances by late night taxi customers.

Officer Response

- 4.11 It is a legal requirement to place Notices on street and advertise the intention to make an ETRO in the press. The Council goes further than this legal requirement and normally individually informs frontagers of any proposals through leaflets or letters. This ‘good practice’ was followed in this instance. Following the complaint, letters were also delivered to all residents of Pinstone Chambers. No further objections to the rank were received as a result – either at the time or since the rank was installed.
- 4.12 Although subjective, site visits before and after the rank was installed have confirmed that there appears to have been no increase in general disturbance, horns sounding, or any increase in the number of clubbers waiting for taxis. Indeed, now the new rank is in place it would appear that more people are managing to obtain a taxi ‘at the door’ leading to fewer people waiting or ‘walking off’ to flag a taxi down elsewhere. The situation appears no worse than was previously the case.
- 4.13 With regard to using remote ranks (e.g. Council car parks, etc.), this has been tried in the past and simply does not work. We have, for example, put ranks on side roads to West Street and Division Street and this proved wholly ineffective. People continued to flag taxis down on West and Division streets rather than walk to the ranks. This meant that the taxis waiting in the ranks got little custom and their use declined. The ranks in question were later removed as a result.
- 4.14 Several months after the installation of the rank the resident concerned was emailed asking if the situation was as bad as feared, worse or better. No response was received.
- 4.15 With regard to the concerns raised by the John Lewis store, their

Business Protection Team confirmed that "... the upside to the taxi rank means there are less 'undesirables' parking on Burgess St. There used to be a tendency for people to park on Burgess St and wait in their cars which did cause some trouble. We are happy with the taxi rank in its current location and see no reason to object. I don't believe we have seen a noticeable change in the presence of litter / food / vomit and instances of graffiti / vandalism around the premises since the taxi rank was put in place. We have no problems when opening or closing the shop that are created by the taxi rank...."

The Carver Street Rank

- 4.16 The scheme plan is shown at Appendix C. This rank has been provided to serve several clubs and pubs on Carver Street and replaces a smaller rank that was located on the opposite side of the road. The rank is for 17 taxis and shares space with P&D bays. The time of operation of the rank is 6.30pm to 6.00am.
- 4.17 The Council received a petition of objection signed by 13 people. The petition is attached at Appendix C1.

Officer Response

- 4.18 The Carver Street rank petition is non-specific with regard to particular problems and simply objects to the taxi rank ETRO. The petition comes from residents of the Cambridge Court flats on Carver Street. The flats are situated on the lower part of Carver Street, at its junction with Division Street.
- 4.19 The rank was made larger and placed on the opposite side of the road to the original rank at the request of taxi drivers, club managers and had particular support from the Police, who had safety concerns at how the street as a whole was operating.
- 4.20 The lead petitioner was contacted after the rank had been in place for several months asking if the situation was as bad as feared, better or the same. No reply was received.

The Rockingham Street Rank

- 4.21 The scheme plan is shown at Appendix D. This rank has been provided to serve the SOYO night club. The rank is for 13 taxis in total and all of the rank is on double yellow lines. The rank operates from 6.30pm to 3.00am, although the originally proposed times were 6.30pm to 6.00am.
- 4.22 There were seven individual objections from Rockingham Street residents and a petition received, all prior to implementation of the rank. The petition was from residents of the Phoenix Court and Flockton Court flats (95 signatures), both of which front onto Rockingham Street and the front page of the petition is attached at Appendix D1. The petition objects to the ETRO on the grounds that "the street is subject to "Interim Planning Guidance on Night Time Uses" due to 245 flats and apartments adjacent or opposite the proposed ranks. The guidance

states “the amenity of existing and future residents should be particularly protected from undue noise and disturbance after a reasonable time of night.”

- 4.23 The substance of the individual objections, with regard to the taxi rank, are an expected increase in noise late at night, general disturbance and unsocial acts, increased difficulty in accessing private (flat) car parks, increased traffic congestion and a suggestion that the rank should be provided away from the club and local residents. Many also complained about SOYO being allowed to open until the later time of 2.30am (from 12.30am).

Officer Response

- 4.24 Providing a taxi rank outside the premises should not increase the level of anti-social behaviour and may even reduce it, as people leaving the club should be removed from the immediate area more quickly than might otherwise be the case (as there are to be more taxis available, immediately at the club entrance). For the same reason the general amount of noise disturbance from people on the street may also be expected to decrease. Although subjective, site visits before and after the rank was installed have confirmed that there appears to have been no increase in general disturbance or noise, or unsocial acts (none of the latter were observed on site visits) and taxi representatives confirm that the rank is well used, particularly over the weekends. There have been no reports of difficulty accessing car parks since the rank has been installed.
- 4.25 The planning guidance referred to in the petition generally refers to uses that require planning permission. Rockingham Street is not in the designated 12.30am closing time zone, but it is in a designated housing area. The issue of noise emanating from SOYO and its customers would have been a consideration at the time the original permission was granted and the later submission for extended hours of use. The recognised need for a rank arose from these earlier decisions.
- 4.26 The issue about providing more ranks away from the venue and the reasons why this has not been found to work in practice is covered above.
- 4.27 The people who had written to the Council and the lead petitioner were contacted after the rank had been in place for several months asking if the situation was as anticipated, better or worse. Two responses were received. One from Flockton Court (flats opposite the rank) and who also signed the petition, stating ‘If I am honest the noise on Rockingham Street is worse. The taxis never switch off their engines and that's all I can hear all night.’ The second from a resident of Smithfield house (adjacent to the rank and the closest residential block to SOYO) which stated “In all honesty I haven't really been affected by the taxi rank. I don't like the fact that it's there, but I don't have any specific complaints.”
- 4.28 Given that, since the rank has been installed, only two people of those who initially objected have commented, it may perhaps be concluded

that the perceived problems have largely not materialised, even though the two comments received are diametrically opposed.

5.0 RELAVANT IMPLICATIONS

- 5.1 There are no legal or financial implications arising from this report. Each individual rank is intended to improve the overall accessibility and choice for all Sheffield residents. The equality impact is, therefore, considered to be positive. Improving accessibility and both road and personal safety, are contained in the overall priorities of the LTP. Schemes funded through these programmes are expected to address this whenever appropriate and are, therefore, judged not to materially impact on community safety.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The locations of the ranks were agreed with taxi representatives, club owners and the Police.
- 6.2 No alternative options were considered. Past experience of placing ranks remote from venues has simply not worked. Most people simply walk towards their next destination and flag a taxi down on the way. The drivers waiting in the remote rank lose trade and the rank becomes little used. Picking customers up at the venue may also help to reduce anti-social behaviour and noise remote from the venue, as there are fewer people walking the streets looking for a cab.

7.0 REASONS FOR RECOMMENDATIONS

- 7.1 The benefits of retaining these ranks outweigh the objections received, most of which have not been sustained.

7.2 The Rockingham Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

The individual objectors were also contacted and two responded. Their views about the rank were the complete opposite of each other, with one saying the situation was worse than anticipated and couldn't sleep due to the noise from the taxis and the other stating that the noise, since the rank was introduced, was no worse than before.

7.3 The Carver Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

7.4 The Burgess Street Rank

A few months after the rank was put in place, the person who objected

was contacted and views sought as to the practical impact of the rank.
No response was received.

8.0 RECOMMENDATIONS

8.1 Make permanent the Experimental Traffic Regulation Order for the three taxi ranks in accordance with the Road Traffic Regulation Act 1984

8.2 Inform the objectors accordingly.

Simon Green
Executive Director, Place

3 March 2014

Appendix A

Development Services

Director: L Sturch, MRTPI

Traffic Section: 2-10 Carbrook Hall Road, Sheffield S9 2DB

Email: brian.hey@sheffield.gov.uk

Fax No. (0114) 273 6182

Officer: Brian Hey

Tel: (0114) 273 6086

Date: 29th November 2012

The Occupier

Dear Sir or Madam

Proposed Experimental Traffic Regulation Order City Centre Taxi Ranks – Burgess Street

Please find attached documentation relating to a proposed Experimental Traffic Regulation Order (ETRO) in the vicinity of your property.

The taxi trade association has asked the City Council to provide additional taxi rank spaces on Burgess Street to improve the service offered to the public.

The City Council has agreed to provide taxi rank spaces as requested but on an experimental basis. This will enable the taxi ranks to be introduced and an assessment made as to how well they operate, and also whether they cause problems for other road users and occupiers of adjacent properties, before a decision is made on whether to make them permanent or not.

The attached plan shows the proposals for Burgess Street which may remain in place for a period of up to 18 months from the 29th November 2012.

The City Council will be considering in due course whether the provisions of the ETRO should continue in force indefinitely. Any person wishing to object to making the proposals permanent may do so. To comply with the provisions of the Road Traffic Regulation Act 1984 an objection must be in writing, must state the grounds of the objection and be sent to The Director of Development Services, at the address given above within a period of six months from the 29th November, 2012.

One of the reasons for using an ETRO is to try the proposals first, so that any comments made can be based on the actual situation as it relates to that location. Therefore, it is suggested that you may wish to wait until after the rank is introduced before making your views known (you will have until 28 May 2013 to get any comments to us). There is a chance that the rank will be put in place before Christmas, but it is more likely to be in the New Year.

If you have any queries regarding the taxi ranks please contact Richard Skelton, 0114 273 4479, or by email at richard.skelton@sheffield.gov.uk.

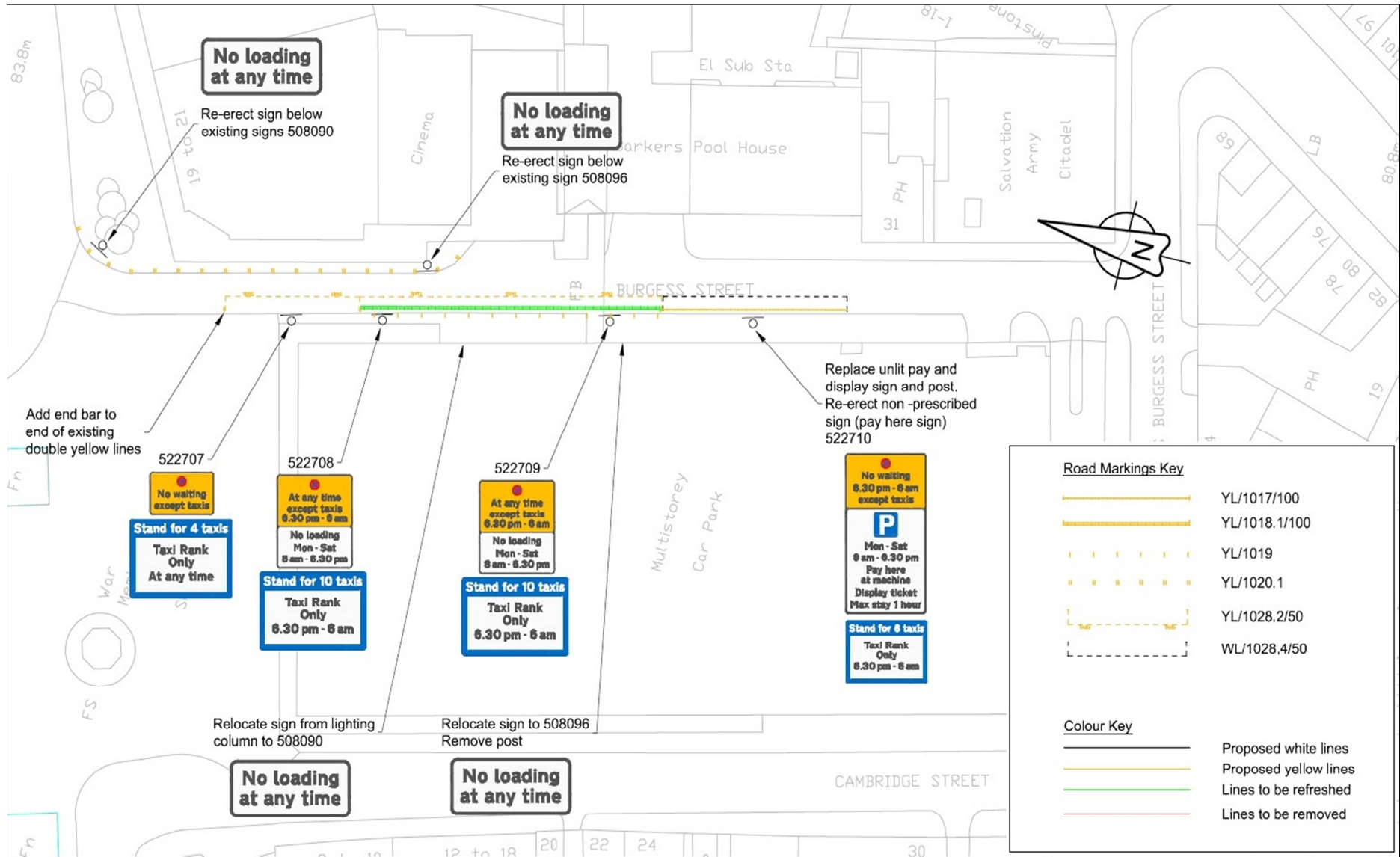
If you have any queries about the ETRO process please contact me on 0114 273086, or by email at brian.hey@sheffield.gov.uk.

Yours faithfully

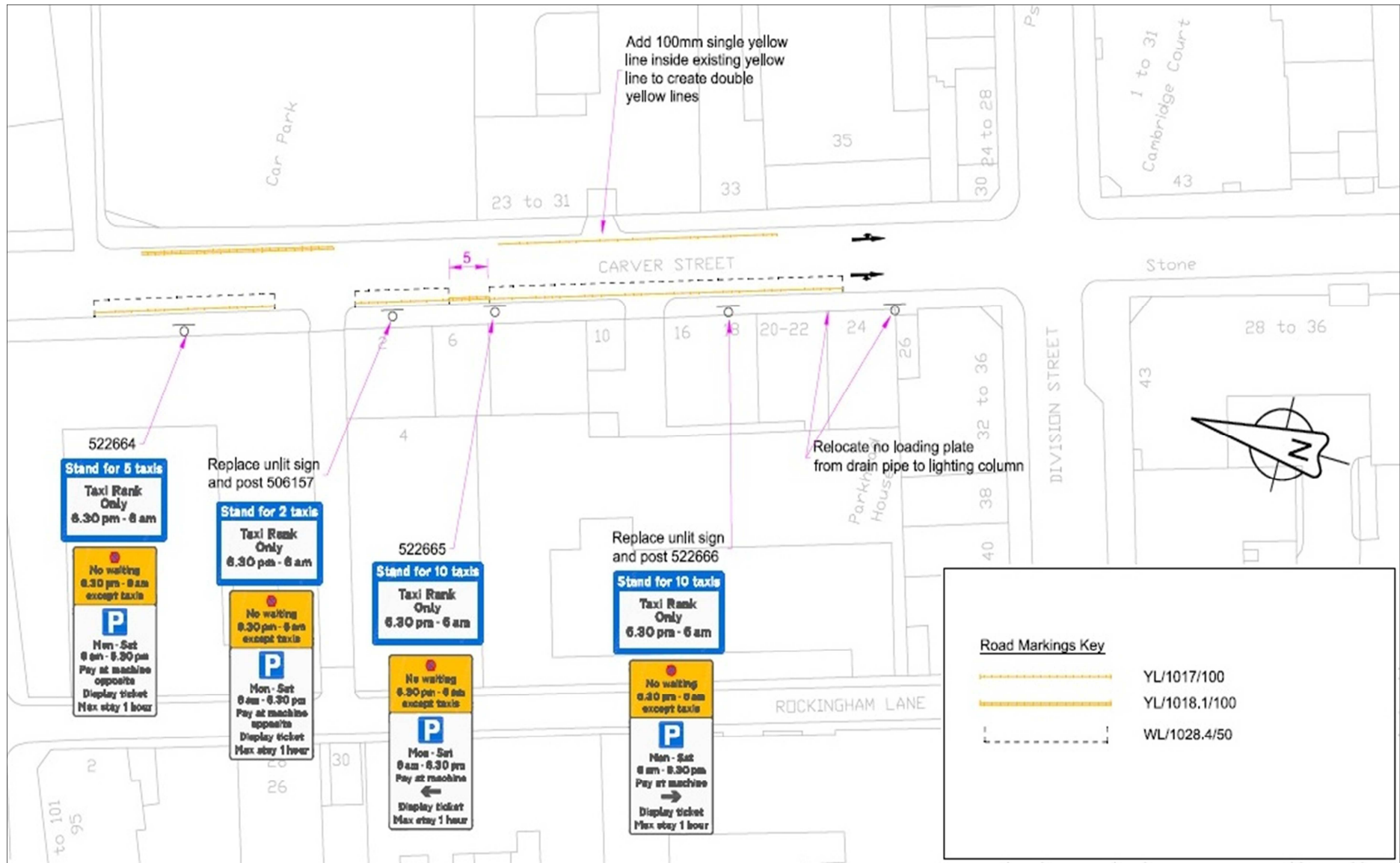
pp Brian Hey
Senior Engineer
Traffic Regulations Group

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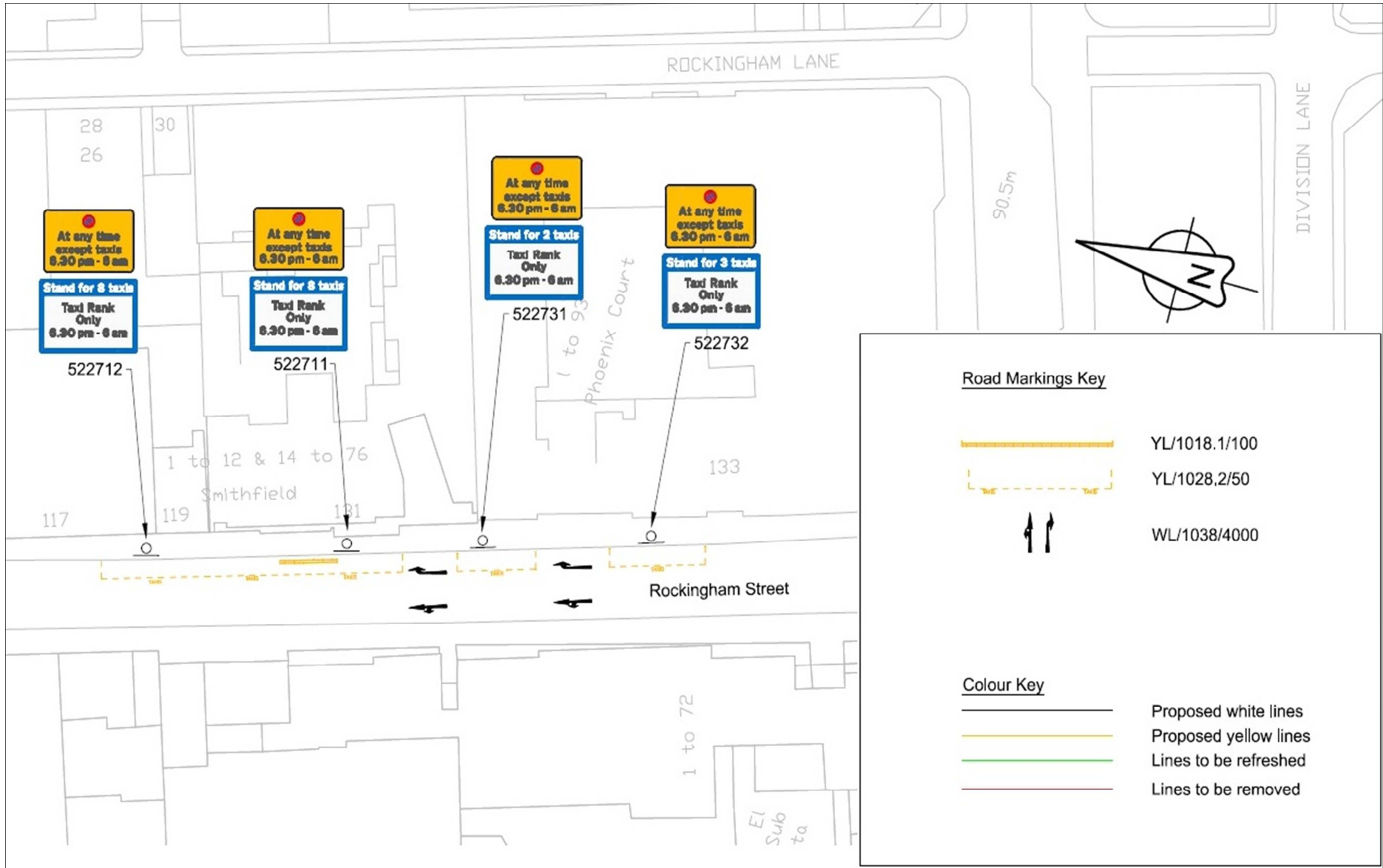
Appendix B



Appendix C



Appendix D



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