



Author/Lead Officer of Report: David Ramsden,
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Report of: Director of City Growth

Report to: Cabinet Member for Environment and Transport

Date of Decision: not before 13th March 2019

Subject: Portobello cycle scheme

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Environment and Transport		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 526		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Purpose of Report:

This report describes the proposals to provide a cycle route along Portobello Street and Trippet Lane.

It sets out the Officers response to objections to an advertised TRO and seeks a decision from the Cabinet Member for Environment and Transport.

Recommendations:

The Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984;

Introduce the scheme as shown in Appendix A ;

Carry out the works necessary so as to implement the aforementioned traffic management measures;

Inform the objectors of the decision.

Background Papers:

Appendix A: Proposed Traffic Regulations Drawings.

Appendix B: Complete responses to the TRO consultation.

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Gaynor Saxton
		Legal: Bob Power / Richard Cannon
		Equalities: Annemarie Johnston
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission:	Edward Highfield
3	Cabinet Member consulted:	Lewis Dagnall
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: David Ramsden	Job Title: Senior Engineer
	Date: 5 th March 2019	

1. PROPOSAL

- 1.1 We are working to increase the number of people choosing to move around the city on foot or by bike, particularly if they are making a short journey. We hope by doing this that we can reduce traffic congestion, improve air quality and make cleaner, quieter streets in the City.
- 1.2 This scheme introduces a 700 metre walking and cycling route along Portobello Street, Trippet Lane and Pinfold Street. The aim of this scheme is to provide a continuous, safe and more pleasant environment that will encourage more people to walk and cycle away from main roads.
- 1.3 Major improvements for walking and cycling have already been made to part of this route between Western Bank and Mappin Street in partnership with University of Sheffield and we would like to continue these to include the rest of Portobello, the crossing of Rockingham St, Trippet Lane, and Holly Street giving access right into the Heart of the City. The scheme is aimed at providing cycle and pedestrian priority whilst maintaining access for all road users and improving streetscape where possible.
- 1.4 To achieve this we will change the layout of Portobello Street. The street will have a central cycle lane with motorised traffic taking a low priority. Cyclists will be allowed to travel in both directions, vehicles only one way towards Mappin Street. To achieve a pedestrian friendly environment, all access points and side roads will be converted to raised vehicle crossings, similar to how a private drive crosses a footway. Loading restrictions will reduce the number of larger vehicles accessing the street during daytime. Provision is to be made on adjacent streets for essential deliveries. There will be no on-street parking provision on Portobello Street.
- 1.5 Trippet Lane will have a slightly different treatment to Portobello, due to the higher levels of motorised traffic, but with the aim to provide a cycle / pedestrian friendly environment. Trippet Lane and Pinfold Street will be made one way towards Rockingham Street with a narrow central lane for motorised traffic and wider than normal cycle lanes in both directions. Parking bays will be concentrated along the south side of Trippet Lane to improve cycle safety and increase public realm benefits along the northern footway. Wide footways with opportunities for planting and seating will create a safer and more attractive environment for pedestrians. The current level of on-street parking provision will still be accommodated by creating parking bays along the south side of Trippet Lane. Additional parking spaces will be created on Holly Street, and Rockingham Street to offset the loss of a small number of parking spaces on Trippet Lane.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The primary function of the scheme is to provide a safer, quieter route

that encourages people to walk and cycle to and from the City Centre. To achieve this, changes to the existing parking and loading restrictions are needed.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Legislation requires for a 3 week consultation period, during which affected parties can submit comments on the proposals. The consultation took place between 6th September 2018 and the 27th September 2018. Officers consulted properties on Portobello Street, Trippet Lane, Pinfold Street, Holly Street and adjacent side roads. 12 street notices were put up. An advert was placed in a local newspaper and statutory consultations (Police, Fire, ambulance, bus) were sent out.

3.2 Responses were received from Councillors, Bus Operators, Cycle Sheffield, members of the public and businesses.

3.3 Comments received:

Councillors comments:

- General support for the proposals
- Concerns regarding crossing Rockingham Street and speed of traffic.

Officer response:

- The scheme includes a wide traffic island on Rockingham Street to accommodate cyclists and pedestrians to allow them to cross one lane of traffic at a time. The junction will be raised to form a plateau to slow vehicle speeds along Rockingham Street. The area is also included in the City Centre 20m.p.h zone.

Cycle Sheffield comments:

- Support the proposals

Business comments:

- Objection, from a car park operator on Portobello Street, to the loading restriction on the grounds that they have fuel deliveries and move a cleaning vehicle, via low loader, between two local sites. (No specific times for these operations were forthcoming.)
- Objection from the owner of a public house on Trippet Lane:
 - o The relocation of the parking bays to the south side of Trippet Lane would obstruct their beer drop facility and delivery vehicles would block Trippet Lane. Refuse collections will be hindered due to restricted access between parked vehicles.
 - o Loss of evening parking due to the removal of the single yellow line.

Officer response:

- Discussions with the car park business resulted in inclusion of an exemption to the loading restriction for Permit holders. This was

- accepted by the business and resolves their objection.
- To address the issue regarding obstruction of the beer drop facility, the proposed parking bay has been shortened to allow access to the cellar door.
- A small footway build out is to be provided in the vicinity of the refuse bin storage area to allow waste disposal to be carried out without hindrance of parked vehicles.
- The issue of blocking of Trippet Lane during delivery times is accepted as a potential consequence of reducing the carriageway width. The route is not a major thoroughfare and the overall aims are to reduce vehicular traffic. Occasional blocking of traffic is accepted. The carriageway width will be 5.6m, this is adequate for most vehicles to pass a stationary vehicle at the kerb side.
- The loss of on-street parking after 8:30pm is a consequence of creating a streetscape that has lower numbers of motorised vehicles to create a quieter, safer street for walkers and cyclists. To allow on street parking outside of dedicated bays would impact the principal aims of the scheme.

Members of the public comments:

- A resident of Broughton House on the corner of Holly Street and West Street supports improvements to cycle provision but raised a concern that the parking changes would have a negative impact on deliveries, taxis and removal vehicles. The main concern being that deliveries would not be made as delivery drivers would not pay for parking.

Officer response:

- The impact of the overall changes to parking and its effect on residents in Holly Street are limited. There will be additional parking space provision on Holly Street. Deliveries can be made from these and other parking spaces in the area, without the need for the driver to purchase a parking ticket.

Bus operator's comments:

- SYPTE, First South Yorkshire, Stagecoach Yorkshire and TM Travel fully support the TRO

3.4 A full presentation of the responder's comments is given in Appendix B.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 An Equality Impact Assessment has been carried out for the scheme. Overall there are no significant differential, positive or negative, equality impacts. The proposed measures benefit everyone, but in particular pedestrians and cyclists. The measures will improve safety along the route through removal of obstructive and inconsiderate parking and deterring potentially dangerous parking.

4.2 Financial and Commercial Implications

- 4.2.1 The costs for the Traffic Regulation Order and associated highway works will be met from Prudential Borrowing (£1M).

4.3 Legal Implications

- 4.3.1 The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the proposals described in this report, including the carrying out of physical works. Said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant effect on the environment as they may be considered to be permitted development under class A within Part 9 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 4.3.2 The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the 1984 Act for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). In exercising the powers under the 1984 Act, the Council must have regard to its duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- 4.3.3 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations'). The Council has complied with these requirements and has considered any duly made public objections received as a result.

4.4 Other Implications

- 4.4.1 No other implications

5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Removal of all on-street parking was considered as was pedestrianisation of the whole route. However these were felt to be too restrictive and would have a greater impact on the operations of local businesses.

6. **REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed waiting restrictions will control parking along the main route which will provide an unobstructed route for cyclists to and from the City Centre. Protected parking bays will provide for vehicles to be parked along the route without impeding the passage of cyclists.