



Report to Policy Committee

Author/Lead Officer of Report:

Andrew Marwood Senior Engineer - Strategic Traffic and Infrastructure, City Growth Department
Tel: 0114 2736170

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th June 2022*

Subject: *Double Yellow Lines – Wolseley Road/Staveley Road and Glover Road/London Road*

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? 949				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

Purpose of Report:

To seek approval for the Wolseley Road / Staveley Road and Glover Road / London Road cycle improvement schemes as shown in Appendix 'A' and 'B' and to seek approval to make the associated Traffic Regulation Orders (TRO's), with recommended amendments as detailed, subject to authorisation of the project through the capital gateway process.

The schemes form part of the Sheaf Valley Active travel route. The report sets out the background to the scheme, consultation comments and officer recommendations.

Recommendations:

- i. That the scheme is approved as shown in Appendix 'A' and Appendix 'B'.
- ii. That the associated Traffic Regulation Orders as shown are made, subject to authorisation of the project through the capital gateway process.

Background Papers:

Appendix 'A' – Wolseley Road / Staveley Road - Concept Design

Appendix 'B' – Glover Road / London Road - Concept Design

Appendix 'C' – Consultation Letters

Appendix 'D' – Consultation Responses and Officer Responses

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: Damian Watkinson
		Legal: Richard Cannon
		Equalities: Annemarie Johnston
		Climate: Jessica Rick
	<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:	<i>Kate Martin, City Futures</i>
3	Committee Chair consulted:	<i>Councillor Julie Grocutt Councillor Mazher Iqbal</i>
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 Committee 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: Andrew Marwood	Job Title: Senior Engineer - Strategic Traffic and Infrastructure, City Growth Department
	Date: 25 th May 2022	

1. PROPOSAL

- 1.1 The proposals at Wolseley Road / Staveley Road and Glover Road / London Road form part of the overall proposed improvements to the 'Sheaf Valley Cycle Corridor' which was consulted on in July / August 2021. Changes to this corridor are being developed based on the potential for people to use the route and the opportunities the route offers to access employment, training and education.
- 1.2 The proposals for the 'Sheaf Valley active travel route' will connect into existing cycle infrastructure around Pond Hill, improving links to Sheffield Midland Train Station and Sheffield Hallam University's City Centre campus. It will also connect to the cycle routes incorporated in the Grey 2 Green project running between Victoria Quays and West Bar and subsequently on to the proposed cycle routes to Attercliffe and Darnall and also Kelham and Neepsend. These schemes have also been recently consulted on as part of 'Connecting Sheffield'.
- 1.3 Developing an improved and safer cycle route along this corridor would assist people who currently cycle, encourage increased take up of cycling, and potentially lead to fewer car journeys, helping to reduce congestion and improve air quality.
- 1.4 The proposals shown as a concept design in Appendix 'A' and 'B' include:
 - Improving the access for cyclists to and from the vehicular closure on Glover Road and wider cycle facilities on London Road. The design and layout of the new planters allows cyclists to navigate a way through the closure point without dismounting on either approach, even if some parts are blocked by vehicles parking illegally.
 - Improving the environment at the closure point, removing the existing bollards (which are regularly removed) and replacing them with three permanent planters.
 - Providing a signalised junction at Wolseley Road / Staveley Road which will prioritise cycling movements to / from and along Staveley Road. The signals will work based on detecting approaching cyclists and prioritising this movement over vehicles on Wolseley Road. This strategy will be monitored over time.
 - The junction of Staveley Road and Wolseley Road will also incorporate a buildout which will reduce the distance for crossing pedestrians and improve visibility past any parked vehicles.

We need to make sure our transport networks are planned in unison – both separated, to ensure each mode does not unduly impede others and integrated, so people may use a variety of modes, to suit the nature of their journey. Although the two schemes form part of the overall planned

Sheaf Valley Corridor, the funding and development of the proposals form a commitment to improve the immediate adjacent cycle route through the Broadfield Road / London Road scheme which is proposed to be constructed in 2022/23. The strategic plan is therefore to create a high-quality bus route on Chesterfield Road / London Road while also improving the adjacent parallel, well used, direct and largely low traffic cycle route. The two routes contribute to the aims and objectives set out in the overall 'Transport Strategy' adopted by Cabinet in March 2019.

1.5 Some of the road layout changes that the two schemes propose can only be introduced following the making of a Traffic Regulation Order (TRO), The key elements of the TRO are:

- A proposed 'No Waiting, No Loading at Any Time' restriction on parts of Wolseley Road and Staveley Road to provide clear visibility to the new traffic signals and improve visibility for crossing pedestrians.
- Additional waiting restrictions on the western and eastern approaches to the Glover Road closure.

It is proposed that this TRO be made so as to implement these restrictions.

In addition and following consultation with local residents on the two schemes, scope for further changes to the restrictions has been identified. These are highlighted in Appendix 'A' and 'B'. The plans show that it is possible to accommodate alternative parking to offset space lost around the new closure both on London Road and in the turning head of Glover Road (at times when refuse lorry access is not required).

Rather than make permanent changes to the TRO at this stage, it is proposed that an Experimental Traffic Regulation Order (ETRO) is progressed for these amendments at a future date. The amendments may be made permanent if the restrictions are successful in managing parking and loading in the two locations. The restrictions include;

- 'No Waiting (Friday 6am – 6pm) for parts of the Glover Road turning head to improve access for the refuse vehicle.
- A proposed 'Loading Only' restriction on Staveley Road to serve shops at the Wolseley Road / Staveley Road junction.
- 'No Waiting (Mon-Fri 09:30am-5pm) on a section of London Road to provide further parking opportunities, overnight and on weekends.

1.6 The design team have also been notified that the 'disabled' bay on Glover Road near to the junction with London Road is no longer needed by the original applicant (former citizens advice office, which has now closed). The bay is therefore deemed to be unnecessary and capable of removal. To ensure there is not a wider need for the bay, local frontages will be notified, as part of an update on scheme progress that the Council (should

no objections be received) will look to remove the bay to provide another general unrestricted potential parking space.

1.7 The main objectives of the two schemes are;

- Contribute to providing cyclists with direct, safe, and convenient facilities to and from the city centre.
- Improve crossing facilities for cyclists and pedestrians across Wolseley Road.
- Remove parking on corners / footways and blocking cycle facilities.
- Improve access for refuse vehicles in and around Glover Road.
- Meet our commitment to improve the immediate adjacent cycle route to the Broadfield Road / London Road scheme.

2. How Does this Decision Contribute?

2.1 The project will contribute directly through its interventions to the overall strategic vision and objectives of Sheffield City Council and the Sheffield City Region.

2.2 The scheme supports the key actions set out in the City's Transport Strategy, adopted by Cabinet in March 2019.

3. Has there been any consultation?

3.1 In November 2020, two 'Concept Design' drawings were finalised, illustrating the key elements of the two schemes for consultation. The schemes were developed following engagement with the Cabinet Member for Infrastructure and Transport, Council Officers and Cycle Sheffield representatives, held in early 2020.

The consultation with frontages on parts of Wolseley Road, Staveley Road, Glover Road and London Road took place during December 2020 / January 2021 (see letter to frontages in Appendix 'C'). Several responses were received (a summary of which can be seen in Appendix 'D' together with officer recommendations).

3.3 As some of the road layout changes can only be introduced following the making of a Traffic Regulation Order (TRO), both the public/stakeholder and TRO consultations ran concurrently. Letters were posted to occupiers of the area within a boundary relevant to each proposal. In total 19 letters together with a plan were delivered to frontages on Glover Road / London Road and 69 frontages on Wolseley Road / Staveley Road.

3.4 A press release was issued to local newspapers and statutory consultees for the TRO were notified of the proposals in January 2021

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

The Sheaf Valley Active travel route equality impact assessment concluded that overall there are no significantly differential, positive or negative, equality impacts from this proposal.

The scheme is anticipated to be positive for most people due to:

- Improved safety and accessibility
- Improved health benefits from modal shift away from private vehicle (including air quality and active travel).

All of the temporary measures required in order to construct the scheme will consider access requirements such as having appropriate ramps where there is a difference in footway level etc.

4.2 Financial and Commercial Implications

The total cost of implementing the two schemes, including the commuted sum payments for ongoing maintenance costs, is to be funded from a £250,000 allocation from the £3.455m approved capital grant for the Broadfield scheme. The Broadfield Road scheme is being funded primarily through the National Productivity Infrastructure Fund (NPIF) and will be designed and implemented through our delivery partner, Amey.

The current expectation is that the project should start on site in Autumn 2022.

4.3 Legal Implications

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 improvements requested in this report, 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 adverse effect on the environment.

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). The proposals detailed in this report are considered to align with these reasons.

In exercising the powers under the 1984 Act, the Council is required to secure (a) the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

The Council received objections to the scheme and these are detailed in 'Appendix 'D' to enable their proper consideration in accordance with the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. An officer response to the objections is also detailed in 'Appendix D', whereby it is stated that there are clear benefits to implementing the proposals. The Council will therefore be acting lawfully and within its powers should it be so satisfied and the officer recommendations be approved to implement the changes.

Climate Implications

- 4.4 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and supporting local policy. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport and encouraging modal shift for short journeys by providing a high-quality active travel network.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Glover Road / London Road

The existing Glover Road bollard closure is regularly blocked by parked vehicles, to the extent where it is difficult to find a way through for cyclists approaching from either direction without dismounting. Access to and from the crossing area on London Road is also regularly blocked by vehicles parking on the corner of Glover Road and London Road. The solution promoted provides further waiting restrictions in and around these key locations but also provides a planter arrangement for the closure to motor vehicles which should allow the passage of cyclists even if the promoted additional waiting restrictions are blocked by vehicles.

An alternative option could be to provide a much larger closure, for example from the junction with London Road, to tackle some of the current issues, however officers have tried to balance the preferred option described above with the retention of some space for loading and parking. The revised scheme following discussions with local residents also

provides some alternative parking to offset spaces lost around the new closure.

Promoting a different route away from Glover Road is not feasible given that this provides the most direct and relatively traffic free corridor to and from the City Centre, away from the busy London Road / Chesterfield Road corridor which is, and will continue to be promoted as a key bus route. The route to and from London Road / Staveley Road along Glover Road is already popular with cyclists. These improvements (as part of a wider corridor scheme) aim to attract further cyclists in future.

5.2 Staveley Road / Wolseley Road

Two further options were considered to improve the junction of Staveley Road and Wolseley Road for cyclists and discussed with the Cabinet Member for Infrastructure and Transport, Council Officers and Cycle Sheffield representatives, held in early 2020.

Alternative Option 1

This option provided an off-line segregated crossing for both cyclists and pedestrians. Although this proposal provided a high-quality crossing facility, there was difficulty in providing a facility on the desire line without completely closing both the north side and south side of Staveley Road, which when considering existing closures and one-way systems in the area would be very difficult. The layout did propose to change access so that vehicles could only enter the South side from Wolseley Road and come out on to Wolseley Road from the northern side, however it was thought to be likely that this system would be abused by drivers and there were also questions in the meeting whether the crossing facility which was still off the desire line would be used.

Alternative Option 2

This option provided a kerb build out on the south side to narrow the crossing distance for pedestrians and cyclists. While this would be an improvement over the existing crossroads layout, at peak times and in queuing conditions it would still provide significant delay for cyclists at this location.

Preferred Option

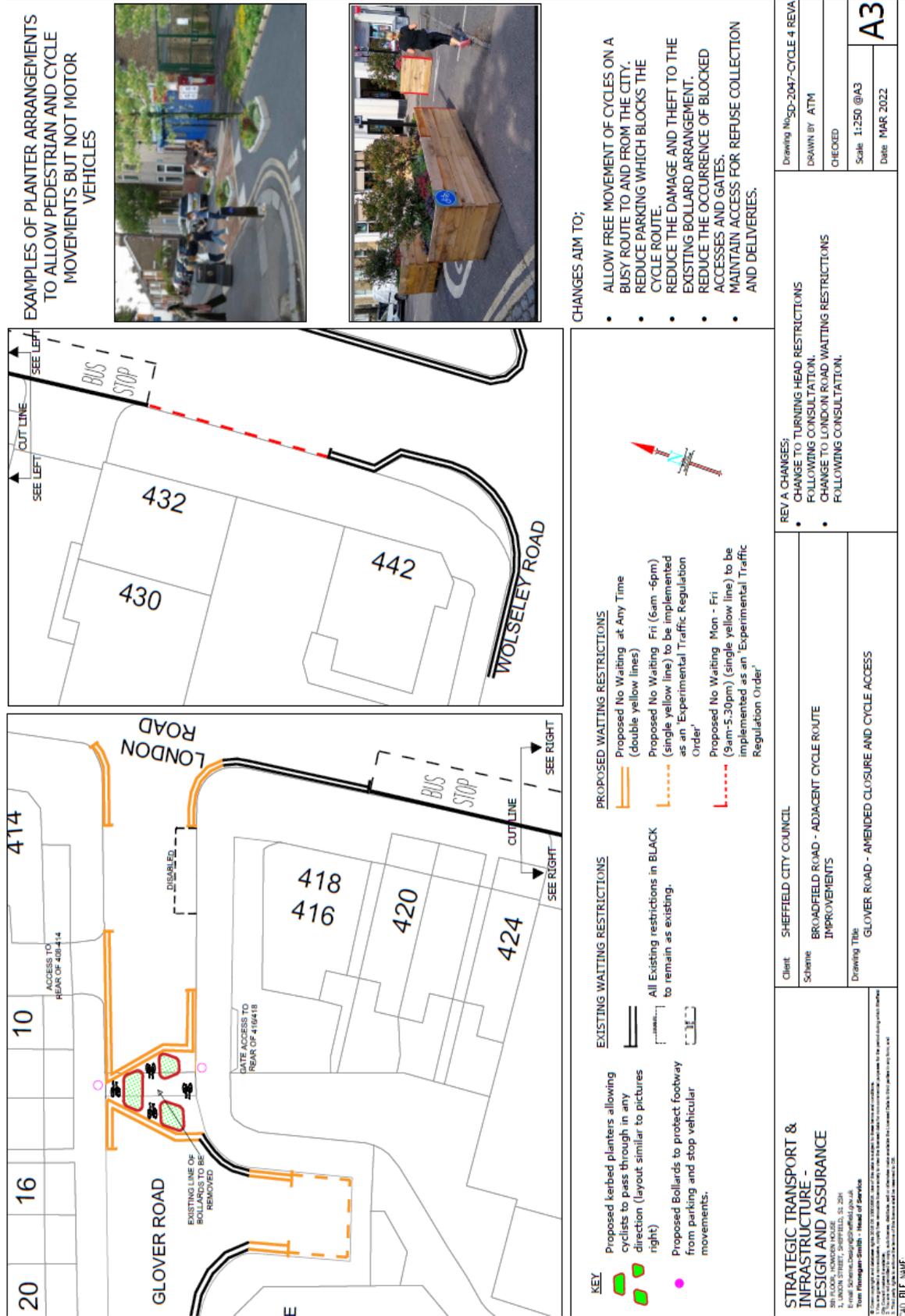
Following an evaluation of the three options, all attendees of the meeting agreed that a solution which maintained a direct route through the junction using the low traffic 'on carriageway' roads on approach would be preferred. To give cyclists greater priority over the existing give way junction, the crossroads would be signalised, incorporating detection on both approaches to give priority over vehicles on Wolseley Road. A buildout would be incorporated into the layout to further narrow the

crossing distance, improve visibility for crossing pedestrians and reduce speeds on Wolseley Road.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To ensure the two schemes, which contribute to the overall improvements on the 'Sheaf Valley Cycle Corridor' can be constructed when the contract is awarded.
- 6.2 Officers have considered alternative options involving representatives from 'Cycle Sheffield' and the previous Cabinet Member for Climate Change, Environment and Transport and on balance consider the proposals to be the best solutions to achieve the predicted benefits, maximising the benefits to the overall improvements to a key cycling route to and from the City Centre.
- 6.3 Officers have carried out a consultation with statutory consultees and frontages, making changes to parking and loading restrictions where possible.

Appendix 'B' Glover Road / London Road – Concept Plan.



Appendix 'C' – Consultation Letters

Strategic Traffic, Sustainability & Infrastructure City Growth Department

Head of Service: Tom Finnegan-Smith
Howden House • 1 Union Street • Sheffield • S1 2SH

E-mail: scheme.design@sheffield.gov.uk
Website: www.sheffield.gov.uk



25 November 2020

The Owner / Occupier

Reference: SD/2047/02ATM

Dear Sir/Madam

Glover Road / London Road - Cycle Route improvements

As part of our commitment to improving cycle and walking connections into the city centre, we are looking to make improvements to the 'cycle only' access from Glover Road through to London Road which is frequently blocked on both sides by parked vehicles.

This will involve the following changes;

- Adjusting the layout of the cycle bypass to ensure cyclists travelling in both directions can freely move from one side of Glover Road to the other.
- Changing some of the parking restrictions to keep the access clear from parked vehicles, assist with refuse collection and protect accesses to the rear of properties on London Road.

The proposals can be seen in the attached plan.

How can I comment?

It is recognised that you may have questions or suggestions about the proposals. If so, please email scheme.design@sheffield.gov.uk. If you wish to speak to someone, call Andrew Marwood on 0114 2736170. The consultation on the proposals will finish on **Tuesday 15 December 2020**.

What happens next?

Should any objections be received, we will first of all consider these and see if changes can be made to address any concerns. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Infrastructure and Transport, who will make a decision on how to proceed. Everyone who responds to the consultation will be kept informed of all meetings and decisions.

Yours faithfully

Andrew Marwood
Senior Engineer, Scheme Design
Strategic Traffic, Sustainability & Infrastructure, City Growth Department

Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail: scheme.design@sheffield.gov.uk
Website: www.sheffield.gov.uk

25 November 2020

The Owner / Occupier

Reference: SD/2047/01ATM

Dear Sir/Madam

Wolseley Road / Staveley Road - Cycle and Walking Connection improvements

As part of our commitment to improving cycle and walking connections into the city centre, we are looking to make improvements to the busy crossing of Staveley Road and Wolseley Road.

This will involve a number of changes which include;

- Widening the footway on one side of Wolseley Road at the junction with Staveley Road to reduce the crossing distance for pedestrians and cyclists.
- Turning the Wolseley Road / Staveley Road crossroads into a signalised junction which provides priority for cyclists over vehicular traffic.
- Changing some of the parking restrictions to keep the approaches to the new signals clear from parked vehicles and reflect the new layout.

All the proposals can be seen in the attached plan.

How can I comment?

It is recognised that you may have questions or suggestions about the proposals. If so, please email scheme.design@sheffield.gov.uk. If you wish to speak to someone, call Andrew Marwood on 0114 2736170. The consultation on the proposals will finish on **Tuesday 15 December 2020**.

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Yours faithfully

Andrew Marwood
Senior Engineer, Scheme Design
Strategic Traffic, Sustainability & Infrastructure, City Growth Department

Wolseley Road / Staveley Road

- 1) The introduction of Double Yellow Lines with 'No loading' in and around Wolseley Road / Staveley Road will have a negative impact on businesses given there will be nowhere to load and take deliveries.

Officer Response; Officers have reviewed the double yellow lines on Wolseley Road. Unfortunately for this type of road, (speed limit of 30mph) to enable clear forward visibility for drivers approaching the proposed traffic lights, a minimum length of 50 metres (approx. 9 vehicle lengths) of no loading or parking needs to be provided on the northern side. It is therefore not possible to make any amendments to the double yellow lines at this location but loading and parking will still be feasible outside peak times on sections of single yellow lines. Officers also suggest offsetting the loss of loading from Wolseley Road by providing a 'loading only' restriction adjacent to the shop at No.68 Wolseley Road and in operation between, Mon-Sat, 7am – 6pm, could be added to the scheme and installed as an 'Experimental Traffic Regulation Order', made permanent in future should the Council be satisfied that the order delivers its intended benefits.

N.B Officers suggest there is also scope to provide a permanent parking bay on the southern side of Wolseley Road between the junction of Staveley Road and the boundary to No. 105 / No. 107 Wolseley Road to replace the single yellow line which prohibits loading and parking in morning and evening peak periods. The parking bay and additional waiting restrictions towards the Abbeydale Road junction will be legally advertised in the next couple of months as part of the consultation on the Abbeydale Road / Wolseley Road collision reduction scheme.

- 2) I have received your recent letter about the proposals for my area. I am concerned that the newly inputted double yellow lines will cause havoc as many people park in this area.

Officer Response; Officers fully understand that removing opportunities to park on both Staveley Road and Wolseley Road is not ideal for local residents. Officers have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019' which indicates that on approaches to traffic lights on a 20mph street (i.e., Staveley Road) a clear distance of 22 metres (approx. 4 vehicle lengths) must be maintained before the traffic signals. Any less than this and there could be road safety implications. On Wolseley Road as the speed limit is 30mph the approach clear visibility increases to 50 metres (approx. 9 vehicle lengths), again officers have tried to keep the double yellow lines to a minimum. These measurements are based on stopping sight distances. As a Council officers will have to tightly enforce

the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Based on the information above officers are struggling to make any changes to the amount of double yellow lines proposed

N.B See note above for a proposed mitigation for the loss of parking.

- 3) I'm getting in touch in relation to the recent notification on a consultation in relation to Wolseley Road and Staveley Road. I recognise that cycle use has increased over the 20 years I have now been a resident in Staveley Road and the junction can be very busy at times with cars parked on the corners, however I suggest an amendment to your plans and removal of the extension of double yellow lines into the south side of Staveley Road. It is difficult to park even at the best of times and taking away so many spaces for parking will cause further issues. You may suggest Chippinghouse Road as an alternative but as this is an area of vandalism it is not an attractive option (if you visit at the moment, you can see the wreck of a Smart car that was vandalised recently).

Can I suggest the plan is refined and a rethink of the double yellow lines into Staveley Road is considered. An alternative would be to introduce residents parking and make Staveley Road (South) one-way which would completely remove the parking issues caused by non-residents and deter it's use as a short cut onto Abbeydale Road.

Officer Response; Officers fully understand that removing opportunities to park on Staveley Road is not ideal for local residents. Officers have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019' which indicates that on approaches to traffic lights on a 20mph street a clear distance of 22 (approx. 4 vehicle lengths) metres must be maintained on approach. Any less than this and there could be road safety implications. The same rules also apply to Wolseley Road, however here, as the speed limit is 30mph, the approach clear visibility increases to 50 metres (approx. 9 vehicle lengths) These measurements are based on stopping sight distances. As a Council officers will have to tightly enforce the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Officers also understand that there are pockets of busy times for parking for the shops and Mosque on Wolseley Road, however using experience of consulting on permit parking scheme's, given the cost of a permit, these are only generally supported by resident's when parking by commuters / daily parking is so bad that they find it near impossible to find a space on their street. As a Council we also try to stick to area wide permit parking scheme's as well, as only doing one street tends to lead to pushing the issues into adjacent streets. In this area, at the majority of times, the issue

of finding a space is on the whole because there are too many resident vehicles for the spaces available. In any changes to parking arrangements, we would still have to provide those double yellow lines on approach to the traffic lights as explained above.

In terms of a one-way arrangement, we would still want to assist cyclists on this busy route so this would have to be 'one way except cyclists' - for safety of passing vehicles coming the other way we would therefore have to take parking out completely on one side - further reducing the spaces available for parking.

For the reasons above officers are struggling to provide any changes to the proposed layout. We will of course provide your comments and officers responses to the Cabinet Member for Transport, who will ultimately decide whether or not to implement the proposed scheme.

N.B See note above for a proposed mitigation for the loss of parking.

- 4) I am writing in reference to your new proposal on the Wolsley Road/Steveley Road junction. As per your proposal, it seems to be that the double yellow lines will run in front of my house and along Steveley Road. This would mean that I have no means of parking my car at either the front of the property or on Steveley Road. Parking is already an inconvenience. As you are aware, the Wolsley Road Mosque gets very busy and its attendees takes up multiple parking spaces on the road. It is also difficult to find spaces to park late at night, often far away from my property where I don't feel safe walking to and from. I don't know when these proposals were brought up, but I do understand the need to have double yellow lines on Wolsley Road, given the fact that it is a main road, and I can see how busy it gets. However, I don't understand the need to have double yellow lines on Steveley Road as well.

In the letter, I note how you said this was for the safety of cyclists, but I think it is unfair to prioritise cyclists over those who have been residents of the area for many years, especially considering we pay road tax and cyclists do not make any contributions to the roads. I refer you to the pedestrian crossing at the bottom of Wolsley Road, which intersects with Queens Road and London Road, surely if cyclists feel the junction is not safe, they have access to the traffic lights. In refence to pedestrian safety, surely an option to put in a zebra or pedestrian crossing at the top of Wolsley Road, where it meets with Abbeydale Road, would be a better option? This way, children who are getting of school buses with have the option of crossing safely on that end of the street.

Referring back to the Wolsley Road Mosque, attendees of the mosque do not comply with road markings or parking regulations on their busiest days. Therefore, this could make parking even worse and cause problems between Mosque attendees and residents of the area.

Officer Response; I fully understand that removing opportunities to park on both Wolseley Road and Staveley Road is not ideal for local residents. I have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019', which indicates that on approaches to traffic lights on a 30mph road (i.e. Wolseley Road) a clear distance of approximately 50 metres (approx. 9 vehicle lengths) must be maintained before the traffic signal. Any less than this and there could be road safety implications. On Staveley Road as the speed limit is 20mph the approach clear visibility decreases to 22 metres (approx. 4 vehicle lengths), again I have tried to keep the double yellow lines to a minimum. These measurements are based on stopping sight distances. As a Council we will have to tightly enforce the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Based on the information above I am struggling to make any changes to the amount of double yellow lines proposed. To try and manage parking demand / loading opportunities during the day I am also suggesting that we could look at a loading bay, which would be enforceable between say 9am and 5pm after the proposed double yellow lines on Staveley Road (see picture below). This would enable residents to park without restriction overnight in this location. Your views on this would be welcome.

There is certainly a need to improve this well used route (circa 250 – 300 users towards the city in the morning and the same coming the other way at night). The government as well as Sheffield City Council supports more sustainable methods of travel and we have also proposing further improvements along the Sheaf Valley as part of the 'Connecting Sheffield' programme. Thank you for your suggestion on improving pedestrian safety at Wolseley Road / Abbeydale Road, although we cannot extend the proposals to this area, I will ensure my colleagues in our Transport Planning section are copied into your e-mail, they will be able to add it to a list which subject to funding could be promoted at a later date.

Officers are also currently working on a casualty reduction scheme at the junction of Wolseley Road and Abbeydale Road, which includes improvements for cyclists and pedestrians. This scheme will be consulted on in Spring / Summer 2022 and if approved constructed in 2023.

N.B See note above for a proposed mitigation for the loss of parking.

Glover Road / London Road (The points raised in the consultation below were also received by 3 other residents).

- 1) I am writing to you in relation to a letter I received recently in relation to double yellow lines you are placing in December where residents park on London Road / Glover Road.

As you will know. Some years ago you placed a Bus Lane on London Road which caused residents some trouble to even get onto our road to

park. We have been using alternative routes to get around to our house. We did not put a complaint through for this.

Now, you have decided to place Double Yellow Lanes at the ONLY place we have left to park our cars. Can I stress that this is the ONLY closest parking spaces in the immediate area, other streets are overcrowded and there is no parking space.

I understand you are doing this due to cyclists travelling through that road. Can I also stress to you that we have a local convenient store where a lot of customers attend on a daily basis. They park in the middle of the roads and block off the road. This is something that can be dealt with rather than placing double yellow lanes causing residents more distress on parking on streets that are further away from us, not in our view and not safe to walk to and from.

I would greatly appreciate it if this does not go ahead and is looked into further to resolve the issue.

Officer Response; Officers understand that previous changes may have caused an inconvenience, however in an urban location, I am sure you can understand, the management of traffic is complex and as a Council we need to change things to prioritise more sustainable modes of travel (the improvements in this consultation for cycling being a current example). London Road is classified as a key route for buses in the Council's Transport Strategy – this has meant changes such as the introduction of bus gates, bus lanes etc in the past to further promote this mode of travel. A combination of these measures have all contributed to improved bus journey times / more consistent bus journey times to and from the centre of Sheffield.

In many instances where restrictions are abused people will suggest further enforcement, however the reality is that the Council's traffic enforcement officers can only be in one place at a time and will generally patrol an area visiting a certain location once or twice a day – this does little to stop people parking and blocking at all times. Officers will however be recommending further patrols if the additional double yellow lines are introduced especially at key times (peak hours in the morning and evening) when the majority of cyclists are using the route.

In general, on streets with terraced housing there are too many cars owned for the amount of available spaces, this is a problem throughout areas close to the City Centre. As a Council we try to manage the public highway to allow where possible parking for local residents, where it doesn't cause an obstruction. We also have to consider safety for pedestrians and cyclists and therefore on a cul de sac such as Glover Road we need to protect crossing places and provide a way to turn a vehicle around. We also have to consider the movements of any refuse collection vehicles. The additional yellow lines would in this instance provide an improved environment for pedestrians and further promote a

safe route for a more sustainable mode of transport (cycling). In total we are looking to remove two spaces (not counting any parking across accesses). Having said that officers acknowledge the difficulty in parking near to your property and therefore the two spaces are, I am sure, important to you and other residents. Officers therefore have a suggestion to further improve parking opportunities.

To offset the loss of spaces on Glover Road officers suggest that they look into promoting parking overnight on London Road (please see section in question below). This section is approximately 16 metres long which would accommodate 3 vehicles. We would also have to consider the loading / unloading requirements of the hire shop. The suggestion therefore would be a single yellow line which would allow residents to park from 5pm on an evening to 9.30am in a morning. After this time the hire shop would be able to load / unload in this area as they do now but wouldn't be able to park. The change would mean overnight parking closer to your property and at any time during the weekend given the shop is not open Saturday or Sunday.



Response From Residents;

Your map view of where the mosque is (I'd say a tiny car park) has not caused any obstruction to anyone when turning their vehicle around. as you are removing this and placing this with double yellow lines you are removing the ability for someone to park their vehicle there. whether that be us or anyone on Glover Road. Further, you have already placed double yellows on the corners which has stopped people parking and blocking and has made it easier for people to turn around. From what I remember, you are placing more yellow lanes at the bottom of the cul de sac which means another parking spot removed. This is just adding on restrictions on parking.

A question I want to ask here is, is there no alternative cycle routes you could potentially propose? rather than it going through Glover Road? I only ask this because the double yellow lines will have such a massive impact on everyone.

I understand your concerns of the cyclists using this route and vehicles being in the way but we as a neighbourhood will be affected even more as permanent residents here compared to those temporary cyclists riding through the road. We won't have parking. The Bus Lane has affected us enough that we are travelling all the way around Queens Road just to go past our own house. It just feels like it will be worse with this as were parking so far away. What reassurance are you giving us as a Council that where we park will be safe? We are not familiar with other roads other than Glover Road/ bottom of Fieldhead Road. I don't have the confidence in parking further away from home especially when everyone will be fighting to park somewhere close. As you said before, yes there may be more cars than expected for terraced houses but you want us to park streets away or even across towards the local park but what about the residents on those roads? how would they be feeling when we take those spaces? I just don't have no reassurance from you as a council that our vehicles will be protected in any way, if anything happens to our vehicles we will be paying for damage and that's all because we just didn't have the option to park close to home. I don't know if this is possible but considering the cyclists safety, what alternatives could you propose for them to avoid these double yellow lanes? and help us as well?

Thank you for the suggestion on the single yellow line on London Road and understanding our concerns. So, the single lane would accommodate 3 vehicles- but you also need to consider the hire shop's loading/unloading. Here, the shop starts work earlier (I think) and unloading and loading happens the moment the shop opens.

Your removing 5 parking slots with double yellow lines and proposing 3 for us (under this recommendation). That's removing 2 slots originally where we could park day and night without any trouble. I understand the time restrictions because of the shop but this is inconvenient. Although there is a time restriction/availability on parking, where do we park outside those hours when other residents will have taken up parking spaces on other streets? we will be parking even further then what we would consider? so how does that help us protect our vehicles? reassure us that they are parked in a safe place or even get parking at all?

I understand the parking on the main road is not suitable on a 24-hour basis but what about other people who see these parking slots and park their car there? like those on the bottom of Glover Road? these 3 slots are not guaranteed for us but more for anyone who sees those slots available. Again, were stuck with the issue on parking in unsafe areas and far from home. There may be more than 1 car in each household so what about them? if you're covering those streets with double yellow lanes, where do you want us to park? What if people on the other streets are not happy with our cars taking up their spaces? what do we do? where do we

park? You're removing our rights to park close to home for cyclists to ride through during peak times ONLY. how convenient is that for us?

Officer Recommendations;

The suggestion of promoting a single yellow line seems to be welcomed but is not considered a solution to removing what resident's feel are 5 spaces where parking can take place at all times.

Officers do not consider that there are 5 spaces in this location where residents can park sensibly, without obstruction and in accordance with the highway code. That said the loss of parking opportunities is understood. As the refuse collection occurs in this area on a Friday officers propose to only promote a single yellow line to cover Fri 6.00am to 6.00pm at the bottom of the turning head, thus allowing 2 vehicles to park at the bottom of the turning head unrestricted outside these times. The removal of the disabled bay on Glover Road (The Council has been made aware that this is no longer required by the applicant) will also be investigated.

Officers suggest promoting the single yellow line on London Road and in the turning head of Glover Road through a ETRO (Experimental traffic Regulation Order) when the cycling improvement scheme is completed. will enable residents to further comment on the restrictions when implemented, the restrictions could then be made permanent at a later date subject to the comments received and after officer's have had chance to monitor parking and loading following the schemes introduction.

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