

# SHEFFIELD CITY COUNCIL

## POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 20 September 2023 by the Transport, Regeneration and Climate Policy Committee.

### **Item No**

#### **9. ROTHER VALLEY PARKING SCHEME**

9.1 The Committee considered a report of the Executive Director of City Futures detailing the consultation response to proposals to introduce a parking scheme near Rother Valley Country Park on Rother Valley Way, Meadow Gate Avenue and Owlthorpe Greenway.

9.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

1. Consider the objections to the proposed Traffic Regulation Orders associated with the Rother Valley Parking scheme.
2. Having regard to those objections, approve the making of the Traffic Regulation Order as amended and in accordance with the Road Traffic Regulation Act 1984.
3. Note that all respondents will then be informed accordingly.
4. Approve the implementation of the amended Rother Valley Parking scheme, subject to authorisation of the project through the capital gateway process.
5. Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented.

#### **9.3 Reasons for Decision**

9.3.1 The scheme will prevent parking in unsuitable places, such as pavements and provide a pedestrian refuge. This will result in a safer more pleasant environment for residents, pedestrians, and cyclists.

9.3.2 Improvements to Rother Valley Way car park will be included to make this more attractive to use and some on street parking opportunities will be available as alternatives for busy times.

9.3.3 The introduction of a formalised on-street parking scheme will improve access to the Rother Valley Country Park. This will encourage use of the country park for outdoor activities such as walking and cycling which will improve health and wellbeing.

9.3.4 The scheme will improve road safety for all pedestrians including those with impaired mobility, cyclists, and drivers to reduce the risk of future collisions.

9.3.5 Having considered the aforementioned benefits alongside the response from the public and other consultees, it is recommended that the TROs be made with the amendments set out in paragraphs 3.13 – 3.15 as, on balance, the benefits of the

scheme are deemed to outweigh the concerns raised.

9.3.6 It is therefore recommended that Committee:

- Consider the objections to the proposed Traffic Regulation Orders associated with the Rother Valley Parking scheme;
- Having regard to those objections, approve the making of the Traffic Regulation Order, in accordance with the Road Traffic Regulation Act 1984;
- Note that all respondents will then be informed accordingly;
- Approve the implementation of the amended Rother Valley Parking scheme, subject to authorisation of the project through the capital gateway process.

#### 9.4 **Alternatives Considered and Rejected**

9.4.1 The current proposal would see the introduction of a series of waiting restrictions with suitable gaps for on street parking. These gaps are not proposed to be restricted by time or charge at the present time. An alternative was considered during the development of the scheme to include time restrictions or a charging regime on these gaps to ensure more opportunities for parking by creating a turnover of the spaces. However, this was not considered appropriate at the present time due to the wish to encourage drivers to use the space available, considerations about drivers seeking unrestricted parking instead in the residential streets, enforcement practicalities and to encourage visitors to Rother Valley Park to use the car park and these gaps in the first instance.

9.4.2 As outlined above in paragraphs 3.13 – 3.15 the scheme has been revised in light of comments from statutory consultees and public comments during the initial development from Autumn 2022. Changes made following initial engagement and recent consultation include a reduction in proposed waiting restrictions to provide more gaps at the request of residents, addition of traffic calming on Rother Valley Way, provision of new footways on Rother Valley Way and potential improvements to the condition and visibility of the car park.

### 10. **REPORT OBJECTIONS TO THE EXPERIMENTAL TRAFFIC REGULATION ORDER FOR THE SHEAF VALLEY CYCLE ROUTE**

10.1 The Committee considered a report of the Executive Director-City Futures setting out an analysis of the effect of an 18-month Experimental Traffic Order (ETO) used to implement specific interventions on the highway as part of the Sheaf Valley Cycle Route. The ETO and interventions were implemented in May 2022, with the ETO due to expire in November 2023.

The report included the results of formal consultation, receipt of objections, along with feedback received pre and post formal consultation. The consultation sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups. Further monitoring and evaluation of the scheme had been carried out to help quantify the outcomes of the scheme.

10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

- Consider the objections to interventions delivered through the ETO, in

terms of how they relate to the wider scheme, its overall aims and objectives and how they tie-in with wider Sheffield City Council strategies and policy.

- Consider the wider monitoring and evaluation of the scheme including current and potential future outcomes of the interventions delivered.
- Having considered the objections and outcomes of the scheme, approve the implementation of the SVCR in its entirety. In other words, agree that all interventions associated with the ETO should be made permanent.
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly.
- Note that if recommendation to implement interventions on a permanent basis is approved, officers will write to all properties within the boundary of the initial larger consultation area to inform them. Information about the scheme will be included, but the Council will make it clear that this is not a further consultation exercise. The aim is to have this letter distributed within 2 weeks of the recommendations being taken forward.
- Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented

### 10.3 **Reasons for Decision**

- 10.3.1 A truly multi-modal transport network that is built to a high standard, offers inclusive economic, social and environmental opportunities and benefits to everyone, regardless of their age, gender, ethnicity or background. Furthermore, safer, cleaner and lower traffic routes can make the city a better place to live, work, learn and play.

### 10.4 **Alternatives Considered and Rejected**

- 10.4.1 Focusing solely on the interventions associated with the ETO, there are three main approaches to consider:
- Make all interventions permanent.
  - Remove all interventions and return the highway to its former state.
  - Make some interventions permanent and remove others.
- 10.4.2 There may be some more nuanced/minor alterations to signage and lines that can be considered along some sections of the route. However, this has already taken place following early stages of consultation and there has been very little correspondence to suggest that this would make a significant difference for individuals or organisations along the route corridor.
- 10.4.3 Remove all interventions and return the highway to its former state.
- 10.4.4 This approach reintroduces through-traffic along all roads where interventions have been implemented. The increased vehicle traffic, and movements across junctions where interventions are present. This would mean that much of the Sheaf Valley Cycle Route (SVCR) is longer LTN1/20 compliant and therefore less safe, less coherent, less comfortable, less attractive, and therefore less likely to encourage modal shift away from motorised vehicle traffic to active modes. It would undermine those permanent interventions that are already in place as the route would essentially become disconnected.

- 10.4.5 This would be at odds with Sheffield City Council strategy and policy including transport and net zero targets. It sends a message that the speed and convenience of those travelling by private motor vehicle is a priority over the provision of infrastructure that benefits those individuals that do not have access to a car or whose choose to travel by bike or on foot. All other benefits of the scheme, as outline in section 1 of the report, would be undermined. This would lessen improved amenity and worsen the environment for walking and cycling. Ultimately, these types of funded proposals exist to support all transport users across the entire network. With current and planned developed taking place within and near the city centre, these schemes represent a real opportunity to deal with expected increases in demand for transport without an overreliance on car dependency. Outside of the Connecting Sheffield programme, there current exists no other proposals that would address these issues.
- 10.4.6 Modify/remove some interventions.
- 10.4.7 It is not possible to make the ETO permanent while also modifying the proposal owing to restrictions on the Council's ability to do so per regulation 23 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The Council has the option of either making the implemented scheme permanent or not at all.
- 10.4.8 It is possible to consider the effect of potential modifications. While they are not presented to the committee as an alternative option within this report, such a proposal could be taken forward as a modification subsequent to the recommended scheme being permanently implemented (should the committee so decide). However, this would incur significant resource implications in terms of issuing an entirely new traffic order, carrying out additional public engagement and further demand on officer time.
- 10.4.9 Furthermore, removal of a single intervention along the SVCR has the potential to undermine the effectiveness of the entire scheme. For example, taking out the Cherry St/Shoreham St filter reintroduces increased traffic volumes along Shoreham St. This means that the route quality declines for active travel users at this location and therefore the full route becomes disconnected and less attractive for people travelling by bike or on foot.
- 10.4.10 The exception to this is the Hackthorne Rd/Scarsdale Rd intervention as this is not an imperative element of the scheme. However, data clearly shows that this intervention has been successful at removing significant levels of through traffic on Hackthorne Rd and adjoining residential streets
- 10.4.11 Little London Rd has received more public feedback than any other element of the scheme. If the modal filter was removed here, the road would effectively become less accessible for people on bike or on foot. This is particularly true where the carriageway and footway are extremely narrow (under the rail bridge). Re-opening Little London Rd to through-traffic effectively means that the SVCR would end where the walking and cycling route from Saxon Rd meets Little London Rd. The long-term vision to extend the SVCR to Dore and Trolley Station

and To Meadowhead, would we much more difficult to realise.

- 10.4.12 The overall impact of removing any of the ETO interventions is similar in nature (if not scale) to the removal of all interventions along the route as highlighted above.

## **11. ACTIVE TRAVEL NEIGHBOURHOOD ETRO REVIEW: CROOKES/WALKLEY**

- 11.1 The Committee considered a report of the Executive Director-City Futures setting out an analysis of the effect of the implementation of an 18-month Experimental Traffic Order (ETO) in Crookes, including the results of formal consultation, along with feedback received pre and post formal consultation.

The consultation sought the views of residents, visitors to the area, businesses, local groups, institutions, and statutory groups to inform a decision on whether or not the Council wished to progress towards making the changes permanent or not.

- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

- Approve that the elements included in Experimental Traffic Orders are made permanent in accordance with the Road Traffic Regulation Act 1984:

### **CROOKES –**

1. Prohibition of Motor Vehicles on parts of Hands Road (at the junction with Leamington Street and Townend Street) and Newent Lane, with the extent of the restriction shortened on Newent Lane as detailed.
2. Prohibition of Motor Vehicles except authorised vehicles and permit holders (School Streets) Monday to Friday 8.15-9.15am and 2.45-3.45pm at Westways Primary School on Mona Avenue and Mona Road.
3. One Ways on Mona Avenue and part of Mona Road.
4. No Waiting at Any Time on parts of Cobden Place, Cobden View Road, Hands Road, Leamington Street, Matlock Road, Melbourn Road, Mona Avenue, Pickmere Road, Romsdal Road, Sackville Road, Slinn Street, Townend Street and Warwick Terrace is made permanent, with the extent of the restrictions shortened or not wholly implemented on Cobden View Road, Romsdal Road and Sackville Road as detailed.
5. No Waiting Monday to Friday 9am to 5pm on part of Western Road.
6. Amendment to Permit Holder Parking Places on Crookesmoor Road.

### **WALKLEY –**

1. Prohibition of Motor Vehicles on parts of Fir Street, Highton Street and Matlock Road (western end).
2. One Way on parts of Greenhow Street and Heavygate Avenue.
3. No Waiting at Any Time on parts of Camm Street, Greenhow Street, Heavygate Avenue, Highton Street and Matlock Road is made permanent, with the extent of the restrictions shortened or not wholly implemented on Matlock Road as detailed.

- Approve that only the elements listed above under ‘Crookes’ and ‘Walkley’ are implemented on street on a permanent basis. Officers will take forward the revocation of all elements of the ETOs not listed above.
- Approve that physical works to make these changes permanent are designed and implemented and that until then the temporary materials creating the closures/one way are retained.
- Note that, if the above elements are made permanent, objectors will be informed accordingly and the Council will write to all properties within the boundary of the consultation area to inform them of the decisions.
- Approve the development of permanent options for pedestrian crossing facilities near the junction of Crookes/ School Road, Cookesmoor/ Conduit Road and at Heavygate Road/ Heavygate Avenue through normal procedures – these elements are not subject to an ETO.

### 11.3 **Reasons for Decision**

In general, the data does not support the general perception, and the council is tasked and supported through various strategies and polices to create better places live, provide transport options, and tackle the climate issues.

#### 11.3.1 **CROOKES**

It is recommended that the Council make permanent the current interventions as they stand.

This includes:

- Prohibition of Motor Vehicles on parts of Hands Road (at the junction with Leamington Street and Townend Street) and Newent Lane, with the extent of the restriction shortened on Newent Lane as detailed.
- Prohibition of Motor Vehicles except authorised vehicles and permit holders (School Streets) Monday to Friday 8.15-9.15am and 2.45-3.45pm at Westways Primary School on Mona Avenue and Mona Road.
- One Ways on Mona Avenue and part of Mona Road.
- No Waiting at Any Time on parts of Cobden Place, Cobden View Road, Hands Road, Leamington Street, Matlock Road, Melbourn Road, Mona Avenue, Pickmere Road, Romsdal Road, Sackville Road, Slinn Street, Townend Street and Warwick Terrace is made permanent, with the extent of the restrictions shortened or not wholly implemented on Cobden View Road, Romsdal Road and Sackville Road as detailed below
- Romsdal Road - keep the double yellow lines on western side at junction with Sackville Road
- Cobden View Road - keep the double yellow lines at junction with Cobden Place but not the extended ones at the junction with Springvale Road.
- Sackville Road - Keep all double yellow lines except on eastern side adjoining Romsdal Road
- No Waiting Monday to Friday 9am to 5pm on part of Western Road.
- Amendment to Permit Holder Parking Places on Crookesmoor Road.

Only the measures in place (and listed above) will be implemented on street on a permanent basis. Officers will therefore look to revoke all elements within the permanent order which are not included above. The revocation process will be

subject to the statutory requirements for the modification of traffic regulation orders. It may also be subject to a further decision by the committee where that is necessary (per the requirements of the Council's constitution).

There is general support for most measures that remain. Only the Sackville Road/Pickmere Road filter continues to generate correspondence and this intervention stands in isolation now that all the others have been removed.

## **WALKLEY**

The interventions have pushed some traffic onto boundary roads, but there has been significant reduction on traffic using the residential roads that have been treated. This, coupled with historical interventions east of South Road means we can start to develop a network of ATNs that could be linked further east toward the strategic A61 corridor, and Hillsborough centre.

The recommended option is to make permanent the measures that are currently in place as below:

- Prohibition of Motor Vehicles on parts of Fir Street, Highton Street and Matlock Road (western end).
- One Way on parts of Greenhow Street and Heavygate Avenue.
- No Waiting at Any Time on parts of Camm Street, Greenhow Street, Heavygate Avenue, Highton Street and Matlock Road is made permanent, with the extent of the restrictions shortened or not wholly implemented on eastern side of Matlock Road between Fulton Road and Heavygate Road

Only the measures in place (and listed above) will be implemented on street on a permanent basis. Officers will therefore look to revoke all elements within the permanent order which are not included above. The revocation process will be subject to the statutory requirements for the modification of traffic regulation orders. It may also be subject to a further decision by the committee where that is necessary (per the requirements of the Council's constitution).

### **11.4 Alternatives Considered and Rejected**

#### **11.4.1 Conclude the Experiment**

For both areas, returning everything back to as it was in April 2022. This would be counterproductive to central and local government policy and objectives commitments.

## **12. ACTIVE TRAVEL NEIGHBOURHOOD ETRO REVIEW: NETHER EDGE**

- 12.1 The Committee considered a report of the Executive Director-City Futures setting out an analysis of the effect of the implementation of an Experimental Traffic Order (ETO) in Nether Edge, including the results of formal consultation, along with feedback received pre and post formal consultation.

The consultation sought the views of residents, visitors to the area, businesses,

local groups, institutions, and statutory groups to inform a decision on whether or not the Council wished to progress towards making the changes permanent or not

12.2 **RESOLVED:** That the Transport, Regeneration and Climate Policy Committee:

- 1) Note the assessment of the impacts of the Experimental Traffic Order (ETO) layout;
- 2) Consider the results of the formal consultation, and feedback received post formal consultation;
- 3) The ETO is not made permanent and the Archer Lane road closure is removed
- 4) A permanent Traffic Regulation Order is promoted for the double yellow lines associated with the Osborne Road and Psalter Lane pedestrian crossings which should be retained on a permanent basis
- 5) Authorise officers to carry out further design work and engagement to identify appropriate permanent options and report back to a future meeting; and
- 6) Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;
- 7) Authorise officers to progress the formal revocation of those elements of the ETO which were not implemented

12.3 **Reasons for Decision**

12.3.1 During the pre-experiment phase of the Nether Edge Active Neighbourhood consultation respondents said that they would like to see a reduction in traffic, improved crossings, and safer areas for children to play.

12.3.2 The perception surveys have consistently shown that most people perceive that the project has had more negative than positive impacts and the majority are opposed to it. For example, 69% of self-selecting resident respondents said that the project had negatively impacted congestion, 60% said the same for through-traffic and 74% said journey times had been negatively impacted by the project. 52% said that traffic speed had also been negatively impacted and less than a third said they would support the project.

12.3.3 The survey undertaken using a sample (thus moving away from self-selection) is more positive, especially from residents. For example, two in five residents (38%) suggest that the area now feels like a safer environment for walking and almost a half (47%) said they would support the project.

12.3.4 Members considered the results of the perception surveys in making a decision to not make the closure of Archer Lane permanent. The committee noted that there were a significant majority of people welcoming the introduction of the crossings and therefore the double yellow lines supporting the crossings along with the crossings themselves will be made permanent.



12.4 **Alternatives Considered and Rejected**

Option A - End the Experiment

- 12.4.1 Ending the ETO without making a permanent Order would not include the retention of the double yellow lines that support the pedestrian crossings provided during the trial and that will be made permanent.