

Highway Cabinet Member Decision Session

Wednesday 9 July 2014 at 12.30 pm

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
9 JULY 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 - 10)
Minutes of the Session held on 12 June 2014
4. **Public Questions and Petitions** (Pages 11 - 14)
 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
5. **Carterknowle Road Zebra Crossing: Feedback on Public Consultation** (Pages 15 - 28)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 14 August 2014 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 12 June 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
Paul Fell, Business Manager, Transport, Traffic and Parking Services
Nat Porter, Highways Officer
Ian Taylor, Senior Project Manager, Highways

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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 10 April 2014 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

There were no new petitions

4.2 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. PARKING PERMIT PRICES

5.1 The Executive Director, Place submitted a report providing a response to two petitions which had been received requesting:

1) That parking permit prices be returned to pre-2011 levels, which were £10 for a first residents permit, compared to the current £36.

2) That permit prices be reduced for people on low incomes.

- 5.2 Councillor Sarah Jane Smalley attended the Session to make representations to the Cabinet Member. She had submitted one of the petitions prior to becoming a Councillor and was therefore able to make representations. She commented that she had been promised by officers the figures for each area but had not yet received them and therefore asked if these could be sent to her.
- 5.3 Ms. Smalley further stated that more income was being received from permits than was being spent within the area she lived in and asked why this was the case as the income should not be spent elsewhere.
- 5.4 In response, Paul Fell, Business Manager, Transport, Traffic and Parking Services, acknowledged that income from parking permits was running at a surplus. However, it was Council policy that income received was spent across the City and not just in the areas from which it was received.
- 5.5 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development added that income from parking permits was £500k and the cost of enforcement was greater than that. It was only right that residents should pay a proportion of the cost. He acknowledged that the cost of permits had risen in recent times but highlighted that the present cost was only £1 more than when they were introduced in 2004 and compared favourably with other local authorities across the country.
- 5.6 **RESOLVED:** That:-
- (a) the requests contained in the two petitions be noted;
 - (b) the permit prices already agreed for 2014/15 be endorsed without further charge; and
 - (c) officers be instructed to advise the petitioners of the decision.
- 5.7 **Reasons for Decision**
- 5.7.1 The parking permit prices be used in the 2014/15 financial year have already been set and endorsed by the Cabinet Member in April 2014.
- 5.7.2 Service budgets for the 2014/15 financial year have already been set in anticipation of Parking Services achieving income targets, which include around £423,000 from income from parking permits in parking zones. Any reductions in the permit prices would be a pressure on the Parking Services budget.
- 5.7.3 The cost of a permit is demonstrably modest and confers a significant degree of benefit to the permit holder. Therefore, no justification is found for the contention that fees are unfair or excessive.
- 5.7.4 Offering a further discount to people on low wages would add complexity and costs to the permits administration process and would provide limited relief when compared with the cost of running a car.

5.8 **Alternatives Considered and Rejected**

5.8.1 The costs and impacts of reducing permit prices have been considered.

6. **PETITION IN RESPECT OF BANNER CROSS/ECCLESALL ROAD PROPOSED PARKING METER SCHEME**

6.1 The Executive Director, Place submitted a report outlining the receipt of a petition concerning the proposed pay and display parking scheme on Ecclesall Road at Banner Cross district centre. The petition requested that additional public consultation was conducted before the proposed experimental introduction of the scheme. The report set out the background to the petition and made recommendations accordingly.

6.2 Saskia Palmer, a resident of Banner Cross, attended the Session to make representations to the Cabinet Member. She commented that the issue had only been raised as a result of the concerns of a handful of traders in the area rather than the majority of businesses. She believed the consultation to be inadequate as it had been targeted at traders on a small section of Ecclesall Road and traders she had spoken to had commented that they were not presented with alternative options to the scheme proposed.

6.3 Ms. Palmer further commented that traffic surveys had been undertaken prior to the opening of the Sainsbury's superstore in the area which had had an impact on traffic numbers. She therefore did not believe that this was a realistic survey of Banner Cross and further surveys should be undertaken. She had undertaken a survey in the area to which 200 people had responded. 83% of respondents believed that nothing should be done and only 1 person voted in favour of the proposals.

6.4 In response, John Bann, Head of Transport, Traffic and Parking Services informed the Cabinet Member that this had been a scheme developed as a result of a local Ward Member request to look at possible solutions to the problem. It was clear that traders and residents were concerned about the future of their local shops. It appeared that many residents were against the proposals and that there was limited off street parking in the area.

6.5 Nat Porter, Highways Officer, commented that the surveys had been undertaken in October 2013 and he considered them representative of the situation in the area. The pay and display would accommodate short stay parking.

6.6 Councillor Leigh Bramall stated that he did not believe he had enough information to proceed at this stage. He requested that the decision be deferred and a survey of businesses be undertaken in the area and clarification be sought of the current view of the local Ward Member who had previously contacted officers. A further report should then be submitted to a future Session and officers should liaise with the petitioners and local community organisations.

6.7 **RESOLVED:** That:-

- (a) a decision on the scheme be deferred pending further investigation and discussions, the outcomes of which are to be reported back to a subsequent meeting prior to any scheme being progressed; and
- (b) the lead petitioner and affected parties are informed of the outcome of the meeting and the decision.

6.8 **Reasons for Decision**

- 6.8.1 The petitioners request can be accommodated as part of the development process for the scheme at only minor cost, and can allow for changes to the scheme to be considered to mitigate for any local concerns.

6.9 **Alternatives Considered and Rejected**

- 6.9.1 Declining the petitioners' request for additional consultation was considered. Petitioners would still have opportunity to comment on the scheme as part of the statutory process laid out by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In this particular instance, this would be for a six month period, during which the scheme would be introduced experimentally when comments can be made and considered in light of practical experience of the operation of the scheme.
- 6.9.2 Approve the recommendations as outlined in the report.

7. **BUS RAPID TRANSIT (BRT) NORTH TRAFFIC REGULATION ORDERS - CONSULTATION RESULTS**

- 7.1 The Executive Director, Place submitted a report presenting the objections received to the advertisement of the Traffic Regulation Orders (TROs) to complement the Bus Rapid Transit North project along with the officer response to the objections.

7.2 **RESOLVED:** That:-

- (a) having considered the responses to the Traffic Regulations Orders related to the Bus Rapid Transit (BRT) North Scheme consultation, it is agreed that the reasons set out in the report for making the TROs outweigh any unresolved objections;
- (b) the orders be made, in accordance with the Road Traffic Regulation Act 1984, and introduced; and
- (c) those who made representations be informed accordingly.

7.3 **Reasons for Decision**

- 7.3.1 The TRO to prohibit the right turn into the north-eastern access to number

438 Sheffield Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict at the junction with the access to the proposed development on the opposite side of the road. The right turn into the south western access to number 438 would still be possible as would the left turn out of both accesses.

- 7.3.2 The TRO to prohibit the right turn from Sheffield Road through the gap in the central reserve opposite St Lawrence Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict caused by vehicles slowing significantly, to make the right turn, being struck by following vehicles travelling ahead on Sheffield Road.
- 7.3.3 The TROs to introduce the two 'one-way' and two 'ahead only' restrictions at the Sheffield Road/Blackburn Road Meadows Way junction would formalise the traffic movements intended for the designed road layout, deterring injudicious manoeuvres.
- 7.3.4 The TRO to prohibit U-turns at the Sheffield Road/Blackburn Meadows Way junction would reduce the likelihood of drivers making injudicious manoeuvres to access Sheffield Road (south west section towards the M1 Junction 34) and Ferrars Road.
- 7.3.5 The TRO to introduce a 24 hour clearway on Blackburn Meadows Way and part of Sheffield Road would complement the existing 24 hour clearway for Meadowhall Way and would reduce the amount of signing and lining required to convey and enforce the Order to prohibit stopping.
- 7.3.6 The TROs for the ahead-only restrictions on Attercliffe Common, at its junction with Carbrook Street, would reduce the likelihood of drivers making injudicious turning manoeuvres through the gap in the central reserve of the dual carriageway.

7.4 **Alternatives Considered and Rejected**

- 7.4.1 Alternative routeing was considered using an appraisal carried out in 2013 by consultants Arup, comprehensive local knowledge and the desired locations for the BRT bus stops. The three option variations were:

- 1) Carbrook Street/Dunlop Street/Weedon Street/Meadowhall Drive/Meadowhall Way
- 2) Attercliffe Common/Weedon Street; and
- 3) A6178/Sheffield Road/Vulcan Road

- 7.4.2 The view formed was that routeing along Carbrook Street, Dunlop Street, Weedon Street, Meadowhall Drive and Meadowhall Way to reach the new Blackburn Meadows Way would improve journey time reliability and reduce journey times. This is because of outbound congestion, from the M1 Junction 34 Tinsley back to Arena Square, caused by capacity issues at the M1 Junction 34 junction (something that is largely outside the control of

Sheffield City Council). Similarly inbound congestion, from Arena Square back to Weedon Street, results from flows from the M1 to the Outer Ring Road (A6102 Broughton Lane) converging to cause the junction to be at capacity. Neither of these issues can be resolved by traffic signal timing improvements and both can only be addressed by major highway schemes.

- 7.4.3 In addition to the above-mentioned regular congestion there are frequent major events at the Sheffield Motorpoint Arena that can exacerbate commuter congestion and/or lead to significant delays at off peak times. In order to maintain journey time reliability it would be prudent for the BRT buses to avoid such congestion.
- 7.4.4 As well as giving the best journey times the preferred route is the most appropriate for the proposed bus stop locations especially the major development set to take place on or around Meadowhall Drive.



SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 9 July 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

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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.	290	Request for a Reductions in Charges for Parking Permit Schemes	05	02	14	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed. To go to the meeting on 12 June 2014 – decision made but called into scrutiny – date tbc.
2.	63	Banner Cross/Ecclesall Road Parking Metre Scheme (came in response to public consultation)				Transport Planning	ICMD	Came in as a response to a Public Consultation. Nat Porter producing a report. Acknowledged to lead petitioner. To go to the meeting on 12 June 2014 – decision deferred to a future meeting tbc.

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 9 July 2014

Subject: Carterknowle Road zebra crossing:
Feedback on public consultation

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to site a zebra crossing on Carterknowle Road at the gates to Carterknowle Junior School and the related relocation of nearby bus stops.

Reasons for Recommendations:

There have been three petitions requesting a crossing in this area, the most recent (2009) signed by 244 people. Local residents were consulted in 2011 on a scheme to be funded by South Community Assembly, only for it to be shelved due to a reduction in funding from central government. The proposed crossing enjoys the full support of the school and the councillors for Nether Edge ward.

The provision/retention of accessible bus stops is required if people are to consider using public transport as a viable alternative to the car. Having considered the objections to the repositioning of these bus stops the officer view is that the reasons set out in this report for building the crossing and therefore moving the bus stops outweigh the objections.

Recommendations:

- The Cabinet Member notes the responses to the consultation exercise.
- The scheme should be constructed as shown in Appendix B
- Parking Services be asked to take enforcement action against anybody parking illegally at the start of the September term.
- Inform the residents of the decision accordingly.

Background Papers:

Appendix A: Consultation letter and plan, February 2011

Appendix B: Information letter and plan, June 2014

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Nadine Wynter
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
Nether Edge
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

CARTERKNOWLE ROAD ZEBRA CROSSING: FEEDBACK ON PUBLIC CONSULTATION

1.0 SUMMARY

- 1.1 This report describes the response from residents to the proposal to site a zebra crossing on Carterknowle Road at the gates to Carterknowle Junior School and the related relocation of nearby bus stops.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 A formal crossing would improve safety and accessibility and contribute to the creation of a safer residential environment and making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 It is anticipated that once the crossing is in place it will improve public safety, make walking and travelling by bus a more attractive travel option, through improved accessibility and so reducing the reliance on car travel. The scheme would 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*); and
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*)

4.0 REPORT

Introduction

- 4.1 The request for a crossing outside Carterknowle School has been the subject of three petitions, in 2002, 2004 and 2009. Receipt of the third petition, containing 244 signatures, was reported to the City Centre South and East Planning and Highways Area Board on 4 February 2009. The petitioners were concerned about the safety of children crossing to and from Carterknowle Junior School.
- 4.2 On 16th December 2010 Members representing South Community Assembly requested that public consultation commence on a proposal to build a zebra crossing on Carterknowle Road. The work was to be funded from the Assembly's 2011/12 'large schemes' highways budget.
- 4.3 On 11th February 2011 a letter and plan was distributed door-to-door to approximately 25 fronting properties in the area around the proposed crossing, and comments invited (see Appendix A). In the summer of 2011 a reduction in the funding the Council receives from central government for transport related projects caused work on the scheme to be halted. Residents were informed of this decision in October 2011 but assured that it "*remains*

the Councils wish to provide a crossing outside Carterknowle School when funds allow”.

- 4.4 The advent of the Streets Ahead highway maintenance programme has presented an opportunity to revive the scheme. The scheme is now to be constructed during the summer in co-ordination with maintenance work in the surrounding area. A letter informing fronting property owners of this was delivered on 10 June 2014. The plan accompanying the letter had been revised to reduce the number of parking spaces lost outside houses.
- 4.5 Two people have contacted the Council to object to parts of the scheme. One of the objectors has only recently moved to the area and so was not aware of the previous consultation. In light of this, and given the length of time since the scheme was last brought before the public, it is felt it would be appropriate for the Cabinet Member to consider the two recent objections together with the comments received in 2011 and decide whether the scheme should proceed.

Consultation responses, 2011

- 4.6 The head teacher of Carterknowle School has welcomed the proposals on behalf of the school community. She has also raised a number of points on behalf of the school and its staff:
- The summer holidays would be the right time to carry out the work
 - It is good that the bus stops are to be moved [away from the school gates]
 - It would be a good idea to slow traffic down by adding good visual markings on the road either side of the crossing; could the speed limit around school be reduced to 20mph?
 - There should be railings on the pavement by the top gate to prevent the children going straight out of the gate and across the road
 - The availability of staff parking near school will be reduced

She has confirmed that the school gate closest to Bannerdale Road would be kept closed at the beginning and end of the school day (except in an emergency). This is important to the safe operation of the crossing; if it were left open it is unlikely that children walking to and from the Bannerdale Road area would use the crossing.

- 4.7 Two residents welcomed the crossing; one resident with three children thought it's "*a great idea*". The other is pleased that a crossing is being provided but stressed that some parents park irresponsibly and is concerned that a reduction in available parking opportunities would lead to parents parking around the junction of Carterknowle and Bannerdale Roads.
- 4.8 Two bus stops need to be moved in order to accommodate the crossing. A replacement shelter is proposed for the 'uphill' west-bound stop (the 'downhill' east-bound stop does not have a shelter). The relocation of these stops was not supported by the occupants of three houses directly affected:
- One was very unhappy that the uphill bus stop and shelter would be moved close to their house (No. 77 Carterknowle Road). Unlike the other properties in the area, it doesn't have a driveway and the bus stop position

would prevent parking in front of the house.

- The repositioned east-bound stop and associated bus stop clearway restriction would prohibit on-street parking in front of a number of properties. The owner of 88 Carterknowle Road contacted the Council to say that she had recently been diagnosed with a severe disability causing mobility problems and that the loss of on-street parking may mean she would need to make alterations to her driveway in order to gain access to and from the house. She feels that having a bus stop placed in front of her house would be stressful which would exacerbate her condition.
- A third (the then-owner of 90 Carterknowle Road) was upset that both stops, uphill and downhill, would be outside her house and considered that:
 - youths would gather at the uphill shelter, shout and use bad language resulting in disturbance to sleep.
 - there is already a shortage of parking in the area and the proposals would make things worse.
 - two estate agents have independently stated that the proximity of the bus stops would reduce the value of the property.
 - bus passengers would be able to see into the house.
 - the bus shelter would obscure the view of the school field

4.9 South Yorkshire Police, South Yorkshire Fire and Rescue and South Yorkshire Passenger Transport Executive had no objection to the proposals; the ambulance service did not respond.

Comments received, June 2014

- 4.10 The owner of 88 Carterknowle Road has confirmed that she maintains her original objection and added that she struggles to get her car into the drive of the property and so parks her car on the road at the entrance of the drive. She still wants the bus stop to be placed either further up or down the road.
- 4.11 The current owner of 90 Carterknowle Road has telephoned, also objecting to the relocation of the bus stops and the resultant loss of on-street parking. He feels that the neither stop is particularly well used and could be removed altogether.
- 4.12 The three councillors for Nether Edge ward have confirmed their continued support for the crossing, Councillor Akhter stating that *"I want every child to have a safe journey to the school."*

Officer response

- 4.13 There is little doubt that the introduction of a zebra crossing will be welcomed by the school community. Even those who have objected to proposal do not oppose the crossing itself, rather the resultant repositioning of two bus stops.

4.14 Bus Stops

It had been hoped to keep both bus stops as close to the school, and the new crossing, as possible, but in light of the comments received in 2011 further discussions were held with South Yorkshire PTE in an attempt to address residents' concerns.

The uphill, west-bound stop:

The PTE agreed that the west-bound stop could be moved further up Carterknowle Road to a position with no fronting property (see Appendix B). The owner of No. 77 and the then owner of No. 90 both indicated that this would be far preferable to the original proposal but would rather the stop did not move at all.

The downhill, east-bound stop:

The PTE wish to retain a stop in this area and are happy with the proposed position. The north side of Carterknowle Road is fronted by semi-detached houses set back from the road, each with its own off-street parking. The stop would not prevent people from accessing their driveways, save for when a bus is at the stop. Wherever the stop is placed it is likely that residents would raise similar objections to those outlined above.

4.15 Parking

There are already problems caused by inconsiderate parking, particularly at the end of the school day. The school has repeatedly tried to encourage parents to park sensibly with only limited success. This scheme would provide one place where pupils can cross in safety, but there will doubtless continue to be problems with parking. Bollards would be placed where necessary to prevent people driving over dropped kerbs to park on the footway.

4.16 Pedestrian guard rails

The footway on the school side of Carterknowle Road would be wider than at present, giving pupils more room to wait to cross, as well as improving visibility up and down the road. Guard rails would not be installed.

4.17 20mph speed limit

The Council has a policy of reducing the speed limit to 20mph in all suitable residential areas. This lower limit is being introduced on a phased basis, with potential schemes prioritised by the accident record of an area and the potential to co-ordinate works with the Streets Ahead maintenance programme. Currently seven or eight new 20mph schemes are funded each financial year. So far the Carterknowle area has not ranked sufficiently highly to attract funding, but is on the Council's long-list for implementation in coming years.

Relevant Implications

- 4.18 The full cost of the design and construction of the works described in this report is approximately £115k, funded from an allocation from the Local Accessibility block of the Local Transport Plan. A commuted sum for the ongoing maintenance of the scheme for 25 years has been estimated at a further £20K. This will also be funded from the Local Transport Plan. Construction work is scheduled to begin by the end of July and be substantially complete by the end of the summer holidays.
- 4.19 An Equality Impact Assessment has been conducted and concludes that the proposals are positive for the young, elderly and disabled as the proposals improve access to public transport and the local school. The scheme would affect all local people and no negative equality impacts have been identified.
- 4.20 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 or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.21 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 to preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. As the scheme does not require any Traffic Regulation Orders there is no requirement for public consultation. However the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 South Yorkshire PTE has again been asked to consider the need for the two bus stops. They have confirmed that the removal of the stops would be unacceptable due to the distance this would leave between the preceding and following stops (approximately 600m).
- 5.2 Officers have investigated whether the standard 27m bus clearway restriction could be reduced in front of the houses 88 to 92 to reduce the loss of on-street parking. Unfortunately, if the length of restriction were reduced a bus would not be able to turn into the bus stop around a parked vehicle and align neatly to the kerb at the stop without bumping over an existing speed cushion.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 There have been three petitions requesting a crossing in this area, the most recent (2009) signed by 244 people. Local residents were consulted in 2011 on a scheme to be funded by South Community Assembly, only for it to be shelved due to a reduction in funding from central government. The proposed crossing enjoys the full support of the school and the councillors for

Nether Edge ward.

7.0 RECOMMENDATIONS

- 7.1 The Cabinet Member notes the responses to the consultation exercise.
- 7.2 The scheme should be constructed as shown in Appendix B.
- 7.3 Parking Services be asked to take enforcement action against anybody parking illegally at the start of the September term.
- 7.4 Inform the residents of the decision accordingly.

Simon Green
Executive Director, Place

30 June 2014

APPENDIX A

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

Officer: Mr S Nelson Tel: (0114) 2736176
Ref: TM/BN737/SN/04 Date: 9th February 2011

The Occupier

Dear Sir/Madam

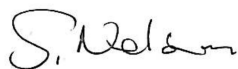
South Community Assembly
Proposed Zebra Crossing, Carterknowle Road

As you may be aware, the Community Assembly want to put in a zebra crossing to make it easier and safer for people to cross Carterknowle Road to and from the School. The proposal is shown on the attached drawing (TM/BN737/C01A).

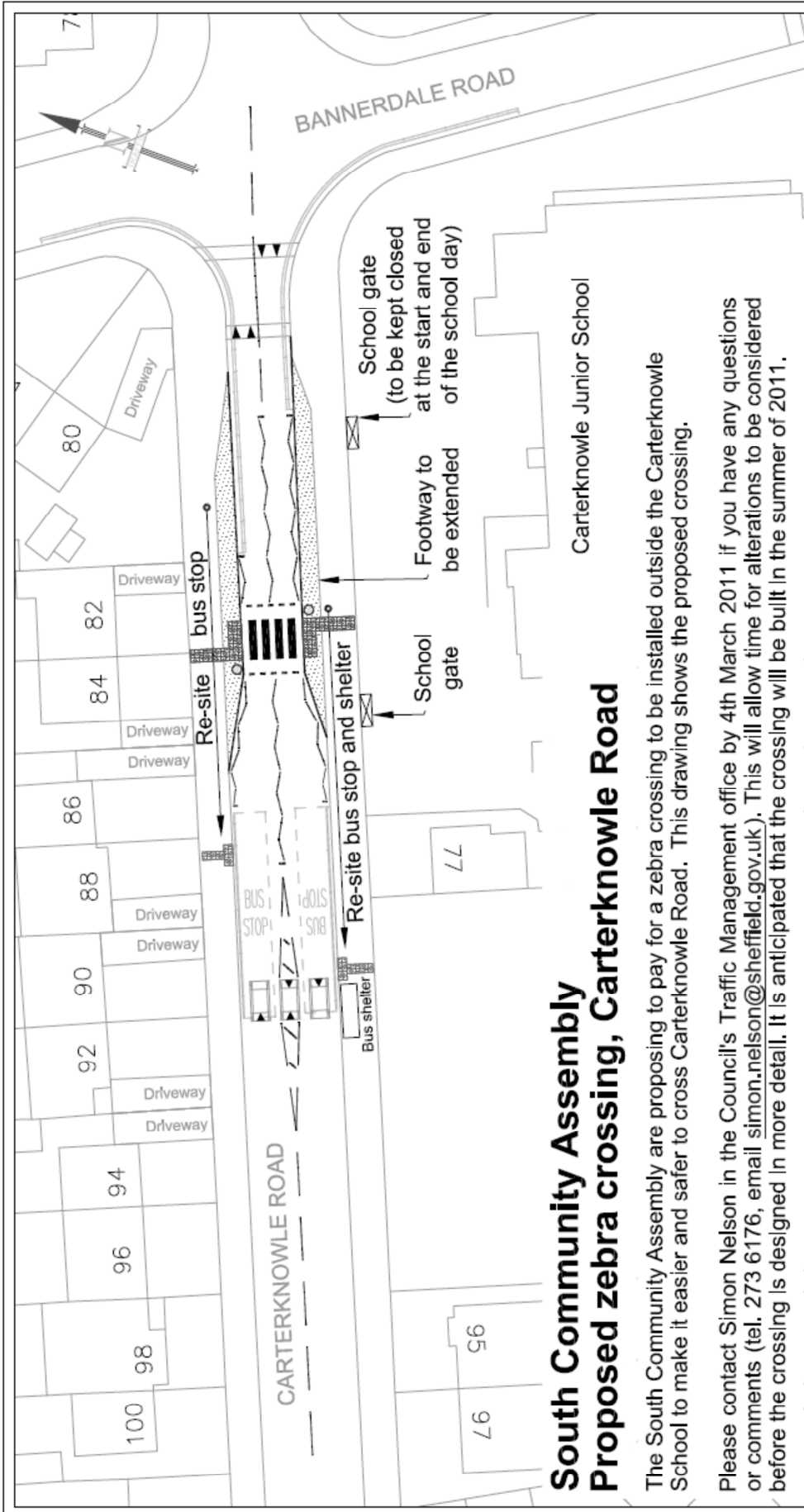
Please telephone, write or email me with any comments or queries on the proposals by 4th March (objections to the parking restrictions must be in writing). All comments will then be reported to the Assembly to help them decide whether to proceed with the scheme.

Should the proposals be approved, it is anticipated that the work would take place in the summer of 2011.

Yours faithfully



Simon Nelson
Engineer, Traffic Management
Transport & Highways Division



South Community Assembly Proposed zebra crossing, Carterknowle Road

The South Community Assembly are proposing to pay for a zebra crossing to be installed outside the Carterknowle School to make it easier and safer to cross Carterknowle Road. This drawing shows the proposed crossing.

Please contact Simon Nelson in the Council's Traffic Management office by 4th March 2011 if you have any questions or comments (tel. 273 6176, email simon.nelson@sheffield.gov.uk). This will allow time for alterations to be considered before the crossing is designed in more detail. It is anticipated that the crossing will be built in the summer of 2011.

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARTERKNOWLE HALL ROAD SHEFFIELD S9 2JH Tel: 0114 273 4175, Fax: 0114 273 4182 E-mail: TrafficManagement@Sheffield.gov.uk Director: L. Sturth, M.B.T.P.L. Development Services	Client: SHEFFIELD CITY COUNCIL		Drawing No. TM/BN737/C01A	
	Scheme: South Community Assembly		Scale: 1:500	DEVELOPMENT SERVICES
DRAWN: Simon Nelson January 2010		Drawing Title: Carterknowle Road zebra crossing Consultation Plan		Date: July 2010
A Service Area of place Sheffield City Council		CHECKED:		
CAD FILE NAME: G:\DEL\SD&P\ENG_TRAFFIC\TMScheme Design\BN737 Carterknowle Zebra\AUGCAD\Working\TM-BN737-C01 Consultation Drawings.dwg				

APPENDIX B

Regeneration and Development Services

Director: David Caulfield, RTPI
2-10 Carbrook Hall Road · Sheffield · S9 2DB
E-mail: simon.nelson@sheffield.gov.uk Fax No: (0114) 2736182
Website: www.sheffield.gov.uk

Officer: Simon Nelson
Ref: SD/LT123/SN02

Tel: (0114) 2736176
Date: 10 June 2014

Dear Sir/Madam

Proposed zebra crossing, Carterknowle Road

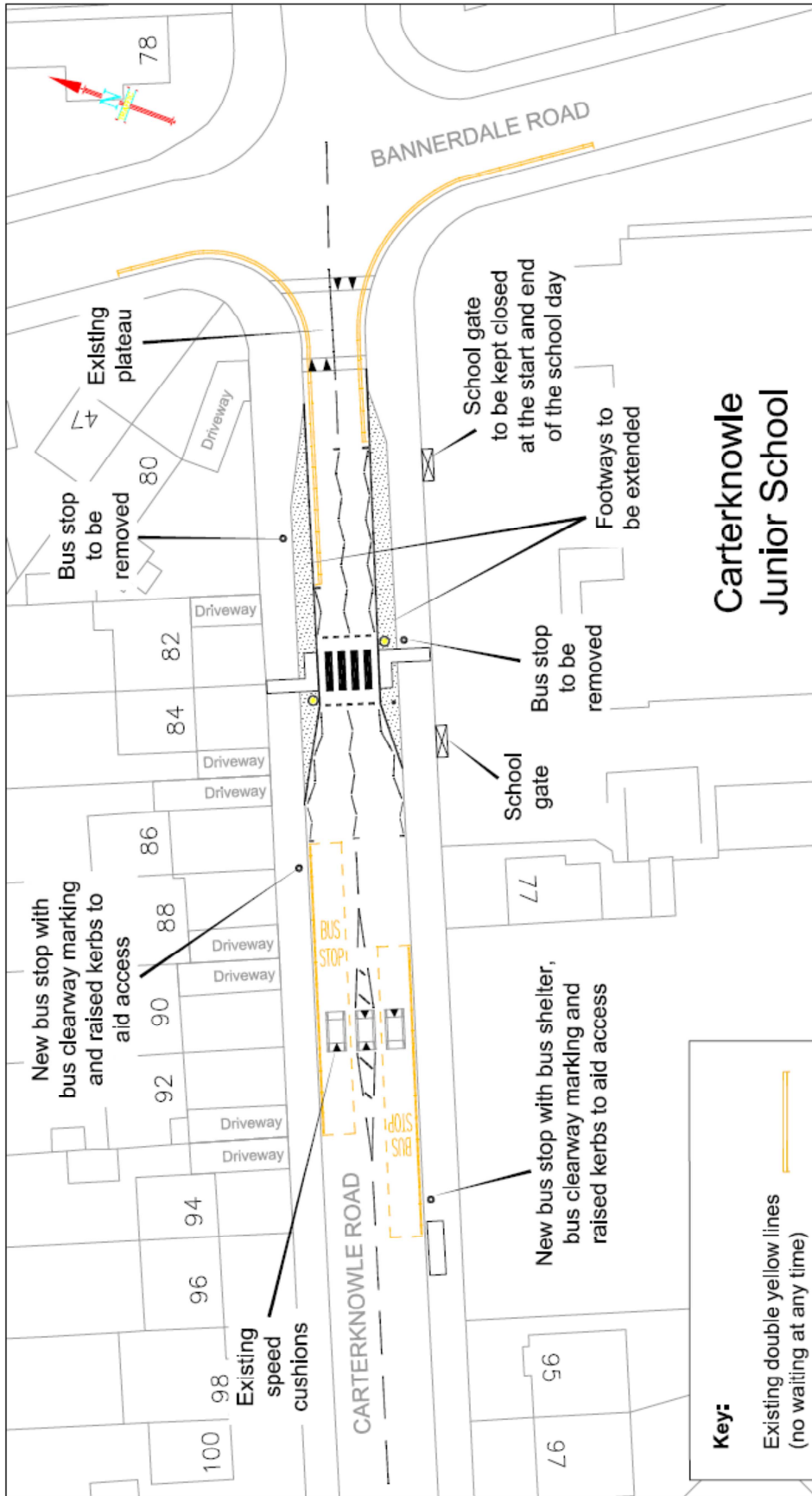
You may recall that I wrote to you in February 2011 to seek your views on a proposal to place a zebra crossing on Carterknowle Road near the entrance to Carterknowle Junior School.

Later that year the scheme was shelved due to a reduction in Government funding.

This letter is to inform you that the scheme has now been revived and will be constructed during the summer 2014 in co-ordination with Streets Ahead highway maintenance work in the surrounding area.

Yours faithfully

Simon Nelson
Transport, Traffic and Parking Services



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Simon Nelson, Scheme Design
 Transport, Traffic & Parking Services
 April 2014

File ref: SD/1521/LT123/C01

Scale 1:500

Carterknolle Road zebra crossing

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