

Cabinet Highways Committee

Thursday 14 June 2012 at 1.30 pm

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

The Press and Public are Welcome to Attend

Membership

Councillors Leigh Bramall (Chair), Isobel Bowler, Harry Harpham and Bryan Lodge

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

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, or you can ring on telephone no. 2734552. 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 have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

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

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 6374 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.

**CABINET HIGHWAYS COMMITTEE AGENDA
14 JUNE 2012**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public.
- 4. Declarations of Interest**
Members to declare any interests they have in the business to be considered at the meeting.
- 5. Minutes of Previous Meeting**
To approve the minutes of the meeting of the Committee held on 26 April 2012.
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public.
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
 - (a) New Petitions
To report receipt of petitions (a) containing 6 signatures objecting to the proposed changes to on street parking around St Phillip's Road, (b) containing 9 signatures requesting the maintenance of trees on Willington Road, (c) containing 277 signatures objecting to the highway proposals to change the road layout outside the surgery at 299 Main Road, Darnall and (d) containing 106 signatures objecting to the Uppertorpe and Netherthorpe Permit Parking scheme.
 - (b) Outstanding Petitions
Report of the Executive Director, Place.
- 9. Darnall Medical Centre, Highways Proposal for Main Road**
Report of the Executive Director, Place.
- 10. Ecclesall Road Traffic Regulation Order**
Report of the Executive Director, Place.
- 11. Objections to Proposed Traffic Regulation Orders Associated with Community Assembly Small Highway Schemes**
Report of Executive Director, Place.

12. Report on a Petition Regarding Trees on Willington Road

Report of Executive Director, Place.

12. Report on a Petition Regarding Trees on Willington Road

Report of Executive Director, Place.

NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 12 July 2012 at 1.30 pm

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

You will have a **personal interest** in a matter if it relates to an interest that you have already registered on the Register of Interests; relates to an interest that should be registered but you have not yet done so; or affects your well-being or financial position or that of members of your family or your close associates, to a greater extent than it would affect the majority of people in the ward affected by the decision.

The definition of family is very wide and includes a partner, step-relations, and in-laws. A "close associate" is someone whom a reasonable member of the public might think you would be prepared to favour or disadvantage.

If you have a personal interest you must: declare the existence and nature of the interest at the beginning of the meeting, before it is discussed or as soon as it becomes apparent to you; but you can remain in the meeting, speak and vote on the matter unless the personal interest is also prejudicial.

However, in certain circumstances you may have an **exemption** which means that you might not have to declare your interest.

- You will have an exemption where your interest arises solely from your membership of or position of control/management in a body to which you have been appointed or nominated by the authority; and/or a body exercising functions of a public nature (e.g. another local authority).

In these exceptional cases, provided that you do not have a **prejudicial interest** you only need to declare your interest if you intend to speak on the matter.

- You will have an exemption if your personal interest is simply having received a gift or hospitality over £25 which you registered more than 3 years ago.

When will a personal interest also be prejudicial?

Your personal interest will also be prejudicial if a member of the public who knows the relevant facts would reasonably think the personal interest is so significant that it is likely to prejudice your judgement of the public interest; and

- i. either the matter affects your financial position or the financial position of any person or body through whom you have a personal interest. For example, an

application for grant funding to a body on your register of interests or a contract between the authority and that body; or

- ii. the matter relates to the determining of any approval, consent, licence, permission or registration that affects you or any relevant person or body with which you have a personal interest. For example, considering a planning or licensing application made by you or a body on your register of interests.

Exemptions: You will not have a prejudicial interest if the matter relates to:

- i. the Council's housing functions – if you hold a lease or tenancy with the Council, provided that the matter under consideration is not your own lease or tenancy;
- ii. school meals, transport or travel expenses – if you are the parent or guardian of a child of school age, provided that the matter under consideration is not the school the child attends;
- iii. statutory sick pay;
- iv. Members' allowances;
- v. ceremonial honours for Members; or
- vi. setting the Council Tax.

If you have a prejudicial interest, you must:

- (a) Declare the existence and nature of the interest (in relation to the relevant agenda item) as soon as it becomes apparent to you.
- (b) Leave the room unless members of the public are allowed to make representations, give evidence or answer questions about the matter. If that is the case, you can also attend to make representations, give evidence or answer questions about the matter.
- (c) Once you have finished making representations, answering questions etc., you must leave the room. You cannot stay in the room whilst the matter is being discussed neither can you remain in the public gallery to observe the vote on the matter. In addition, you must not seek to improperly influence a decision about the matter.

FURTHER INFORMATION

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

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

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MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 26 April 2012

PRESENT: Councillors Leigh Bramall (Chair), Bryan Lodge and Helen Mirfin-Boukouris

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1. **APOLOGIES FOR ABSENCE**

1.1	<u>Apology</u> Councillor Harry Harpham	<u>Substitute</u> None
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2. **DECLARATIONS OF INTEREST**

2.1 There were no declarations of interest.

3. **MINUTES OF LAST MEETING**

3.1 The minutes of the meeting of the Committee held on 8 March 2012 were approved as a correct record and, arising therefrom, the Head of Transport and Highways reported that, in relation to Hallam Grange, a number of proposals had been forwarded to the South West Community Assembly for their consideration.

4. **PUBLIC QUESTIONS AND PETITIONS**

4.1 Public Questions

(i) Notre Dame School

Vonny Watts referred to inaccurate plans being published in relation to proposals for Notre Dame School. The plans had indicated that the Oakbrook view site which could be available for car parking had a development on when this in fact was not the case.

In response, James Burdett, Transport and Highways, commented that the plans were obtained from the Ordinance Survey database and were the most recent plan. The fact that the land was available for parking did not affect the proposals in the report on the agenda for the meeting but he had raised it with the developer.

(ii) Lodge Moor Surgery/Hallam Primary

Vonny Watts reported that she was concerned about parking in the vicinity of Lodge Moor surgery and had requested that the South West Community Assembly install double yellow lines but had received no response. She had also raised the issue of the installation of traffic calming measures in the area around Hallam Primary School over a year ago but had received no response. She commented that local residents should not have to wait for

over a year to receive a response to their request.

John Bann, Head of Transport and Highways, reported that he had spoken to the South West Community Assembly Manager who acknowledged that the Assembly had taken time to respond to the requests. However, proposals and requests were considered and prioritised on an annual basis. The South West Community Assembly Manager would liaise with Ms. Watts in relation to the requests.

(iii) Private Finance Initiative

Vonny Watts further referred to the recently agreed Private Finance Initiative (PFI) following the announcement of the contractor, AMEY. She asked if the works undertaken in the Fulwood and Ranmoor areas would be of better quality than recent works undertaken by Street Force and whether AMEY would receive any financial penalties should the works not be completed on time or to the standard agreed in the contract.

In response, Councillor Bryan Lodge commented that it was acknowledged that a lot of work needed to be undertaken on the City's highways network and it was expected that the PFI would be the solution to this. Work undertaken in the past had been completed on a 'make do and mend' basis and this would not be the case with the PFI. Members now knew the condition of the assets across the City a lot better than they had done in the past. AMEY were clear what was expected of them and had an output specification. If this was not delivered it would be at their cost. Members and officers had confidence that AMEY would do a good job and it was important to work with them and Community Assemblies and not to disadvantage local residents too much. Work would be monitored by the Highways PFI Client Team and they would play a close scrutinising role.

5. ITEMS CALLED-IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE

- 5.1 It was reported that the decision taken at the meeting of the Committee held on 8 March 2012 in relation to the Sheffield 20MPH strategy had been called in for Scrutiny. This was considered at the meeting of the Environmental and Economic Wellbeing Scrutiny Committee held on 28 May 2012 where it was resolved to note the Highways Committee's decision and recommend that no action be taken.

6. PETITIONS

6.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 26 signatures requesting double yellow lines on roads surrounding Hallam Grange Primary School and that this had been referred to the South West Community Assembly for consideration, (b) containing 26 signatures requesting the reinstatement of parking permit areas on Clarence Road and that this would be considered in conjunction with a report to be submitted to

a future meeting of this Highways Committee and (c) containing 46 signatures requesting Spa Lane and Skelton Lane to be one-way and that this would be referred to the South East Community Assembly.

6.2 Outstanding Petitions List

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

7. **NOTRE DAME SCHOOL TRAFFIC/PARKING PROPOSAL OBJECTIONS**

7.1 The Executive Director, Place submitted a report informing Members of comments received following public consultations on proposed waiting restrictions on various roads in the vicinity of Notre Dame School, Ranmoor. The report included a response to the comments received and made a recommendation on how to proceed.

7.2 Bernard Gray, a resident of Riverdale Road, made representations to the Committee in relation to parking problems on the Road which had been getting worse over the last ten years. In his opinion the view up and down the road was critical and the high number of vehicles parking on the road made this difficult. Despite proposals for the school to introduce a Travel Plan, he had spoken to some teachers who had made it clear that it wouldn't be practical for them to use public transport. He strongly supported the introduction of a single yellow line but did not support any proposals for a residents parking scheme on the road.

7.3 Vonny Watts, a local resident commented that, although she appreciated highways officers were faced with a difficult task as a result of the planning decision, she believed that the consultation had been ignored. She didn't believe that the proposals in the report were the solution to parking problems in the area as the problems would be moved on further down to Tipton School. Contractor vans were blocking the road and the development at Ballard Hall would increase the problems.

7.4 Councillor Janice Sidebottom thanked officers for all their hard work and commented that she believed a compromise had been reached. She was pleased with the proposal for 3 hour maximum stay parking. She further requested that another survey be undertaken once the contractors work had been done to see if the scheme had achieved what it set out to do. Councillor Sidebottom also requested that the Council further liaise with the school and the local hospital to encourage them to implement their travel plans.

7.5 In response, the Head of Transport and Highways commented that residents often questioned the effectiveness of travel plans but officers had found them to be effective and worked well. He cautioned that removing all parking in the area may lead to an increase in speeding in the area but recognised that the parking problems were causing significant inconvenience for local residents.

- 7.6 James Burdett commented that surveys had recently been undertaken in the area in September and October 2011 and March 2012, and indicated that parking levels had remained much the same as before the loss of the car park. The issue of the bus taking a different route to that agreed as raised at the meeting would be taken up with the Passenger Transport Executive (PTE). It was confirmed that 8m double yellow lines would be introduced in front of Mr Gray's drive and single yellow lines would be introduced between driveways to ease the situation. It was also confirmed that double yellow lines would be introduced on the bend at the bottom of Ranmoor Park Road. He further added that although the surveys had indicated displacement would not be excessive, monitoring could take place at a later date. He also confirmed that the developer had advised they had investigated the use of the Oakbrook View site for contractor parking, but that it had not been financially viable
- 7.7 Members commented that they sympathised with residents concerns and hoped that the proposals would go some way to addressing the problems. They supported the proposal for a survey to be undertaken following the end of the contractors work in the area to assess the impact of the measures.
- 7.8 **RESOLVED:** That the Committee:-
- (a) approves the implementation of measures set out in Appendix D of the report, namely;
 - double and single yellow lines (8am-4pm Mon-Fri) on parts of Riverdale Road and associated junctions;
 - double yellow lines on parts of Ranmoor Park Road and Graham Road; and
 - a 3 hour maximum stay (9am-4pm Mon-Fri) on part of Ranmoor Park Road;
 - (b) resolves that a review of the parking scheme be undertaken at an appropriate time following the ending of the building works in the area and after discussion with the school in relation to implementation of its travel plan;
 - (c) resolves that highway enforcement officers investigate reducing the impact of contractor parking with the building site managers;
 - (d) requests that the Head of Transport and Highways ensures that the South West Community Assembly is made aware of the wider parking issues in the Ranmoor area for them to consider appropriate action; and
 - (e) requests that all respondents be informed of the decisions made.

7.9 **Reasons For The Decision**

7.9.1 The Notre Dame School complex was heavily constrained and the loss of any playing fields to accommodate the new building would have been contrary to both local and national policy. Consequently the new building was located on an area of existing car parking. There was no scope on the site to provide replacement car parking.

7.9.2 The Planning and Highways Area Board had decided that the additional on-street parking could adequately be accommodated on the highway network, subject to mitigation measures being implemented. It was recognised that there were areas in the vicinity of the school where parking caused problems, and the proposed scheme addressed these through the introduction of new waiting restrictions.

7.9.3 Officers had given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations were considered to be a balanced attempt to address residents' concerns, within the limit of satisfying planning conditions.

7.9.4 Site visits and surveys appeared to indicate that parking levels had not become worse despite the redevelopment of the school. The developer had also provided evidence that parking related to site workers would reduce over the course of 2012 until they were off site early in 2013. It could therefore be reasonably expected that parking levels in the area should be lower in 2013. Further monitoring would take place if necessary at the time and any changes that may be required taken to the South West Community Assembly for consideration.

7.10 **Alternative Options Considered And Rejected**

7.10.1 These proposals had been developed following previous consultations over the last year. The scheme had since been altered to try and address residents' concerns.

8. **INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM**

8.1 The Executive Director, Place submitted a report describing how the 2012-13 Integrated Transport and Highways Maintenance capital Local Transport Plan (LTP) allocations were proposed to be spent in Sheffield.

8.2 Councillor Leigh Bramall commented that he welcomed the proposals. The Community Assemblies were receiving their own allocation from the funding and with the money received for the 20mph schemes were receiving an overall increase in funding for the 2012/13 municipal year. He particularly welcomed confirmation that funding has been set aside in the LTP programme for the introduction of the crossing at the junction of Crookes Road, Nile Street and Whitham Road in Broomhill, with funding planned over two financial years.

8.3 **RESOLVED:** That the Committee:-

- (a) approves the proposed allocations of integrated transport and maintenance funds for the 2012-2013 year.
- (b) instructs officers to seek appropriate financial approval for each project through the formal Capital Approval process.

8.4 **Reasons for the Decision**

8.4.1 Council Officers had worked with South Yorkshire partners and the lead Cabinet Member to ensure that the proposed transport capital programme for 2012-13 met the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP.

8.5 **Alternative Options Considered And Rejected**

8.5.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal was based on the City Council working with South Yorkshire partners and the Cabinet Lead Member to ensure that the proposed transport capital programme for 2012-13 met the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP.

Signed _____
(Chair)

Date _____



SHEFFIELD CITY COUNCIL Cabinet Highways Committee

8(b)

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 June 2012

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sue McGrail 0114 2734404

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	831	Requesting a pedestrian crossing on Stannington Road.	14 4 11	Road Safety	Northern Community Assembly	To be considered by Northern Community Assembly at their meeting on 21 st June 2012.
2.	105	Concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Planning	Northern Community Assembly	Transport Planning team to prepare a report. To be considered as part of HGV review by Cabinet Highways Committee Summer 2012
3.	1269	Objecting to Heavy Good Vehicles using the lanes in the Mayfield Valley ad requesting an all vehicle speed limit	1 6 11	Traffic Management	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
4.	33	Requesting a ban of HGV's on Abbey Lane	9 6 11	Traffic Management	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
5.	1269	Objecting to heavy goods vehicles using the lanes in the Mayfield Valley and requesting an all-vehicle speed limit	14 7 11	Traffic Management	Cabinet Highways Committee	See no. 3 above
6.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Road Safety	North East Community Assembly	Under Investigation. To report to Community Assembly in September 2012
7.	136	Request for speed bumps and calming measures on Hillfoot Road, Totley	8 12 11	Road Safety	South West Community Assembly	To report to July South West Community Assembly meeting.

8.	7	Objections to the construction of loading bays and implementation of revised waiting restrictions at Stannington Road/Stanwood Ave	12	1	12	Traffic Management	Northern Community Assembly	Report to be taken to the Northern Community Assembly in June 2012.
9.	25	Request for yellow lines on the corners surrounding Windmill Hill School	9	2	12	Road Safety	Northern Community Assembly	Report to be prepared for consideration by Northern Community Assembly
10.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9	2	12	Road Safety	South Community Assembly	Report to be prepared for consideration by South Community Assembly
11.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8	3	12	Transport Planning	Cabinet Highways	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
12.	26	Request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School	8	3	12	Road Safety	SW Community Assembly	To be considered by the SW Community Assembly

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SHEFFIELD CITY COUNCIL Cabinet Report

9

Report of: Executive Director, Place

Date: 14 June 2012

Subject: **DARNALL HEALTH CENTRE – MAIN ROAD
RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION**

Author of Report: Matthew Longstaff - 0114 273 6170

Summary:

This report is to inform Members of comments received following public consultation on proposed highway works on Main Road, relating to the construction of new Darnall Health Centre. The report includes a response to the comments received and recommends that an amended scheme be approved.

Reasons for Recommendations

- The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area, with significant changes made. The recommendation relating to progression of the measures follows an indication of full or partial support from a majority of respondents asked directly. However this then becomes a minority when the 277 petition signatures are taken into account.
- Two options have been presented within this report – Option One including a pedestrian island and Option Two without the island. The island was included in the original proposal. Both options 1 and 2 are presented as acceptable by officers. However, as the pedestrian island was not part of the planning conditions - the decision for which option to promote rests largely on the balance between retaining resident parking against improved pedestrian facilities.
- It is acknowledged that the majority of people, who responded to the consultation – including a petition of 277 signatures, did not support the pedestrian island and associated waiting restrictions. However, it is anticipated that the medical centre will bring with it an increased desire for pedestrians to cross at this location. Main Road is a wide, heavily trafficked, classified road that presents a challenge, for those less able, to cross. For this reason officers would favour Option 1 which contains the pedestrian island.

RECOMMENDATIONS

- Overrule the objections to the Traffic Regulation Orders as discussed in paragraphs 4.10 - 4.11 in the interests of pedestrian safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
 - Approve and construct the scheme designs as shown in Appendix D – TM-BR250-C1 Option 1
 - Inform all respondents of the decisions made
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Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Awaiting Response
Legal Implications
YES/NO Cleared by: Julian Ward
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
YES/NO:
Environmental and Sustainability implications
YES/NO
Economic impact
YES/NO
Community safety implications
YES/NO
Human resources implications
YES/NO
Property implications
YES/NO
Area(s) affected
Various roads in Darnall
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic & Environmental Wellbeing Scrutiny Committee
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

DARNALL HEALTH CENTRE – MAIN ROAD RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following a public consultation on proposed highway works on Main Road, relating to the construction of the new Darnall Health Centre. The report includes a response to the comments received and recommends that an amended scheme be approved.
- 1.2 The timescales associated with the scheme are stringent. To allow planning conditions to be met, Kier have programmed to commence highway works (for whichever option is agreed) in July 2012.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent for the development of Darnall Health Centre granted on 4th November 2009. Officers have developed measures with a view to satisfying “City of Opportunity” priorities to empower residents by incorporating their aspirations in the design of their streets. The report contributes to “putting the customer first” by responding to the views expressed during the public consultation.
- 2.2 The report will also contribute to the “Protecting and Enhancing the Environment” objective of the Council’s Corporate Plan “A City of Opportunity”, particularly the “Reducing Congestion” priority, with proposals that aim to better manage traffic flows through and around the area.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The main outcome will be addressing the planning conditions outlined in the planning consent. The Transport Assessment (TA), which was produced by consultants AECOM in association with the planning application for the development, indicated that there would be no adverse transport and environmental effects.
- 3.2 The TA states that the development is well located for opportunities for travel by sustainable modes being located close to local bus services and within approximately 10 minutes walk to Darnall Rail Station.
- 3.3 The measures are aimed at addressing highway issues in the vicinity of the medical centre. The TA states that the patient list size is not expected to increase, though there will be additional services provided at the new facility. It is anticipated that this will result in a slight increase in traffic on the local road network. The result of the assessment has concluded that there will be a maximum of 59 additional trips in the AM Peak. Analysis of the proposed access junction concluded that these additional trips would have little adverse affect on the traffic flow on Main Road. It is therefore considered that the proposals will address current parking issues and will help to minimise any delays for public transport and general traffic.
- 3.4 The proposals are also aimed at improving road safety for patients/visitors walking to Darnall Health Centre with a view to further encouraging a shift away from using the

private car at peak periods, whilst encouraging more healthy physical activity amongst those who are able to do so.

4.0 REPORT

- 4.1 A new Health Centre with combined facilities and expertise is being constructed in Darnall to accommodate two existing GP practices which will be moving in to the new centre from the surrounding area. The new health centre will also provide extended primary care and community services, a base for community staff including health visitors, midwives, community nurses and a pharmacy. The catchment area for the Health Centre is presented in Fig 1.



Fig 1 Darnall Health Centre catchment area

- 4.2 The TA submitted with the planning application identified no specific improvements to the local highway network. However, planning approval was granted subject to the implementation of the following measures on the highway:

- Right turn lane for access to the development
 - Yellow hatched junction protection marking at the access to the development
 - Reconstruction of the footway to the front of the development site for its entire length along Main Road
- 4.3 Officers therefore developed a scheme to address these conditions. This report provides a comprehensive discussion on the scheme proposals and the consultations undertaken. A general location plan can be found in Appendix A, consultation materials and the original scheme proposals in Appendix B, and comments received in Appendix C. The final revised scheme is supplied in Appendix D.
- 4.4 The initial scheme is shown on drawing no. TM-BR250-C3 in Appendix B. The proposals included:
- A new right turn lane into the Health Centre
 - A new pedestrian refuge island to formalise the right turn lane and provide an additional crossing point for pedestrians
 - New double yellow lines to ensure that through traffic is not held up
 - Removal of the urban clearway on the 'houses' side of Main Road
 - Re-located bus stops and short stay parking bays near the shops
- 4.5 Additionally, the developer was required to provide parking within the site for the residents of Main Road affected by the development. NHS Sheffield has therefore offered residents of Main Road the opportunity to use the Darnall Health Centre car park at certain times. This offer, which is for cars only, would allow residents to park a car in the car park at the following times:
- Monday to Friday 19:30 – 07:30
 - Saturday 16:00 – Monday 07:30
- Parking outside of these times would not be permitted. NHS Sheffield has informed the Council that there would be an initial charge of £10.00 for a barrier pass, £2.00 for a permit and an annual charge of £297.00 (£5.71/week). Permits would also be subject to terms and conditions as set out by NHS Sheffield. It is understood the above terms were agreed with Council planning officers.
- 4.6 Consultation, including the statutory Traffic Regulation Order (TRO), was carried out with local people in March 2012. 18 responses were received, a response rate of 18%. Public response to the proposals was as follows
- Overall level of support for the proposals: 28% fully support, 39% partly support, 28% don't support and 5% were not sure.
- 4.7 Consultation materials were issued to South Yorkshire Passenger Transport Executive (SYLTE), Yorkshire Ambulance Service (NHS Trust), South Yorkshire

Fire Service and South Yorkshire Police. None of the organisations expressed any individual reservations about any aspects of the scheme.

- 4.8 During the scheme consultation some people asked if an event could be held where they could talk to officers in person about the scheme. In response, a drop-in session was held at Darnall Forum and Post Office on 5 March 2012. About 15 people attended.
- 4.9 Although the majority of respondents supported the scheme, many of also indicated a certain level of uncertainty for the proposals. The drop-in session provided additional comments and a number of issues and concerns were raised. These are included in Appendix 'C' to this report, and are summarised below:
- Parking opportunity more limited near to the shops
 - Lack of drop-off amenity near to the dentist
 - Proposed bus stop relocation will restrict parking and loading/unloading
 - Widely held support for the 1hr parking restriction
 - The majority supported the introduction of all day parking on sections of Main Road
- 4.10 One formal letter of objection has been received with a further seven questionnaires received that could be construed as objections. This includes those people who have indicated that they do not support the scheme and those who have made reference to not supporting the proposed waiting restrictions and limited waiting. In general the objections related either to proposed double yellow lines (prohibition of waiting at any time), and how the proposed restrictions would impact/affect the existing on-street parking arrangements, or commented on the need and/or expressed a dislike to the proposed limited waiting.
- 4.11 Furthermore, a petition containing 277 signatures has been submitted by the Michael Dewar Dental Surgery, providing a more formal objection to the proposed waiting restrictions outside their premises. In particular, the petitioners are concerned that people would no longer be able to be dropped off directly outside the surgery, and indicates that this would cause severe difficulties for those with disabilities who are currently escorted onto the premises.
- 4.12 In response to the comments made, officers re-considered the proposal to try and address these concerns, and a number of changes were identified. This has formed two new options that supersede the original consultation plan. These are shown on the revised scheme plans in Appendix D, where they are also discussed in more detail. A short summary however is provided below.

Parking close to Shops & Post Office

- 4.13 The existing outbound bus stop had been positioned away from the junction with Waverley Road, as there would not be sufficient room for vehicles to pass between a bus and the right turn lane for traffic going to the Medical Centre (the provision of a right turn lane was conditioned by the planning process to ensure that through traffic is not held up). A 'bus stop clearway' marking was provided to ensure that buses can pull up to the kerb allowing passengers to get on and off easily. However, local people had concerns with the proposal, particularly the location of the bus stop in the lay-by outside Komfy Homes, and revised proposals have been developed to address these concerns.

- 4.14 The revised arrangement developed for this area is the same for both the two options contained in Appendix D. The bus stop has now been sited just outside of the layby at Komfy Homes, thus retaining most of the off-peak parking provision. This would mean that loading and parking opportunities in the lay-by, the main issue raised by local people, would be relatively unchanged. It would also ensure 3 parking spaces can remain near to the houses, the newsagent, and Darnall Tools. Altogether, there would be 7 parking spaces available on Main Road between the traffic lights and Waverley Road.
- 4.15 The revised proposal presented outside the shops is considered to be the best compromise in view of the various demands and is, the only option available which maintains parking spaces.
- 4.16 SYPTE have since been contacted regarding the change to the proposed bus stop location, as seen in Appendix D. They have agreed, in principle, to the revised location.

Pedestrian island close to Waverley Road

- 4.17 There is more scope however with regard to the proposed pedestrian crossing point. The proposed island (Option 1) was developed to formalise the right turn lane, and provide an additional pedestrian crossing point. It is considered to be in the most suitable position for pedestrians to access the Medical Centre. It also allows pedestrians to cross a busy road in two stages, making it easier to cross. However, local people are concerned about the effect on parking and, in particular, the drop-off and pick-up for those visiting the dentist.
- 4.18 An alternative has been developed (Option 2), in which the pedestrian island at the end of the right turn lane has been removed. Instead, a simple crossing point would be provided further up Main Road, at its junction with Bannham Road. This option, whilst addressing the concerns of the objectors, is not considered to be as beneficial as it would require pedestrians to cross the full width of the road at that point in one go. There is insufficient width to provide an island here, without affecting parking. Also it does not help people wanting to cross Main Road from the Waverley Road side or the bus stop - to get to the health centre.

Relevant Implications

- 4.19 This report seeks to gain approval for the Traffic Regulation Order associated with the Darnall Health Centre highway proposals only. All financial implications and costs associated with capital project funding and commuted sums will be calculated, agreed and financed by Kier Construction on behalf the NHS.
- 4.20 All classes of road user will benefit from the proposed measures. An Equalities Impact Assessment has been undertaken and concludes that the proposal will be of universal positive benefit for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, it should be particularly positive for more vulnerable people such as the young (i.e. school children), the elderly and people with disabilities (plus carers) due to improved pedestrian access and safety.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The planning conditions identified the mitigation measures which subsequently formed the basis of the associated highway proposals, as seen in Appendix A.

- 5.2 As discussed within this report, the mitigation measures have been revised in response to comments received during the public consultations, in effect resulting in the development of alternative solutions/options.

6.0 REASONS FOR RECOMMENDATIONS

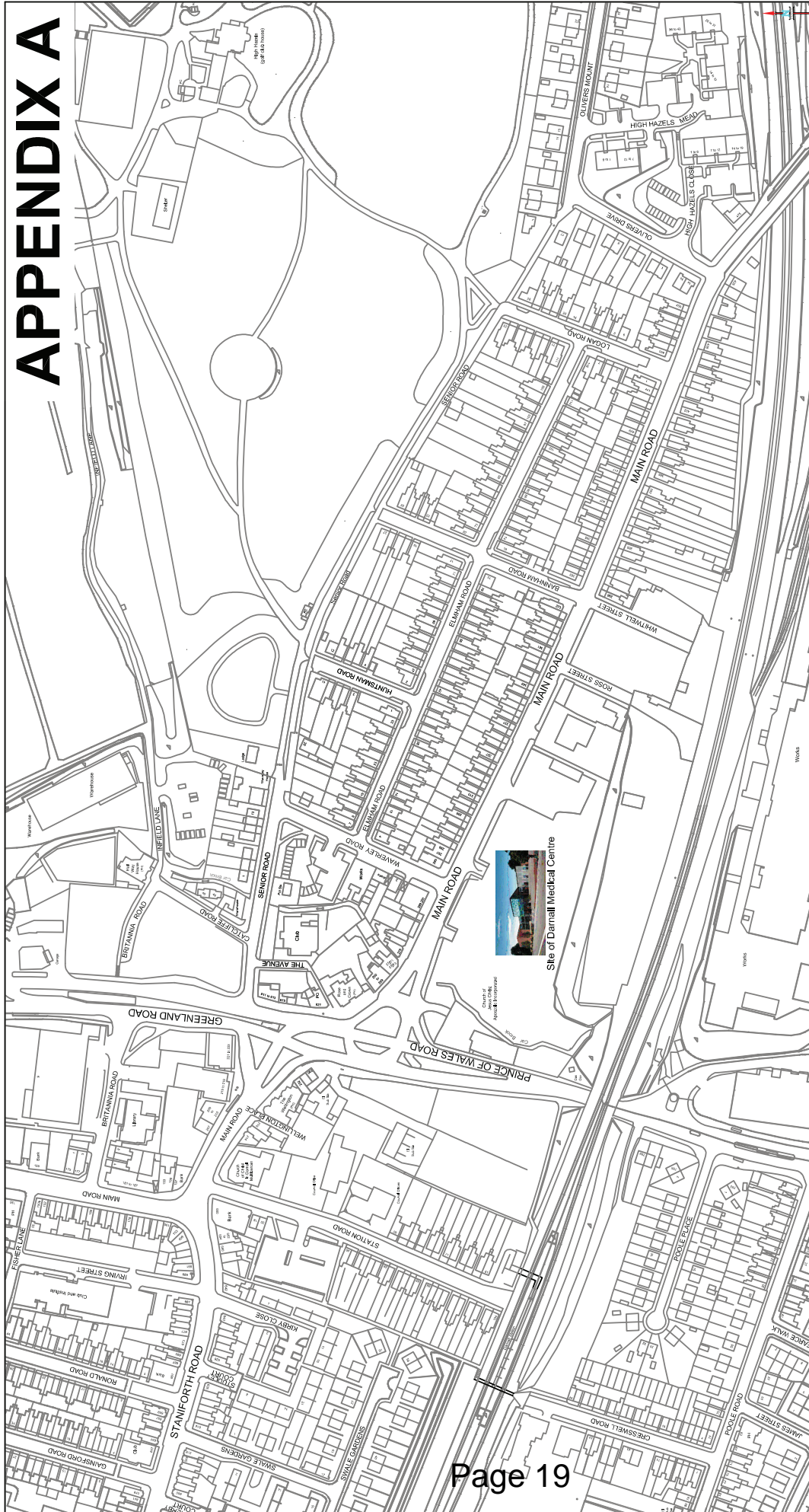
- 6.1 The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area, with significant changes made. The recommendation relating to progression of the measures follows an indication of full or partial support from a majority of respondents asked directly. However this then becomes a minority when the 277 petition signatures are taken into account.
- 6.2 Two options have been presented within this report – Option One including a pedestrian island and Option Two without the island. The island was included in the original proposal. Both options 1 and 2 are presented as acceptable by officers. However, as the pedestrian island was not part of the planning conditions - the decision for which option to promote rests largely on the balance between retaining resident parking against improved pedestrian facilities.
- 6.3 It is acknowledged that the majority of people, who responded to the consultation – including a petition of 277 signatures, did not support the pedestrian island and associated waiting restrictions. However, it is anticipated that the medical centre will bring with it an increased desire for pedestrians to cross at this location. Main Road is a wide, heavily trafficked, classified road that presents a challenge, for those less able, to cross. For this reason officers would favour Option 1 which contains the pedestrian island.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the Traffic Regulation Orders as discussed in paragraphs 4.10 - 4.11 in the interests of pedestrian safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
- 7.2 Approve and construct the scheme designs as shown in Appendix D – TM-BR250-C1 Option 1
- 7.3 Inform all respondents of the decisions made

Simon Green
Executive Director, Place
14 June 2012

APPENDIX A



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reggs@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate Place Sheffield City Council</p>	<p>Client SHEFFIELD CITY COUNCIL</p> <p>Scheme Darnall Health Centre</p> <p>Drawing Title Appendix A Scheme Location Plan</p>	<p>Drawing No. Appendix A</p> <p>Scale not to scale</p> <p>A4</p> <p>0 30 Millimetres Date May 2012</p>	<p>TRAFFIC REGULATIONS</p>
<p>DRAWN ML May 2012</p>		<p>CHECKED</p>	
<p>CAD FILE NAME: Appendix A</p>			

Development Services

Director: L Sturch, MRTPI
Traffic Section: 2-10 Carbrook Hall Road, Sheffield, S9 2DB
E-mail: james.burdett@sheffield.gov.uk Fax: (0114) 273 6182

APPENDIX B Consultation Material

Officer: Mr J Burdett
Ref: TM/BR250/ML/02

Tel: (0114) 273 6170
Date:

Dear Occupier

Darnall Medical Centre Highway Proposals - Main Road

Following the granting of planning permission in 2011, construction work is underway on the new Darnall Medical Centre on Main Road. The planning consent for the Medical Centre is subject to some conditions which relate to works in the highway.

These involve changes to the road layout on Main Road, to accommodate a new vehicular access into the Medical Centre. A plan showing the proposed road layout is attached, but in summary the changes include:

- A new right turn lane into the Medical Centre
- A new pedestrian refuge island
- New double yellow lines
- Removal of the urban clearway on the 'houses' side of Main Road
- Re-located bus stops and short stay parking bays near the shops

We would be pleased to hear your views on the highway scheme. If you wish to comment, please complete the attached questionnaire and send it back in the pre-paid envelope provided by **9 March 2012**. Alternatively, please email traffic.management@sheffield.gov.uk with your comments. Please put "Darnall Medical Centre" in the subject box.

Please note that the new yellow lines can only be introduced following the making of a Traffic Regulation Order. This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process, you will see notices displayed on-street and a notice will be published in the Sheffield Star on 17 February 2012.

If you wish to formally object to the changes to waiting restrictions then to comply with the appropriate legislation you must do so in writing, please use the comments box on the questionnaire provided and return using the prepaid envelope provided or email traffic.management@sheffield.gov.uk.

It will also be possible for residents to buy a permit allowing a vehicle to be parked in the Medical Centre car park at certain times. Please see overleaf for details.

If you have any questions, please contact me or my colleague Matt Longstaff on 0114 273 6170.

Yours faithfully

James Burdett
Engineer, Traffic Management
Transport & Highways Division

PLEASE TURN OVER

Additional Information:

NHS Sheffield is offering residents of Main Road the opportunity to use the Darnall Medical Centre car park at certain times. This offer, which is for cars only, would allow residents to park a car in the car park at the following times:

- **Monday to Friday 19:30 – 07:30**
- **Saturday 16:00 – Monday 07:30**

Parking outside of these times would not be permitted. NHS Sheffield has informed us that there would be an initial charge of £10.00 for a barrier pass, £2.00 for a permit and an annual charge of **£297.00** (£5.71/week). Permits would also be subject to terms and conditions as set out by NHS Sheffield.

Any residents who wish to apply for a permit should contact either Michelle Oakes or Elaine Needham:

Michelle Oakes
Business Manager
NHS Sheffield
722 Prince of Wales Road
Darnall
Sheffield S9 4EU

Elaine Needham
LIFT and Capital Planning Manager
722 Prince of Wales Road
Darnall
Sheffield S9 4EU

Email: michelle.oakes@nhs.net
Tel: 0114 3051019

Email: elaine.needham@nhs.net
Tel: 0114 3051162

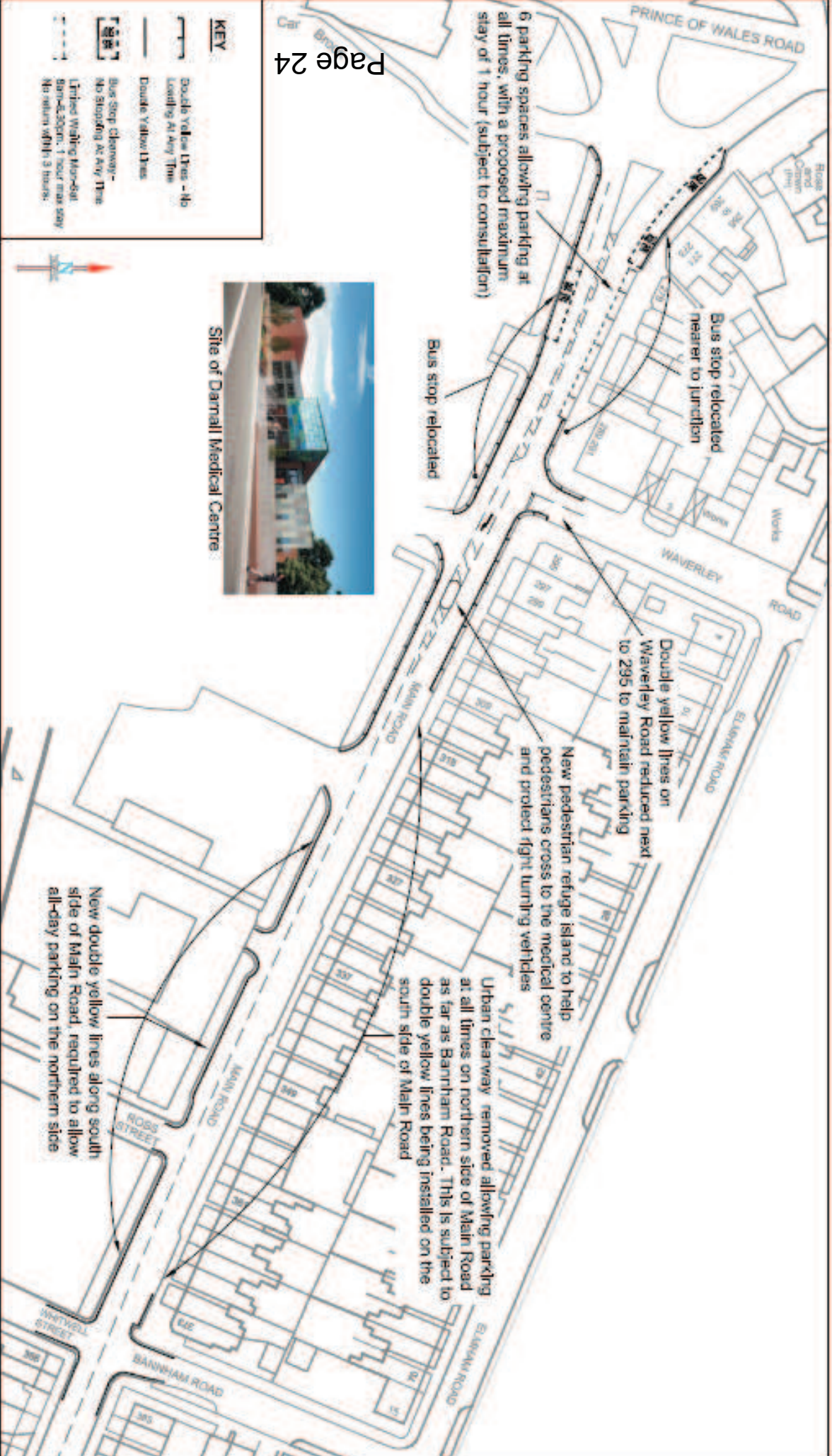
Please note that this offer would be a private parking contract between the applicant and NHS Sheffield. Sheffield City Council has no involvement in this offer.

A large print version of this letter is
available by telephoning
(0114) 273 6170

NHS SHEFFIELD – DARNALL MEDICAL CENTRE Highway Proposals, Main Road

We are seeking your views on the proposals shown on the attached plan. Please complete and return this questionnaire in the prepaid envelope provided by **9 March 2012**.

Q1.	The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				
Q2.	The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Other <input type="checkbox"/> (state time limit below)
	Please comment here:				
Q3.	The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. Do you think the island will help pedestrians to cross the road?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				
Q4	The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. Do you support the introduction of all day parking on the 'houses' side?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				



Site of Darnall Medical Centre

KEY

- Double Yellow Lines - No Loading At Any Time
- Double Yellow Lines
- Bus Stop clearway - No Stopping At Any Time
- Unidirectional Motor-Bus Lane - 200m, 1 hour max stay No return within 2 hours.

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION

TRAFFIC SECTION

2nd Floor, 200 Main Road, Sheffield S1 2DA
 Tel: 0114 2734174, Fax: 0114 2734175
 Email: transport@sheffield.gov.uk
 Director: Stuart Roper, D.L.
 Development Services

A specific sign of the Directorate of Development, Transport & Labour
 Sheffield City Council

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DR/AM	JNB	CE/GO
	FEB 12	

SHEFFIELD CITY COUNCIL

Darnall Medical Centre

Main Road Proposed Road Layout

Drawing No. **TM-BR250-C1**

Scale **Not To Scale**

Sheet **A3**

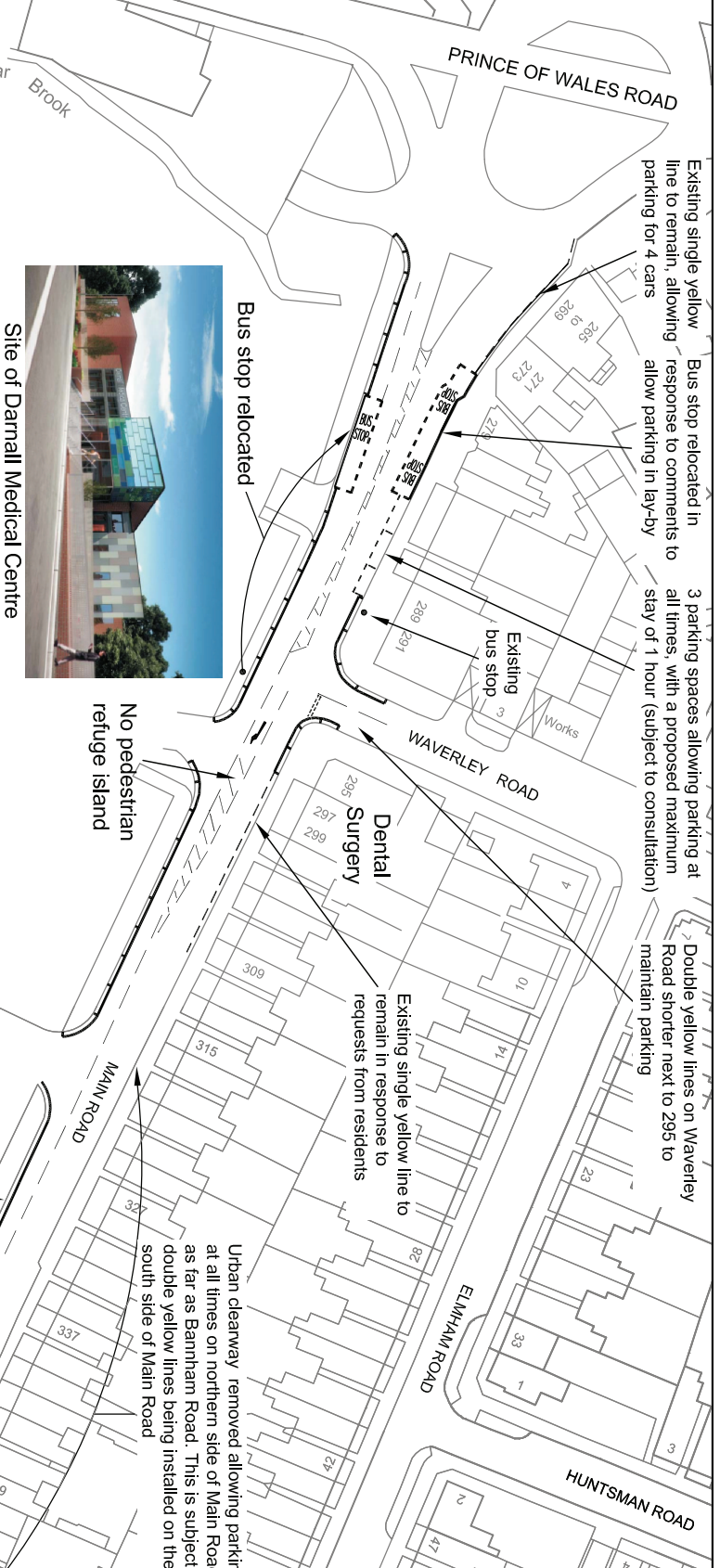
Date **FEB 12**

Development Services

Sheffield City Council

Development Environment & Future

APPENDIX D OPTION 2



KEY

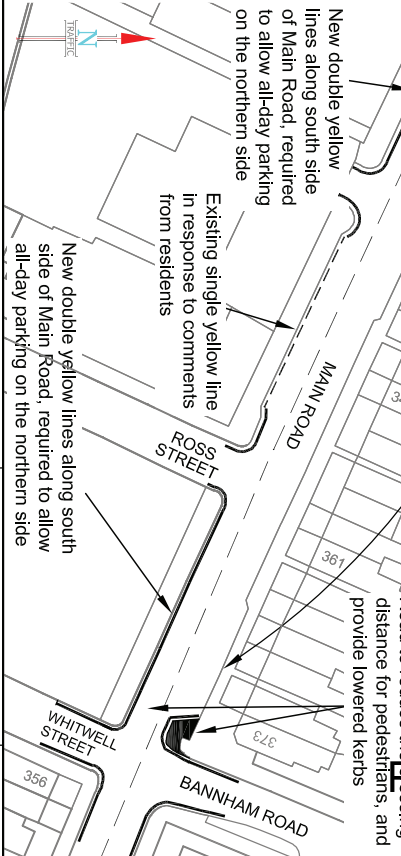
- Double Yellow Lines - No Loading At Any Time
- Double Yellow Lines
- Bus Stop Clearway - No Stopping At Any Time
- Limited Waiting Mon-Sat 8am-6:30pm, 1 hour max stay No return within 3 hours.
- Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9:30am and 4:30pm-6:30pm)

OPTION TWO

In the revised option, the pedestrian island at the end of the right turn lane has been removed. Instead, a crossing point would be provided further up Main Road, at its junction with Bannham Road. The pavement would be built out on the north side of Main Road, meaning that pedestrians have less distance to cross, although they would have to cross the whole road in one go.

Double yellow lines would still be installed for a distance of 10 metres from the junction with Waverley Road to ensure vehicles can pass the right turn lane, and the existing single yellow line would then remain as far as 309 Main Road. This would mean that, on the single yellow line, loading and parking opportunities stay as they are and is something residents wanted.

The location of the pedestrian facility depends on whether parking for local people and visitors to the dental surgery is considered to be of greater value than improved pedestrian access to the Health Centre.



**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

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Director: L. Sturich M.R.T.P.I.
Development Services

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Client: SHEFFIELD CITY COUNCIL
Scheme: APPENDIX D - Darnall Medical Centre
Drawing Title: OPTION 2 Proposed Road Layout

Drawing No. TM-BR250-C1
Scale: Not To Scale
A3
Date: May 12
Sheffield City Council
Development Environment & Leisure
DEVELOPMENT SERVICES

A Service Area of the Directorate of Development, Environment & Leisure
Sheffield City Council

DRAWN: JWB
May 12
CHECKED:

APPENDIX D - Darnall Medical Centre
OPTION 2
Proposed Road Layout

Scale: Not To Scale
A3
Date: May 12
Sheffield City Council
Development Environment & Leisure
DEVELOPMENT SERVICES

Table 1: Public response to the Darnall Health Centre proposals

	Yes	No	Not Sure	Other
Q1. The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?	56%	38%	6%	
Q2. The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?	53%	29%	12%	6%
Q3. The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. Do you think the island will help pedestrians to cross the road?	41%	35%	24%	
Q4. The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. Do you support the introduction of all day parking on the 'houses' side?	59%	24%	18%	
Q5. To what extent do you support the proposals for Main Road?	Fully support 28%	Partly support 39%	Don't support 28%	Not Sure 6%

Table 2: Additional questionnaire comments

Question One - Paraphrased Consultation Comments	Question One - Officer Response
<p>The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?</p> <p>The stop would be too near to the junction of the very busy Greenland Road.</p> <p>Do not agree that you need a marked off right hand lane. The Car wash on Main Road doesn't have one, and doesn't have a problem. Make exit from medical centre left turn only, and then people can turn round at lights to go back to Main Road.</p> <p>Yes put the bus stop at the bottom of Main Road, near the lights and crossing. Already a bus stop near Bannham Road.</p> <p>I think the bus stop in question and the bus stop between Whitwell Street and Ross Street should be removed permanently and a new bus stop placed in the lay-by between the current bus stops. I think this would then cause less traffic congestion approaching the traffic lights.</p>	<p>The bus stop location has been agreed in principle with the bus operators. They do not anticipate any service issues resulting from the proposed location.</p> <p>Planning approval was granted subject to the implementation of a right turn lane for access to the development. This is to accommodate the number of vehicles accessing the centre. It is understood that a banned right turn for vehicles leaving the car park would be hard to enforce and would more than likely be ignored.</p> <p>Comment noted and will be fed back to the SYPTE.</p> <p>Comment noted and will be fed back to the SYPTE.</p>
<p>Question Two - Paraphrased Consultation Comments</p> <p>The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?</p> <p>More than 3 hours</p>	<p>Question Two - Officer Response</p> <p>Comment noted.</p>

A time limit is not required. Our customers are here for more than an hour at times.

Comment noted.

No parking whatsoever on Main Road during the urban clearway enforcement hours – this road is too busy at peak times.

Comment noted.

Why are you giving shoppers more consideration than a NHS dentist?

Equal consideration has been given to all when designing the proposals. The consultation feedback has highlighted issues that the design to was not aware of before the consultation.

Not enough time. Residents may need to use them. If you put yellow lines at the bottom of Main Road towards Waverley Road. You're already stopping people parking as residents as well.

Comment noted.

I agree with one hour waiting time – there is a car park on Prince of Wales Road for longer stays, if needed.

Comment noted.

Local residents will park here, we have a private car park yet residents still park.

Local residents will only be able to park for the time period as indicated by the signs.

Question Three - Paraphrased Consultation Comments

The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. **Do you think the island will help pedestrians to cross the road?**

Question Three - Officer Response

Street light is quite close. However, acceptable if this helps the pedestrians.

Street lighting is required to illuminate the island and pedestrians.

Whilst constructing the island please consider placing a further one above Bannham Road to enable residents cross Main Road at peak times – which at present is almost impossible and very dangerous.

Unfortunately an additional crossing point is outside the remit and funding for this scheme. Option 2 does indicate a crossing facility at this location however this is only presented as an alternative to the pedestrian island.

Most pedestrians/bus patrons going to the health centre will be coming from Prince of Wales Road/Greenland Road/Staniforth Road areas. Therefore they can cross at the crossing by the traffic lights.

The catchment area for the health centre extends north and east of Main Road. The crossing facility would benefit pedestrians travelling from all directions.

The proposed island brings with it more double yellow lines. No good for residents with cars - restricting our parking near our homes even more.

Would add to congestion. Make exit from medical centre one way only, bus passengers would use crossing at lights.

It would be a traffic hazard at peak times, slowing the flow to one lane only.

A priority for safety on Main Road is to reduce the speed of the traffic as most of the cars exceed the 30mph speed limit.

Question Four - Paraphrased Consultation Comments

The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. **Do you support the introduction of all day parking on the 'houses' side?**

The clearway was put there for a reason initially. That was because the road was deemed hazardous if there were cars parked on the road at peak times. So therefore I do not agree to the restriction being removed.

No parking whatsoever on Main Road during the urban clearway enforcement hours – this road is too busy at peak times.

If you did change this it needs to be permit only for the residents, otherwise it would be misused by workers.

Will there be enough parking for all houses on the street.

For years residents have needed parking near there homes, we have been asking for this all the time. Most residents have cars. No double yellow lines from 309

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The provision of the island will not affect the existing road capacity/operations. A banned right turn for vehicles leaving the car park would be hard to enforce and would more than likely be ignored. It is quite possible that bus passengers will use the existing signal controlled crossing.

The provision of the island will not affect the existing road capacity/operations.

Comment noted. Unfortunately traffic calming measures are outside the remit and funding for this scheme.

Question Four - Officer Response

The road width is sufficient enough to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

The road width is sufficient enough to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

The capacity of the health centre car park satisfies planning conditions. We do not anticipate that health centre visitors or staff will need to utilise the on-street parking provision.

Feedback from some residents suggests yes - although others disagree. It is very much subject to car ownership – which could fluctuate throughout the year.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

down on house side. We need all day parking.

Parking from 295 to 309 single yellow line with same restrictions as present

Yes, with double yellow lines on the opposite side, as there is little parking on that side ever.

There is not the space.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The comment agrees with the proposals as advertised.

The road width is sufficient to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

Question Six - Paraphrased Consultation Comments

The proposed bus stop outside Komfy Homes will affect business a great deal. It will affect me during my opening times due to loading and unloading. I have heavy goods delivered on a daily basis. If I was unable to load or unload the goods I would not be able to run my business from these premises. I strongly object to the proposed relocation of the bus stop.

We won't be able to park in front of our house at all. My wife is the registered carer of her disabled mother who visits us on weekends, but these double yellow lines mean parking the car on side street and make her walk all the way to the house. We would rather the existing restrictions remain.

Please ensure that bus shelters are provided on each side of Main Road to protect visitors to the health centre. This Dental practice has been open for 30 years; our patients have always been able to park outside.

We have many elderly and infirm patients with limited mobility who need to park or are dropped off outside the surgery.

If the road outside is change, many patients would be struggling to attend appointments and patients with limited mobility will not be able to attend. A few examples

Question Six - Officer Response

The comment has been noted and acted upon. The proposals for both options 1 and 2 show a revised bus stop arrangement adjacent to Komfy Homes. It is proposed for the existing single yellow line and associated waiting restriction to remain. This way loading and unloading operations will remain unaffected.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

Comment noted and will be fed back to the SYPTE.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

of such patients are listed below.

Sisters aged 92 and 86 with limited mobility, both attending to have new dentures made. They attend the surgery four times at weekly intervals in order for this procedure to be completed. Arriving in a taxi which parked outside I then went to the parked taxi to assist them into the waiting room, a process which took quite a few minutes.

A gentleman on crutches following a knee replacement operation. Other patients with severe arthritis of lower limbs needing crutches.

A lady who has severe balance problems because of illness.

These comments have been reinforced with a petition containing 277 signatures.

The double yellow lines would mean that I still can't park outside my house.

The refuge island would not get used very much. Also it would be a traffic hazard at peak times. If omitted, the double yellow lines outside 295, 297, 299, etc would no longer be needed. This would help the dentist and insurance business. As well as the private houses. Elmham Road below Bannham Road is one-way, usually exited via Waverley Road. Waverley Road is hard enough to get out of at the best of times, with traffic on Main Road and lorries unloading to the factories on Waverley Road. If you create the right turn lane across the bottom of Waverley Road, with the increased traffic into the health centre, it will be near impossible to get out onto Main Road heading into Darnall from Elmham Road, which is already difficult to exit.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

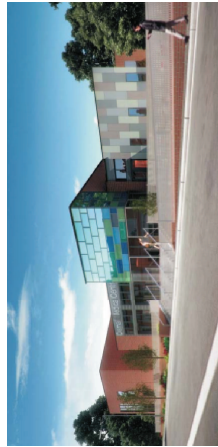
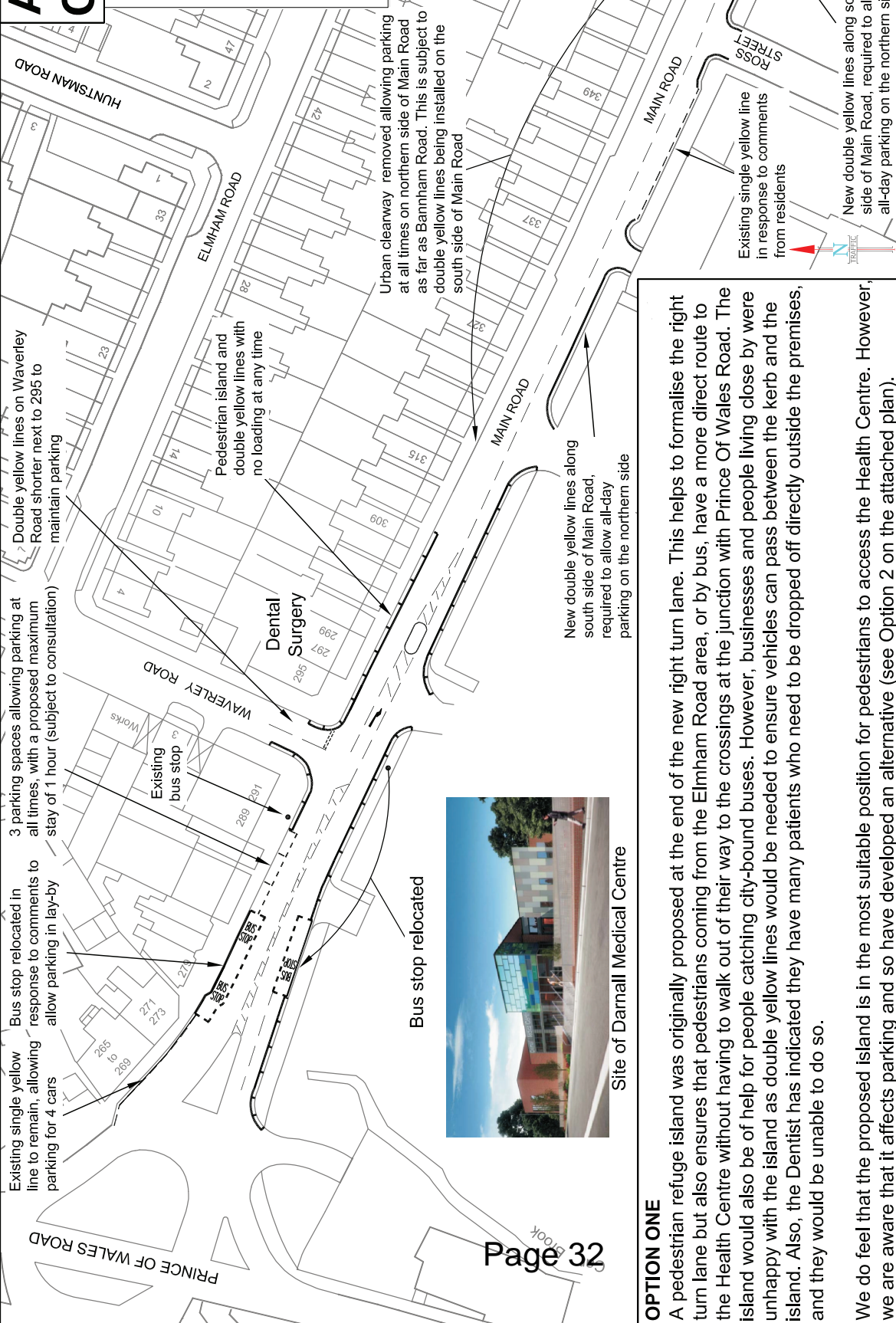
Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The Transport Assessment trip generation figures for the right turn facility seem to support this comment. There is an alternative option, although not ideal, for residents to exit left (south) onto the A6102 via Senior Road, if they wish to turn right (north) they can utilise the existing gyratory. However, the East Community Assembly will be made aware of this comment.

APPENDIX D OPTION 1

KEY

- Double Yellow Lines - No Loading At Any Time
- Double Yellow Lines
- Bus Stop Clearway - No Stopping At Any Time
- Limited Waiting Mon-Sat 8am-6.30pm, 1 hour max stay, No return within 3 hours.
- Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9.30am and 4.30pm-6.30pm)








OPTION ONE
A pedestrian refuge island was originally proposed at the end of the new right turn lane. This helps to formalise the right turn lane but also ensures that pedestrians coming from the Elmham Road area, or by bus, have a more direct route to the Health Centre without having to walk out of their way to the crossings at the junction with Prince Of Wales Road. The island would also be of help for people catching city-bound buses. However, businesses and people living close by were unhappy with the island as double yellow lines would be needed to ensure vehicles can pass between the kerb and the island. Also, the Dentist has indicated they have many patients who need to be dropped off directly outside the premises, and they would be unable to do so.

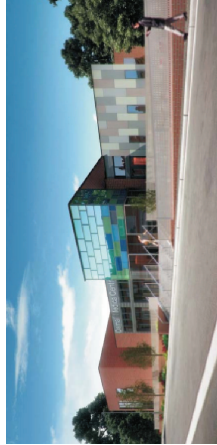
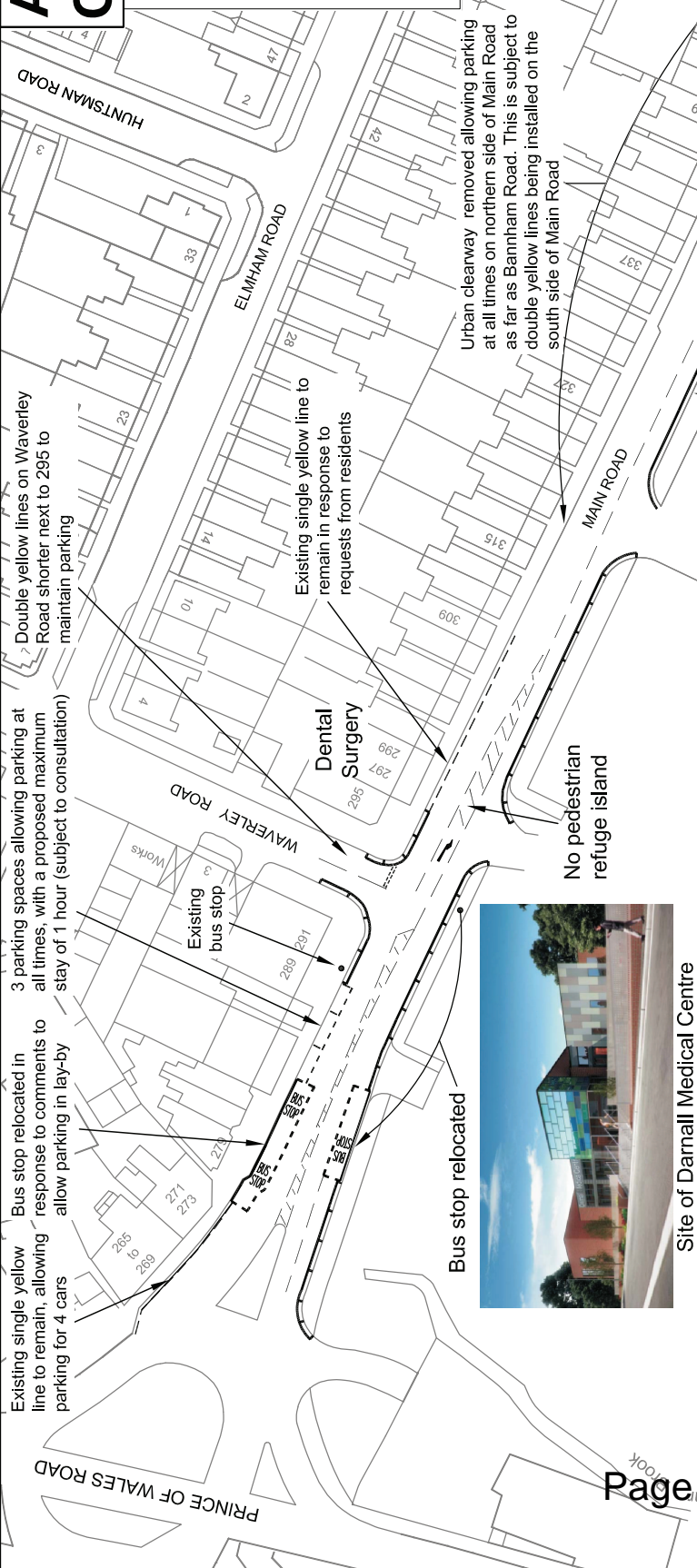
We do feel that the proposed island is in the most suitable position for pedestrians to access the Health Centre. However, we are aware that it affects parking and so have developed an alternative (see Option 2 on the attached plan).

<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: APPENDIX D - Darnall Health Centre</p> <p>Drawing No. TM-BR250-C1</p> <p>Scale: Not To Scale</p> <p>Date: May 12</p>		<p>DEVELOPMENT SERVICES</p> <p>TRAFFIC SECTION</p> <p>2-10 CABERROOK HALL ROAD SHEFFIELD S9 2DB Tel: 0114-273-6175 Fax: 0114-273-6182 E-mail: Traffic.Management@sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p>	
<p>Development Services</p> <p>A Service Area of the Directorate of Development, Environment & Leisure Sheffield City Council</p>		<p>Checked: JWB May 12</p> <p>Drawn: JWB May 12</p>	
<p>Drawing Title: OPTION 1 Proposed Road Layout</p>		<p>Development Services</p>	

APPENDIX D OPTION 2

KEY

-  Double Yellow Lines - No Loading At Any Time
-  Double Yellow Lines
-  Bus Stop Clearway - No Stopping At Any Time
-  Limited Waiting Mon-Sat 8am-6.30pm. 1 hour max stay No return within 3 hours.
-  Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9.30am and 4.30pm-6.30pm)

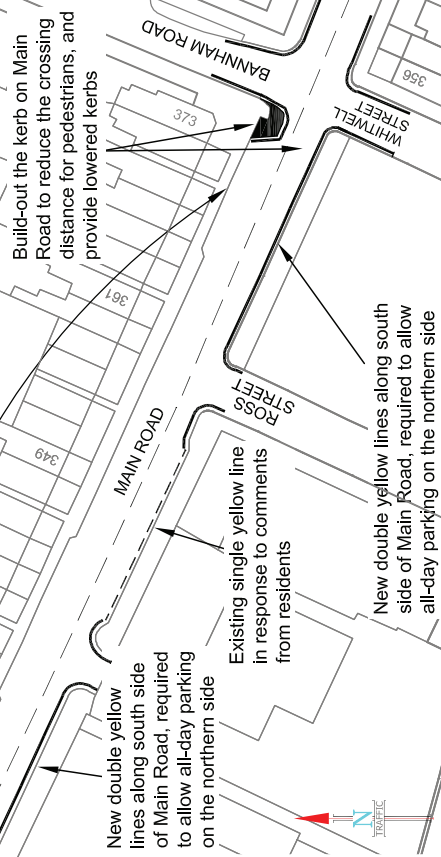


OPTION TWO

In the revised option, the pedestrian island at the end of the right turn lane has been removed. Instead, a crossing point would be provided further up Main Road, at its junction with Bannham Road. The pavement would be built out on the north side of Main Road, meaning that pedestrians have less distance to cross, although they would have to cross the whole road in one go.

Double yellow lines would still be installed for a distance of 10 metres from the junction with Waverley Road to ensure vehicles can pass the right turn lane, and the existing single yellow line would then remain as far as 309 Main Road. This would mean that, on the single yellow line, loading and parking opportunities stay as they are and is something residents wanted.

The location of the pedestrian facility depends on whether parking for local people and visitors to the dental surgery is considered to be of greater value than improved pedestrian access to the Health Centre.



DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CABERROOK HALL ROAD SHEFFIELD S9 2DB Tel: 0114-273-6175 Fax: 0114-273-6182 E-mail: Traffic.Management@sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services	Client: SHEFFIELD CITY COUNCIL	Drawing No. TM-BR250-C1	SHEFFIELD City Council Development Environment & Leisure
	Scheme: APPENDIX D - Darnall Medical Centre	Scale: Not To Scale	Drawing Title: OPTION 2 Proposed Road Layout
DRAWN: JWB May 12	CHECKED: JWB May 12	Date: May 12	Scale: Not To Scale
CAD FILE NAME: TM-BR250-Option 2			

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report

10

Report of: Executive Director, Place

Date: 14 JUNE 2012

Subject: ECCLESALL ROAD SMART ROUTE – OUTCOME OF TRAFFIC
REGULATION ORDER CONSULTATION PROCESS

Author of Report: David Whitley

Summary: The report sets out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

Reasons for Recommendations

The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with implementing additional loading and waiting restrictions in three locations along the corridor being the next phase of the wider implementation plan.

Recommendations

- To overrule the objections and make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984.
 - To seek approval to make and implement the Traffic Regulation Orders as shown in plans TM-BN721-07-TRO, TM-BN726-P2-TRO and TM-BN721-02-TRO in Appendix A
-

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Julian Ward
Equality of Opportunity Implications
None outstanding Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Central, Nether Edge, Ecclesall
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economics, Environment and Well-being
Is the item a matter which is reserved for approval by the City Council?
YES
Press release
NO

REPORT OF THE DIRECTOR OF
DEVELOPMENT SERVICES

REPORT TO CABINET HIGHWAYS COMMITTEE

14 JUNE 2012

ECCLESALL ROAD SMART ROUTE – OUTCOME OF TRAFFIC
REGULATION ORDER CONSULTATION PROCESS

1.0 SUMMARY

1.1 The report sets out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

1.2 The proposed changes were advertised using the feedback from two rounds of local consultation. This has helped develop an outline 'package' of interventions at fourteen locations along the corridor, the detail of which was reported to Cabinet Highways Committee (CHC) in December 2011.

1.3 The report seeks authority to implement the changes to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South and associated side roads as shown in Appendix A. These changes would enable three of the fourteen interventions to progress.

1.4 The Ecclesall Road Smart Route is a jointly funded project between the City Council and South Yorkshire Passenger Transport Executive (SYPTTE).

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 Previous consultation with residents, businesses and users of the corridor has taken place to develop proposals designed to improve bus and car journey times on the Ecclesall Road corridor. The next stage of the project is to start implementing changes associated with the first two phases of consultation and re-design some elements of the scheme to enable the public to respond to revised plans of the proposed interventions. The planned changes should make it easier for most users to travel along the corridor.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about existing travel conditions along Ecclesall Road. The overall project contributes to the "sustainable and safe transport" objective with proposals to improve access to the public transport network, public transport journey time

reliability and alternatives to the private car for some local journeys in Sheffield.

- 3.2 A key outcome of the report will be approve the implementation of loading and waiting restrictions on Ecclesall Road, Ecclesall Road South and associated side roads.

4.0 REPORT

Background

- 4.1 The second Local Transport Plan (LTP) identified Ecclesall Road as a 'congestion target route' aimed at reducing personal journey times and providing better public transport. The main locations of journey delay were at Hunters Bar and Moore Street roundabouts, but local consultation helped develop an outline 'package' of interventions at fourteen locations along the corridor. More detail about the fourteen intervention areas are included in Appendix B.

Traffic Regulation Order (TRO) Consultation

- 4.2 The TRO containing the amendments were advertised from 16th December 2011 to 13th January 2012. Around 120 letters were distributed to properties most closely affected to highlight the proposed changes to the TRO. In addition, an email was sent to around 450 people who had expressed an interest in being kept informed about changes on Ecclesall Road. Finally, street notices were used to make people aware that plans were available in Howden House and on the internet.
- 4.3 A total of 27 responses were received during the TRO consultation period. There were:
- 13 comments supporting the changes
 - 2 comments supporting the changes (with conditions)
 - 4 comments objecting to the changes and
 - 8 more general comments: with two asking for further alterations to the proposed restrictions.
- 4.4 This report forms the basis of the response to the comments made during consultation.

Consultation analysis

- 4.5 Traffic Regulation Orders were advertised in five different locations. **Location One: Ecclesall Road (outbound) between Marmion Road and Carrington Road.** Details of the planned restriction are shown in plan TM-BN721-07-TRO in Appendix A. The total length of double yellows proposed would remove around 10 parking spaces, which are currently available for use during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday.

- 4.6 There were six responses relating to this area, three supporting, two comments (accepting the rationale of the scheme, but requesting that existing restrictions on the opposite side of Ecclesall Road be reduced) with one objection based on the reduction in parking opportunities in the area.
- 4.7 In previous consultation, nine respondents suggested parking restrictions at this section of Ecclesall Road as double yellow lines would provide a similar benefit to the originally proposed widening of the road at a much lower cost.
- 4.8 The suggestion made by two traders that the bus stop clearway on the inbound side of Ecclesall Road at Carrington Road be reduced is achievable. This could create up to three additional parking spaces in the area without the need to re-advertise a further Traffic Regulation Order. However, it would require moving a bus stop and shelter. This would involve additional local consultation and cost around £4500 to put in a raised kerb and tactile paving in the new location.
- 4.9 Although just a sample, weekday parking surveys showed that a maximum of 21 vehicles (50% of on spaces on both sides of the road) were parked on the section of Ecclesall Road between Marmion Road and Carrington Road. Although the number of spaces in this section would be reduced by around 10, there would still be around 32 spaces available on both sides of the road with 8 being on the outbound side.
- 4.10 Demand for the available parking spaces is higher on Saturdays - with occupancy being up to 75% on the outbound side of Ecclesall Road. However, the demand would appear to come primarily from short stay visitors rather than local residents as many residents choose to park behind their properties, on Marmion Road. In summary, there should still be reasonable spare parking spaces on either side of the road on Ecclesall Road.
- 4.11 It is therefore recommended to progress with the implementation of the double yellow lines on the outbound side of Ecclesall Road between Marmion Road and Carrington Road, but not to change the inbound bus stop clearway markings at this point. It is a good suggestion and will be progressed should monitoring show that there is real demand for the small number of extra spaces that could be created. However, there is currently no funding within the project budget to deliver this change, so it could only be delivered if there is a cost saving within the scheme and it is considered necessary to provide additional parking in the area.
- 4.12 **Location Two: Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road.** Details of the planned restriction are shown in plan TM-BN726-P2-TRO in Appendix A. The total length of double yellows would remove five spaces, which are currently available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday.

- 4.13 There were three responses relating to this area, one objecting to the changes and two more general comments. The objection was based on the reduction in parking and loading and unloading opportunities in the area.
- 4.14 In previous consultation, thirty six respondents welcomed the proposals including the double yellow lines in the area. Although comments about the proposals were generally favourable (particularly about the introduction of double yellow lines to reduce the effect that waiting traffic has on through traffic in the area), there were concerns raised about the affect on trade of additional waiting restrictions in the area. As it was not proposed to introduce loading and unloading restrictions in this area, loading and unloading will still be allowed on the double yellow lines outside the shops.
- 4.15 Although just a sample, weekday parking surveys have shown that a maximum of six vehicles (30% of on spaces on both sides of the road) were parked on the section of Ecclesall Road between Greystones Road and Carrington Road. Although the number of spaces in this section would be reduced by around five, there would still be around 15 available.
- 4.16 Demand for the available parking spaces is higher on Saturdays - with occupancy being around 75% on the inbound side of Ecclesall Road, primarily short stay visitors and not residential. The outbound side still has plenty of spare parking spaces.
- 4.17 Despite their being available parking opportunities further down the hill on the outbound side of Ecclesall Road, the proposed length of the double yellow line was reviewed in the response to the objection. It may be possible to achieve the same benefits at Greystones Road with a slightly reduced length of double yellow line. This would retain up to two parking spaces in the area near Greystones Road.
- 4.18 It is therefore recommended to progress with the Traffic Regulation Order to implement the full extent of double yellow lines on the outbound side of Ecclesall Road between Carrington Road and Greystones Road, but not actually implement a 10m section to retain a small amount of parking near the shops. However, should monitoring show that the retained parking still causes delays for 'through' traffic trying to get past the right turning traffic into Greystones Road, double yellow lines would be extended in place of the retained parking area. If this suggested approach is taken, the double yellow lines could be extended without the need to advertise an additional Traffic Regulation Order, but it would provide an opportunity to see if a small amount of parking could be retained in the area.
- 4.19 Details of the restriction to be implemented initially are also shown in plan TM-BN726-P2-TRO in Appendix A.

- 4.20 **Location Three: Providing right turning lanes off Ecclesall Road South into Gisborne Road and Ringinglow Road - so these vehicles wait out of the way of through traffic.** Details of the planned restriction are shown in plan TM-BN721-02-TRO in Appendix A. The total length of double yellows would remove around twenty spaces (five on Gisborne Road), which are currently available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday on Ecclesall Road South and at all times on Gisborne Road.
- 4.21 There were six responses relating to this area, two supporting the proposals, three more general comments and one objection. The general comments were based on concerns that the right turn out of Gisborne Road onto Ecclesall Road should be banned and double yellows at the end of Gisborne Road would simply move the parking issues further up Gisborne Road. In addition, a resident of Ecclesall Road South wanted to make it easier to reverse into their drive while an employee representing Henry Boot contacted us concerned about the ease of leaving Banner Cross Hall towards town.
- 4.22 In previous consultation, forty nine respondents welcomed the proposals including the double yellow lines in the area whilst twenty eight residents thought that the scheme that these lines were part of would create additional congestion.
- 4.23 It is not intended to ban the right turn from Gisborne Road into Ecclesall Road South although this could reduce queue length on Gisborne Road for traffic turning left onto Ecclesall Road South. It would have a negative impact in terms of restricting access for residents and divert additional traffic on Ecclesall Road South's already heavily trafficked other junctions, such as Ringinglow Road and Bents Road.
- 4.24 Cyclists raised concerns about encouraging more vehicles to use the nearside lane, making conflict with slower moving cyclists more likely. Although an opportunity would be taken when remarking the Ringinglow Road junction to increase the inside (uphill) lane slightly for cyclists, it is proposed to continue to progress investigations into both a quiet road parallel cycle route to Ecclesall Road/Ecclesall Road South and a shared use cycle route using the existing footway on Ecclesall Road South too. Although the uphill footway in this area is not heavily used by pedestrians, with widths being less than 2m in places, providing a shared use (walking and cycling) facility would require investment and further local consultation in the area. A 'Keep Clear' marking will now be included in the detailed design to improve the egress from Banner Cross Hall.
- 4.25 The improved right turn lane from Ecclesall Road South to Ringinglow Road that would be 'enabled' through the advertised TRO should provide clarity of lane usage and improving road safety through reducing 'weaving' between lanes.

- 4.26 It is therefore recommended to progress with the Traffic Regulation Order to implement the full extent of double yellow lines on the outbound side of Ecclesall Road South between Gisborne Road and Ringinglow Road.
- 4.27 **Location Four: Ecclesall Road (outbound) at the junction of Blenheim Mews.** The total length of new double yellows involves the removal of around four spaces, which are currently available all day every day.
- 4.28 There were eight responses relating to this area, seven supporting the proposals and one more general comment about wanting additional restrictions, which could not be delivered without a revised Traffic Regulation Order being advertised. As there were no objections to this part of the order, the order was approved using delegated authority and was 'sealed'. Works are due on site imminently.
- 4.29 **Location Five: To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself.** This would make it easier for all traffic to move into the correct lane and travel around the roundabout.
- 4.30 In previous consultation, 65 respondents provided feedback about the proposals for Moore Street Roundabout, with sixteen respondents welcoming the proposals, while another eleven made comments about the road markings in the area. One issue that was raised during the April 2011 wider scheme consultation was the need to plan for a two lane exit onto Moore Street/Charter Row – particularly in advance of the New Retail Quarter This would be achieved through removing a short section of build out, but would also require removal of an underused on street parking area for about 10 cars in front of the electricity substation. At the same time, removing the 'offside' section of build out will enable easier bus access to the bus lane on the approach to Fitzwilliam Gate.
- 4.31 There were no objections to the Traffic Regulation Order to remove the parking area, so following approvals obtained from CHC in December 2011, the order was 'sealed' and the scheme was implemented in March 2012.
- Relevant Implications**
- 4.32 Subject to members' approval, it is proposed to fund the anticipated £8,000 cost of implementing the signing and lining changes associated with this Traffic Regulation Order using the 2012/13 Local Transport Plan (LTP) allocation. Although the outline LTP allocations were approved at CHC on 26th April 2012, individual schemes within the programme still need Cabinet approval, which will be obtained through the CAF process. There are no legal implications associated with this report.

4.33 A full Equality Impact Assessment (EIA) has been undertaken for the Ecclesall Road Smart Route scheme and was reported to CHC on 8th December 2011. It concludes that the actions proposed are equality neutral in most cases although they may have some low level negative effects on certain groups (e.g. elderly, disabled). An action plan has therefore been prepared to mitigate these impacts where possible and is set out in the full EIA document.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Officers considered the degree of outline support for the proposals and the content of each individual comment received. Not implementing these proposed interventions is an option, but would be contrary to 'working better together' value of the Council Plan "Standing up for Sheffield"

5.2 Other options considered included widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road. The change in kerb location would involve significant costs associated with moving statutory undertakings plant. Implementing parking restrictions in this section rather than widening provides the same benefit for much less cost.

5.3 In terms of not carrying out the implementation of changes advertised in the Traffic Regulation Orders, doing nothing is an option, but would lead to a continuation of a less effective use of highway capacity along the corridor.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with implementing additional loading and waiting restrictions in three locations along the corridor being the next phase of the wider implementation plan.

7.0 RECOMMENDATIONS

7.1 To overrule the objections and make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984.

7.2 To seek approval to make and implement the Traffic Regulation Orders as shown in plans TM-BN721-07-TRO, TM-BN726-P2-TRO and TM-BN721-02-TRO in Appendix A

Simon Green
Executive Director of Place
14 June 2012

Appendix A: Ecclesall Road Smart Route - revised loading and waiting restrictions

Appendix B: A brief summary of the 14 interventions along Ecclesall Road.

B1. Those interventions that are 'enabled' by approving the recommendations in this report (numbered 3, 7 and 8) are highlighted in italics.

- **Intervention 1:** Bents Green local shopping area. Highlighting that planned bus stop, crossings and parking management improvements would not be progressed.
- **Intervention 2:** At the junction with Knowle Lane, providing a new bus shelter closer to the road, allowing people to wait in more comfort and still see approaching buses.
- ***Intervention 3:*** *Providing right turning lanes off Ecclesall Road South into Ringinglow Road and Gisborne Road - so these vehicles wait out of the way of through traffic.*
- **Intervention 4:** Mini-roundabouts on Ecclesall Road South at Brincliffe Edge Road. Highlighting that such a facility would significantly affect traffic flow along the road and as such will not be progressed.
- **Intervention 5:** Moving the inbound bus stop at Glenalmond Road slightly down hill would allow traffic to flow more freely by reducing the frequency that a stopped bus blocks other traffic
- **Intervention 6:** Making the outbound bus lane on the approach to the traffic lights at Psalter Lane slightly shorter.
- ***Intervention 7:*** *Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road. Moving the inbound bus stop to the north side of Greystones Road to maintain a through lane for traffic passing vehicles waiting to turn right into the Co-op.*
- ***Intervention 8:*** *Highlighting that the costs associated with widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road would mean that it would not be progressed, but a suggestion to achieve the same benefits through new loading and waiting restrictions will.*
- **Intervention 9a:** Amending the approach to Hunters Bar by removing the inbound and outbound bus lanes between Hunter's Bar and Rustlings Road and improving the pedestrian crossings on the roundabout itself.
- **Intervention 9b:** Amending Hunters Bar roundabout to provide two 'proper' lanes on the roundabout and improved lane markings on the roundabout approaches.
- **Intervention 9c:** Amending Hunters Bar roundabout to improve pedestrian crossing facilities on all sides of the roundabout, widening the islands to

make more space for pedestrians crossing and moving the crossings slightly so that traffic is less likely to queue back onto the roundabout.

- **Intervention 10:** Amendments to parking spaces on Ecclesall Road (from Summerfield Street to Hunters Bar) to ease right turning movements (particularly outbound) off Ecclesall Road and lengthening or moving a small number of bus stops.
- **Intervention 11:** A new pedestrian controlled crossing near the Nursery Tavern – implemented and funded as part of a Marks and Spencer’s retail development on the former Evans Halshaw site.
- **Intervention 12:** Lengthening the merge on Ecclesall Road (outbound) beyond Summerfield Street.
- **Intervention 13:** To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself
- **Intervention 14:** Marginal road widening and lane management improvements on Charter Row and Hanover Way approaches to Moore Street roundabout.

APPENDIX A

TM-BN721-07-TRO



Proposed double yellow lines as an alternative to previously proposed carriageway widening.

N.B. ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

KEY

- Proposed Double Yellow Lines
(Prohibition of Waiting at Anytime with No Loading
Mon - Fri, 7:30am-9:30am and 4:00pm-6:30pm)
- Existing Double Yellow Lines
(Prohibition of Waiting at Anytime with No Loading
Mon - Fri, 7:30am-9:30am and 4:00pm-6:30pm)
- Existing Single Yellow Line
(Prohibition of Waiting and No Loading, Mon - Fri,
7:30am-9:30am and 4:00pm-6:30pm)

**DEVELOPMENT SERVICES
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 Director: L Sturch, M.R.T.P.I.
 Development Services

A Service Area of Place
 Sheffield City Council

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DRAWN: ML
 CHECKED: Nov 11

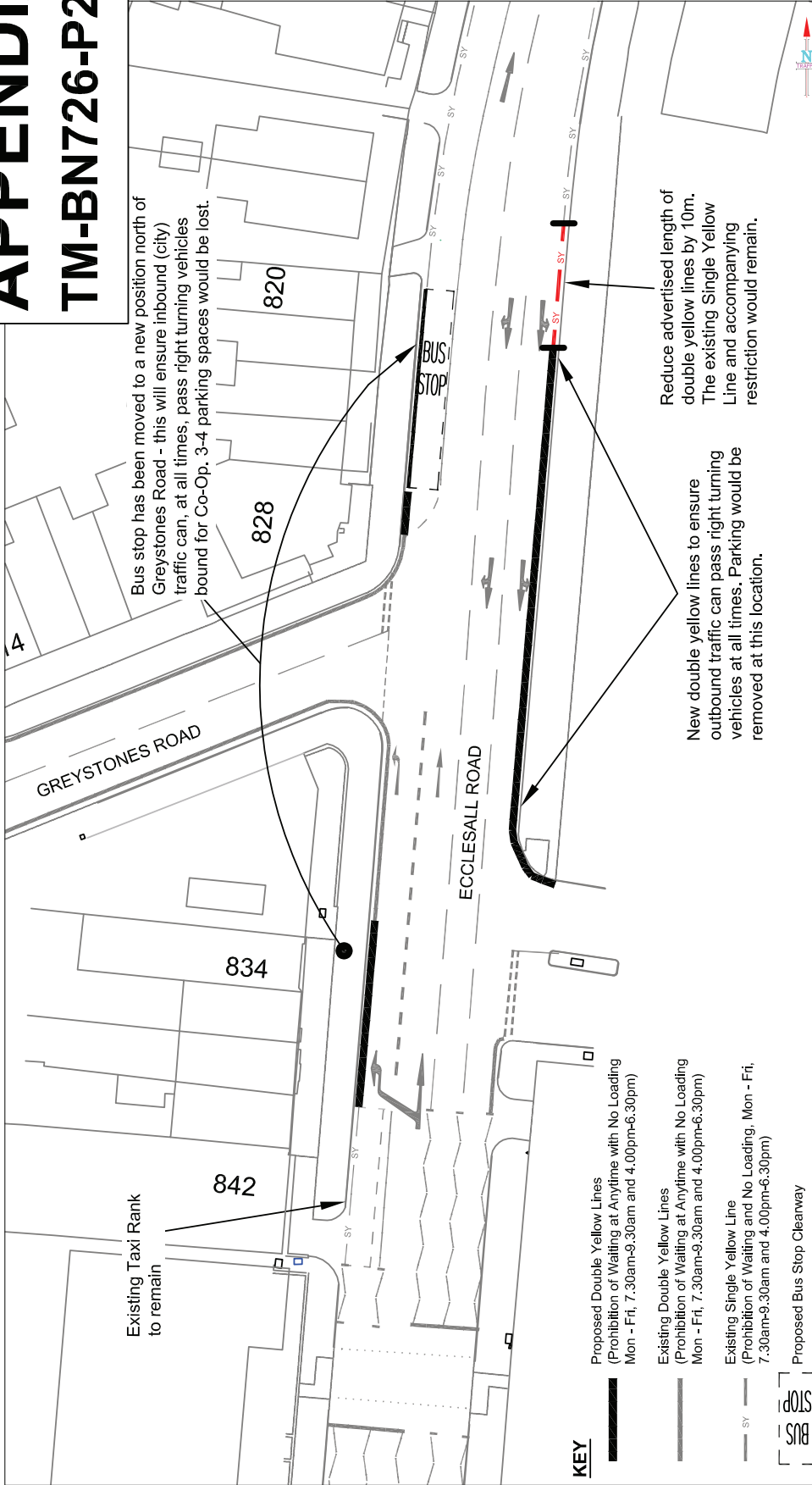
Client: SHEFFIELD CITY COUNCIL
 Scheme: Ecclesall Smart Route
 Drawing Title: Rustlings Road to Greystones Road Traffic Regulation Order

Drawing No. TM-BN721-07-TRO
 Scale: 1:500
 Date: Nov 2011

TRAFFIC MANAGEMENT

APPENDIX A

TM-BN726-P2-TRO



DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD, S9 2DB Tel. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Development Services Director: L Sturch M.R., T.P.I.	Client SHEFFIELD CITY COUNCIL		Drawing No. TM-BN726-P2-TRO	Sheffield City Council TRAFFIC MANAGEMENT
	Scheme Ecclesall Road Smart Route			
Drawing Title Ecclesall Road/Greystones Road Proposed Scheme		Scale 1:500	Date NOV 2011	Millimetres
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A Service Area of Place Sheffield City Council CAD FILE NAME:				

APPENDIX A

TM-BN721-02-TRO



N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

KEY
Proposed Double Yellow Lines (Prohibition of Waiting at Anytime with No Loading Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Double Yellow Lines (Prohibition of Waiting at Anytime with No Loading Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Single Yellow Line (Prohibition of Waiting and No Loading, Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Bus Stop Clearway

**DEVELOPMENT SERVICES
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 D Curtis B.A., Dip. T.P., M.R.T.P.L., F.I.H.T.
 Head of Development Services

A Service Area of the Directorate of Development, Environment & Leisure
 Sheffield City Council

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 Sheffield City Council/LA07/6325

DRAWN: ML
 Nov 11

CHECKED:

Client: SHEFFIELD CITY COUNCIL

Scheme: Ecclesall Smart Route

Drawing Title: Carterknowle Road to Ringinglow Road Traffic Regulation Order

Drawing No. TM-BN721-02-TRO

Scale 1:500

Millimetres

Date Nov 2011

DEVELOPMENT SERVICES

Sheffield City Council
 Development Environment & Leisure



Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 June 2012

Subject: Objections to proposed Traffic Regulation Orders associated with Community Assembly Small Highway Schemes

Author of Report: S. Collier – 0114 2736209

Summary:

The report sets out the public response to the advertised Traffic Regulation Orders (TROs) to introduce waiting restrictions at several locations in respect of small highway schemes being promoted by the Community Assemblies.

Reasons for Recommendations:

- The Traffic Regulation Orders for all the schemes included in this report are considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council
- Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents'/business concerns.

Recommendations:

- Overrule the objections to the traffic regulations on Hemsworth Road and Warminster Road and the restrictions be introduced as shown in the plan in Appendix A-1.
- Uphold in part the objections to the proposed traffic regulations for Cadman Street/High Street, Mosborough, Vicarage Lane, Dore, Latham Square/Trap Lane and Carr Bank Lane, Carr Bank Close and Armthorpe Road and introduce the revised proposals as shown in the plans in Appendices C-1, C-2, C-3 and C-6;
- Overrule the objections to the proposed traffic regulations to introduce a 30 minute limited waiting restriction adjacent to properties Nos 52-66(inclusive) High Street, Mosborough and the replacement of a restriction of waiting Monday –Saturday 8am -6.30pm by a prohibition of waiting at any time (Double Yellow Lines) adjacent to properties Nos 109-125 High Street, Mosborough and introduce the restrictions as shown in the plan included in Appendix A-4;
- Overrule the objections to the proposed traffic regulations on Bunting Nook and Bunting Close and, initially, introduce the restrictions as shown in the plan in Appendix C-4.
- Make the Traffic Regulation Orders, as amended, in accordance with the Road Traffic Regulation Act, 1984;
- Inform the petitioners, objectors and other respondents accordingly.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Catherine Rodgers
Legal Implications
NO Cleared by: Julian Ward
Equality of Opportunity Implications
NO 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
South, South East & South West areas of Sheffield
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY SMALL HIGHWAY SCHEMES

1.0 SUMMARY

- 1.1 The report sets out the public response to the advertised Traffic Regulation Orders (TROs) associated with several small highway schemes being promoted by the Community Assemblies.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes outlined in this report respond to requests from local residents and businesses.
- 2.2 The proposed waiting restrictions should have a positive impact on road safety by improving visibility, manoeuvrability and access for motorists, residents and pedestrians.
- 2.3 The proposals should also benefit shop businesses by providing a turn over of parking spaces adjacent to their premises.
- 2.4 The process involved in consulting on these schemes supports the 'Standing Up for Sheffield' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals which have been requested by local residents/businesses.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The various schemes included in this report should meet the objectives of addressing the issues which have been raised by customers.
- 3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

4.0 REPORT

- 4.1 The following schemes were formally advertised as part of the TRO process between 27 January and 17 February 2012 and have received objections. The advertising consisted of a notice in the 'Sheffield Star' newspaper on 27 January 2012, notices posted on street and letters delivered/posted to properties directly affected by the proposals. The relevant Community Assembly for each scheme is given in brackets:
- a) Hemsworth Road/Warminster Road (South)
 - b) Bunting Nook/Bunting Close (South)
 - c) Cadman Street/High Street, Mosborough. (South East)
 - d) High Street, Mosborough - 2 proposals (South East)
 - e) Vicarage Lane, Dore (South West)
 - f) Latham Square/Trap Lane (South West)
 - g) Carr Bank Lane/Carr Bank Close/Armthorpe Road (South West)

- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals on 27 January 2012. No objections were received.
- 4.3 The relevant Ward Members for each Community Assembly have been contacted regarding the objections, in accordance with the procedure agreed between the Cabinet Member responsible for Transport and Highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes.
- 4.4 Ward Members have confirmed their unanimous support for implementing the Hemsworth Road/Warminster Road, High Street, Mosborough and Bunting Nook/Close proposals. With regard to the proposals at the Cadman Street/High Street, Mosborough junction and Vicarage Lane, Dore , local Ward members have are recommending that in each case the restrictions should be reduced in length in response to the objections/responses which have been received.
- 4.5 The views of the Community Assembly Ward Councillors on the two remaining schemes namely Latham Square/Trap Lane and Carr Bank Lane/Carr Bank Close/ Armthorpe Road are still awaited and will be reported verbally at the Cabinet Highways Committee meeting.
- 4.6 The original scheme plans are set out in Appendix A and the objections summary received for each of the schemes are shown in Appendix B. The recommended revised proposal plans are shown in Appendix C.

Financial Implications

- 4.7 The schemes specified in this report have all been included in the relevant Community Assembly's Small Highway Schemes Programme. There are no other known financial implications at this stage.

Equality and Diversity Implications

- 4.8 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and disabled people.

5.0 ALTERNATIVES CONSIDERED

- 5.1 These schemes have been designed to meet local needs/priorities as identified by Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assemblies.
- 5.2 The schemes have since been amended, where necessary, to try and address the concerns raised by residents/businesses.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Orders for all the schemes included in this report are considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council.
- 6.2 Local Ward Councillors and officers have given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents/business concerns.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the proposed traffic regulations on Hemsworth Road and Warminster Road and the restrictions be introduced as shown in the plan in Appendix A-1.
- 7.2 Uphold in part the objections to the proposed traffic regulations for Cadman Street/ High Street, Mosborough, Vicarage Lane, Dore, Latham Square/Trap Lane and Carr Bank Lane, Carr Bank Close and Armthorpe Road and the revised proposals be introduced as shown in the plans in Appendices C-1, C-2, C-3 and C-6.
- 7.3 Overrule the objections to the proposed traffic regulations to introduce a 30 minute limited waiting restriction adjacent to properties Nos. 52-66 (inclusive) High Street, Mosborough and the replacement of a restriction of waiting Monday – Saturday 8am – 6.30pm by a prohibition of waiting at any time adjacent to properties 109-125 High Street, Mosborough and introduce the restrictions as shown in the plan in Appendix A-4.
- 7.4 Overrule the objections to the proposed traffic regulations on Bunting Nook and Bunting Close and, initially, introduce the restrictions as shown in the plan in Appendix C-4.
- 7.5 Make the Traffic Regulation Orders, as amended, in accordance with the Road Traffic Regulation Act, 1984.
- 7.6 Inform the petitioners, objectors and other respondents accordingly.

Simon Green
Executive Director, Place

16 May 2012

APPENDIX B – Summary of TRO Advertising/Consultation Results

Hemsworth Road/ Warminster Road

Scheme information

The purpose of the proposed waiting restrictions on Warminster Road are to help the passage of buses and improve traffic flow generally. The proposed waiting restrictions on the section of Hemsworth Road serving properties Nos. 77-97 are designed to help the residents get access to their properties. Much of the on-street parking in this area is associated with visitors to Graves Park. A plan of the scheme is included in Appendix B-1.

TRO Advertising/Consultation Results

Four responses have been received, one in support of the Warminster Road proposals and three objections, two relating to Warminster Road and one relating to Hemsworth Road.

Details of Supportive Response:-

The residents of a property on Warminster Road thoroughly approve of the proposed restrictions adjacent to their property as they feel they will help prevent the inconsiderate and dangerous parking associated with visitors to Graves Park which occurs regularly on spring/summer days often causing traffic flow problems, particularly for buses and emergency vehicles. They are concerned that the proposal to charge for parking in Graves park will only add to the on-street problems.

Details of Objections:-

Warminster Road Proposals

1. A resident of Warminster Road whose driveway takes access from Warminster Place objects to the proposals unless something is done about the knock on effect they will have on Warminster Place, in particular, the section from the junction of Warminster Road to his driveway. He feels that Warminster Place is continually ignored when any proposals are put forward for this area and as a result it bears the brunt of any transfer of parking which occurs. He states that the current waiting restrictions which apply only on Sundays on Warminster Road have resulted in users of the nearby University playing fields parking their vehicles on Warminster Place obstructing driveways and pavements and narrowing the width of the road to such an extent that emergency vehicles would have access problems. He also states that residents of Warminster Road use Warminster Place to park their cars from Saturday until Monday morning to cater for the Sunday restrictions. He also considers that the proposed restrictions are needed more at night and at weekends than the present proposed times of 8am to 6.30pm.
2. A resident of Warminster Road who objects strongly to the yellow lines being Introduced outside their property because they have three cars and only two can be

accommodated on their property. They say they are frustrated with the inconsiderate parking by visitors to Graves Park and the parking problems they cause but question where they are to park when the proposed restrictions are in place. They are aware that money has been spent on improving facilities in the park and feel it would be a shame if people were put off going to the park because of a lack of parking facilities. They ask whether it would be better to invest in more parking facilities within the park to encourage visitors instead of deterring them.

Hemsworth Road proposals

1. A resident of the affected cul-de-sac serving properties Nos. 77-97 Hemsworth Road disagrees with the proposal to introduce waiting restrictions in the cul-de-sac. Despite the fact that it can be chaotic at times, she says that she has no objection to visitors to Graves Park leaving their vehicles in this area as she and her husband have never had an occasion when they have been unable to find a parking space. The restrictions would not only remove parking spaces for park users but would also make it more difficult for visitors to the residents to find a space. She feels it would be more appropriate to denote the driveways with 'Keep Clear' road markings and as long as driveways are not blocked she cannot see any advantage in the restrictions. She also considers that more car parking should be provided within Graves Park to meet the demand otherwise visitors have no option but to park on the adjacent streets.

Assessment

The objections have been considered by the Community Assembly Ward Councillors and it is recommended that the objections be over-ruled and the proposed restrictions on Hemsworth Road and Warminster Road be introduced as advertised. Nevertheless, it is felt that, in the light of the issues raised by the residents, consideration should be given to the provision of additional parking facilities in Graves Park and the introduction of waiting restrictions on Warminster Place.

Bunting Nook/Bunting Close

Scheme Information

The proposals are to provide double yellow lines on Bunting Nook and Bunting Close to prevent vehicles parking, in particular, in the narrow section of Bunting Nook between Hemsworth Road and Bunting Close to improve traffic flow and access for residents/motorists. Plans of the scheme are included in Appendices B-2 and B-3. You will note that the plans show double yellow lines on the full length of both Bunting Nook and Bunting Close. However, initially the intention is to provide double yellow lines on both sides of Bunting Nook between its junction with Hemsworth Road and Bunting Close and on the junction of Bunting Close and Bunting Nook. It is only proposed to introduce further lines on the remainder of Bunting Nook/Close if further problems arise as a result of a displacement of parking. The views of affected residents and local Ward Councillors would be taken into account before any additional road markings were introduced. If any further objections are received these would be resolved by this Committee.

TRO Advertising/Consultation Results

Seven responses were received, five in support of the proposals and two with objections.

Details of Supportive Responses :-

1. These responses are from residents of Bunting Close who all feel that the proposed Restrictions on Bunting Nook between Hemsworth Road and Bunting Close are a good idea and well overdue because of the thoughtless way people park. They all have reservations/concerns that the restrictions will transfer the parking problems to Bunting Close and a couple of them have suggested the introduction of a resident only parking scheme on Bunting Close to solve the potential problems.

One resident feels that the restrictions should continue along the full length of Bunting Nook to the point where the road widens near to the entrance to Norton Hall Farm. However, he considers that putting double yellow lines on the full length of Bunting Close is beyond our remit and will penalize the residents, a concern which has been raised by other residents.

Details of Objection Responses:-

1. A resident of Bunting Close is objecting to the introduction of parking restrictions on her road as it would leave the residents with limited parking space. She concurs that the main problem is on Bunting Nook between Hemsworth Road and Bunting Close but considers this has got worse since the car park in Graves Park has had individual spaces marked out. She feels that this has resulted in a lot of wasted space and fewer parking spaces.
2. A resident of Bunting Nook is objecting to the proposals in their current form. He states that if the restrictions only applied to the northern section of Bunting Nook, between Hemsworth Road and Bunting Close he would support this proposal. However, he says that he cannot support the proposal to double yellow line the southern section of Bunting Nook even with our assurance that we would not implement the lining in this section unless there is a further problem and only then following consultation with affected residents. He has suggested that we amend the scheme to apply parking restrictions in the northern section of Bunting Nook only and if there is a transfer- parking problem then a single yellow line may be more appropriate for the southern section.
3. He feels that because there is no off-street parking available in the area other than the small amount for the Animal Farm in Graves Park and Norton Free School, there is a need to make on-street parking available for the people involved in a variety of activities such as sports ground users, churchgoers, school and nursery parents and visitors to Graves Park. He also states that he has lived on Bunting Nook for 14 years and never experienced any parking problems. He considers that the only difficulty to traffic movement in the area is at the north end of Bunting Nook when visitors to Graves Park obstruct the highway. He feels that this is an infrequent problem and cannot justify double yellow lines on the whole of Bunting Nook.

Assessment

The responses to the proposals have been considered by local Ward members acting on behalf of the South Community Assembly and they are recommending that the objections be overruled and the restrictions be introduced in two stages as outlined in the scheme information. The proposed restrictions would be introduced initially as shown in the plan in Appendix C-4.

Cadman Street/High Street, Mosborough

Scheme information

The purpose of the scheme is to provide waiting restrictions on the junction to prevent vehicles parking and improve visibility and access for other motorists and road users using the junction. A plan of the scheme is included in Appendix A-4.

TRO Advertising/Consultation Results

Three responses were received, two with objections and one with concerns about the proposals. Details of the responses are as follows:-

1. A former Ward Councillor has objected very strongly on the grounds that other junctions in the Mosborough area have greater priority for parking restrictions than this one. She also feels that these restrictions will deter passing trade for the Greengrocer's shop located at the junction.
2. The proprietor of the Greengrocer's has also objected to the proposals on the grounds that it will put people off visiting his business and he will lose trade. He also considers that these restrictions combined with the other current proposals for High Street, Mosborough will cause greater parking problems for the area as a whole.
3. A resident of Cadman Street is generally in support of the proposal as he feels the junction in question is regularly, illegally and dangerously parked. However, he has concerns that the proposed restrictions will push the parking problems further down Cadman Street and adversely affect the parking situation at the Cadman Street/Grey Street junction. He considers that this junction is already very dangerous with vehicles parked on it and there are daily near misses as traffic visibility is very poor in both directions. It is also dangerous for residents exiting from driveways. The resident has sent in photographic evidence to illustrate the problems. He has requested that consideration be given to restrictions being introduced on this junction.

Assessment

The objections and concerns have been considered by Community Assembly Ward Members and they are recommending, following further consultation with local residents, that (a) the length of the proposed restriction be reduced from the 10 metres (the minimum length advised by the Highway Code) to 5 metres on each leg of the junction. A plan of the revised proposals is included in Appendix C-1.

It is also considered that the South East Community Assembly should give future consideration to the introduction of waiting restrictions on the junction of Cadman Street and Grey Street.

High Street, Mosborough

Scheme Information

30 Minutes Limited Waiting Restriction adjacent Nos. 52-66

The purpose of the scheme is to prevent long term parking in this area and provide a frequent turn over of parking spaces for use by shop customers. Details of this proposal are shown in the plan included in Appendix B-5.

TRO Advertising/Consultation Results

Eight responses were received to this proposal, five in support and three with objections. Details of the responses are as follows:-

Supportive Responses:-

1. Owner of a retail shop directly affected and a business in the unrestricted section fully supports the proposal as he feels it will benefit the businesses. He states that he speaks to the local community regularly and says they are also fully supportive.
2. Regular customer of one of shops directly affected thinks this is a good idea as it will provide a constant flow of parking spaces for customers like himself.
3. Two local residents think that it is a good idea and can only be good for trade as it is almost impossible to park there at the moment as cars are parked at the beginning of the day and do not move. The lack of available parking space puts potential customers off, including themselves.
4. Four individual customers of that area who say they agree to the proposal as they have tried to park there many times and not been able to do so.
5. Owner of retail shop directly affected says that customer feedback to the proposal has been extremely positive and she can see her business can only benefit. She also feels that the lack of such parking is to blame for at least one business closing down his year.

Details of Objection Responses:-

1. Proprietor with a business located on the opposite side of High Street to the proposal feels that the proposed 30 minutes should be increased to 1 hour to cater for people with appointments.

2. Owner of two shops in the unrestricted section who has spent thousands of pounds over the last five years developing her businesses feels that the proposal will have a devastating impact on her business operations. She has particular concerns that the proposed restrictions will result in vehicles parking all day outside her two shops and she questions where her customers are supposed to park. She states that her promotions draw in customers from far and wide including Rotherham, Chesterfield, Doncaster and Barnsley and they visit one of her shops for many hours at a time and also bring business to the other shops in the parade. She is asking for an individual parking space to be allocated in front of each of her shops otherwise everyone who works on High Street will park outside her premises. She feels that the proposals are not in the interest of the business owners and our community or needs. She suggests that a far more practical and beneficial approach to solving any issues would be to build a car park on any nearby spare/unused land or leave the High Street alone.
3. Local dentist feels that 30 minutes is too short as it is very rare for his patients to be in his practice for less than 30 minutes even for a check-up. He considers that patients would have greater difficulty parking in Mosborough or they would have the added stress of possibly receiving a parking fine. As a minimum he foresees increased conflict arising from these proposals. He feels that only one or two businesses who rely on a quick turnover would profit from the limited waiting restrictions to the detriment of the other businesses and he suggests as a compromise that a maximum of three limited waiting spaces would be more acceptable.
4. Owners of a Barbers shop (which has been established 17 years) directly affected by the proposal consider that limited waiting restrictions will have a detrimental effect on their business as 30 minutes is not enough for someone to have a haircut. They feel that they are just managing to keep their business viable but something like this will put off customers coming to their shop. They say they are not against parking restrictions but consider that 30 minutes is just not suitable for 50% of the shops on the parade. They suggest as a compromise that the limited time period should be increased to 1 Hour which would be more beneficial to most shops.

Replacement of Single Yellow Lines (No Waiting 8.00am to 6.30pm Monday to Saturday) by Double Yellow Lines(Prohibition Of Waiting At Any Time) adjacent to Nos. 109-125 High Street

The proposed change to the parking restrictions is required to prevent vehicles parking in this area for the purpose of protecting two new signal detectors which are to be installed in the carriageway to improve the operation of the traffic signals at the crossroads of High Street and Queen Street/Station Road. Details of the proposal are shown in the plan included in Appendix B-5.

TRO Advertising/Consultation Results

Four responses were received, two in support of the proposals and two with concerns/objections. Details of the responses are as follows:-

1. The two responses in favour of the proposals feel that the double yellow lines will alleviate the current practice of vehicles parking half on the road/half on the narrow pavement in this area and this will benefit pedestrians. Also felt by one that

improvements to the traffic lights at the junction will improve traffic flow and ease congestion.

2. The two responses from local businesses with concerns/objections feel that the changes/problems/congestion will only push the current parking/congestion problems to other parts of the High Street and not really achieve anything.
3. The Dental Practice, feels that because the double yellow lines will end at their entrance this will result in the current situation of dropping off/loading/unloading which is evenly spread along this side of the road to be concentrated in front of their driveway and the physiotherapist next door. This will restrict access to disabled parking spaces on the front of their premises and make dropping off of patients, particularly children, the elderly or disabled far more difficult. Because of the parking problems, patients rely on the ability to be dropped off at our door. They have suggested that all the driveways between the traffic lights and their practice should be protected with double yellow lines.

Assessment

The objections to the limited waiting and double yellow line proposals have been considered by the Community Assembly Ward Members and they have unanimously agreed that the objections should be overruled and the restrictions introduced as advertised and as shown in the plan in Appendix A-4. However, officers feel that the limited waiting restrictions could be relaxed with a time limit of 1 hour to help those shops/businesses whose customers would struggle to carry out their appointments within a 30 minute period.

Vicarage Lane, Dore

Scheme Information

The proposals are to provide double yellow lines on the cul-de-sac section of Vicarage Lane, Dore which serves properties Nos 22-38 (inclusive) and its junction with the main carriageway to prevent vehicles parking and to improve access, manoeuvrability and visibility for residents/motorists. Details of the proposals are shown in the plan included in Appendix A-6.

TRO Advertising/Consultation Results

Seven responses were received, two in support of the proposals and five with concerns/objections. The details are as follows :-

Supportive Responses:-

1. The two responses in support of the proposals are from residents of the cul-de-sac who feel that the proposed restrictions are essential to ensure that emergency service vehicles are able to get as close as possible to their properties. One of the residents has stated that the road width cannot accommodate a parked car even if parked half on the pavement and allow another vehicle to pass and this also causes problems for pedestrians. This resident has had personal experience of the problems in that his mother has suffered a severe heart attack on 2 occasions and the ambulance was not

able to drive to the top of the cul-de-sac because of parked vehicles. He also states that another resident has experienced a similar situation to his mother's and with the average age of the residents being 70 he feels that it is only a matter of time before the inevitable happens if the full restrictions are not introduced. The resident feels so strongly about the issue that he has sought legal advice should the full restrictions not be introduced and this results in a serious or fatal injury. The other resident, while supporting the need for the restrictions, has asked if they can be reduced by one/two car spaces to provide enough room to enable all of the residents to park.

Objection Responses:-

These responses are from 3 residents of the cul-de-sac, a relative of one of the residents and a local resident. The various points they make are summarised as follows:-

1. The proposals will have a knock on effect on existing parking on the main part of Vicarage Road and will push this nearer to Dore Road and create a more dangerous situation than currently exists.
2. A resident currently parks in the road space covered by the proposed scheme and does this so that other residents are not inconvenienced. He/she would be concerned that the yellow lines would cause a 'parking space war'.
3. Concerns raised about the lack of democracy in the process leading up to the advertising of this proposed scheme in that requests/complaints from only two of the residents of the cul-de-sac has led to the matter getting this far without involving the other seven residents.
4. This junction is not dangerous and the low average speed and traffic flow in this quiet area make it self policing in terms of visibility and access.
5. No thought appears to have been given to where carers and medical workers are to park when they make their daily visits to the elderly residents.
6. Considered that these proposals will not improve people's quality of life but make it more difficult.
7. Not aware that there have been any recorded incidents or accidents at this junction in the last 10 years.
8. There is a shortage of parking spaces for the residents in the cul-de-sac itself. Residents largely cooperate over the parking in this area but the proposals will leave 5 parking spaces for currently 7 cars. At the very least there should be an allocated parking space for each property included in any scheme. It is felt that these proposals will result in disputes and bad feelings among neighbours.
9. The proposals are like 'using a sledgehammer to crack a nut'. It is complete overkill in terms of expenditure and effort.
10. Difficulty understanding the reason for the request for such restrictions in this quiet residential backwater which is not a thoroughfare. It is considered important and

- necessary for members to visit the location and if they did they would understand the objections and not hesitate to reject the proposals.
11. There are parking problems for visitors and tradesman such as window cleaners, Builders and delivery vehicles and the provision of a short length(approx. 5 metres) of restrictions at the exit to the cul-de-sac would allow them to load/unload, improve the sight line and assist refuse lorries to reverse.
 12. Putting waiting restrictions on this small cul-de-sac would seriously affect the quality of life of the residents, particularly the elderly residents, who if they couldn't park near their properties would have to struggle with shopping for some distance as parking around the village green and on Savage Lane is extremely difficult.

Assessment

The responses have been considered by the Community Assembly Ward members and the majority are recommending that the objections be upheld in part and the extent of the restrictions be reduced to 10 metres on each side of the junction and on the main carriageway of Vicarage Lane as detailed in the revised plan in Appendix C-2. Officers are minded to agree to this relaxation.

Latham Square/Trap Lane

Scheme Information

The purpose of the proposed waiting restrictions on this junction are to prevent vehicles parking and to improve access and manoeuvrability for refuse collection vehicles and other motorists. A plan of the scheme is included in Appendix B-7.

TRO Advertising/Consultation Results

Two responses were received, one in support of the proposals and one with objections.

Details of Supportive Response:-

A resident of Latham Square is pleased that the restrictions are to be introduced on the junction of Latham Square and Trap Lane as it will improve visibility for motorists exiting the junction. She feels that people's safety should come before parked cars.

Details of Objections Response:-

Residents of a property on Trap Lane who are directly affected by the proposals have objected on the grounds that they do not feel that proposed restrictions need to extend almost the full length of the frontage to their property. They do not object to the proposals in principle but consider that parking in front of their property on Trap Lane does not contribute to one of the main problems the proposed lines are designed to combat, namely access for refuse collection vehicles into Latham Square. They consider that a useful parking space will be removed which could compensate for the other spaces which will be lost by the proposed restrictions in an area where there are a limited number of parking spaces available. They have suggested that the length of the restriction at the front of their property could be reduced from the

proposed 10 metres to approx 4 metres. The residents have also suggested that consideration should be given to the introduction of some more restrictions on Trap Lane opposite the junction of Latham Square to further assist the access for refuse collection vehicles.

Assessment

The objection to the proposals is currently being considered by Ward Members, acting on behalf of the South West Community Assembly. Any responses received will be reported verbally at this meeting. However, officers are minded to agree to relax the proposed restrictions as described. The revised proposal is shown in appendix C-3.

Carr Bank Lane/Carr Bank Close/Armthorpe Road

Scheme Information

The proposed waiting restrictions in this area are for the purpose of improving access and manoeuvrability for refuse collection vehicles and other road users. A plan of the scheme is included in Appendix B-8.

TRO Advertising/Consultation Results

Twenty four responses, including a petition were received all with objections or concerns about the proposals. The petition containing 10 signatures of residents of Carr Bank Close was received by this Committee at its meeting held on 8th March 2012.

Details of Responses:-

1. The petitioners have objected on the grounds that the proposed restrictions will transfer parking on to their narrow road and they feel that this will result in a reduction in refuse collections and services for them. They consider the junction of Carr Bank Close/Carr Bank Lane and Armthorpe Road is very dangerous because of speeding vehicles, a high wall and vehicles parked right on the corner obstructing visibility. They have suggested making Armthorpe Road one way and removing the proposed waiting restrictions on one side of that road; clear signing and road markings at the junction; reducing the proposed waiting restrictions on Carr Bank Lane towards Hangingwater Road by 50%; and leave the other restrictions as proposed.
2. The majority of the other objectors, residents of this area, all have similar views and consider that the proposed measures are too draconian for the purpose of just solving a problem which occurs for approximately 15 minutes once a week. Some of the points made by them are detailed below :-
 - a. only occasional difficulties with refuse collection but not in the area targeted by these proposals.
 - b. the affected roads are not through roads and traffic is mainly residents who wish to park near their properties, the majority of which do not have off-street parking. Where are the displaced residents supposed to park?
 - c. these proposals will only move the problem elsewhere and exacerbate it.

- d. Proposals are an unnecessary, disproportionate and expensive response to an infrequent problem which mainly occurs on some Bank Holidays. Not aware there was a problem with refuse collection. Proposals will reduce valuation of property and will displace parking on to Carr Bank Close causing a bigger problem for refuse collections.
- e. There is no issue with access for refuse vehicles even with vehicles parked on street. Let's stop coming up with stupid plans and concentrate on real issues.
- f. Objecting to double yellow lines outside Nos. 33-37 Armthorpe Road as this will significantly reduce the amount of available parking for residents. The access problem is not in this part of Armthorpe Road but lower down on the sharp bend and this is where the proposed waiting restrictions should be.
- g. This proposal is ill-conceived, wrongly targeted and what feels like a knee-jerk reaction to an issue which has not been in any way researched or thought through. At a loss to see how there are any issues in respect of refuse collection in the area of Armthorpe Road where the restrictions are proposed as there is a high brick wall on the other side of the road and no one ever parks there.
- h. I am strongly opposed to your proposals, they are unnecessary and if they go forward they will affect our community here in an extremely negative manner and in my opinion cause congestion and distress for parking for households on all our neighbouring roads in an area where on street parking is the norm and already stretched to capacity. The effect on me personally as a pensioner living on a steep stretch of road who relies on family to collect me or drop off shopping will be great and for no benefit.
- i. I do not think the benefits of improved access and manoeuvrability for refuse collection vehicles, which only visit once a week, outweigh the negative effects that residents of this area will experience on a daily basis if these proposals go ahead.
- j. As most residents' cars have moved by around 8.00am on normal working days, we feel that it would be unreasonable and disproportionate to impose permanent parking restrictions for the very few collection days which fall on Bank Holidays.
- k. Double yellow lines will be a daily detriment to the residents of this area for the sole benefit to a Council service provider on a weekly to fortnightly basis at most. They will increase pressure on parking spaces and are likely to create problems on Bramwith Road and Hangingwater Road also.
- l. If these restrictions are introduced it will turn what is presently a rare issue in one area for refuse collections (Bank Holidays only) into chaos in another. The displaced residents' vehicles will not disappear and will look elsewhere to park and this would be counter-productive and create new and potentially more disruptive access issues for refuse vehicles. Suggested that smaller refuse lorries be used, collections be made on days which are not Bank Holidays, residents be notified when collections are to be made so that they can park considerately. Safety at the Carr Bank Close/Carr Bank Lane/Armthorpe Road junction could be simply improved by painting clear road markings and erecting 'Stop' signs.
- m. Overall, we feel the majority of these restrictions will do much damage to this area which is effectively a cul-de-sac with 2 no through roads adjoining it and create difficulty and unacceptable situations for many residents, particularly those with families. Have witnessed Veolia doing their collections on many

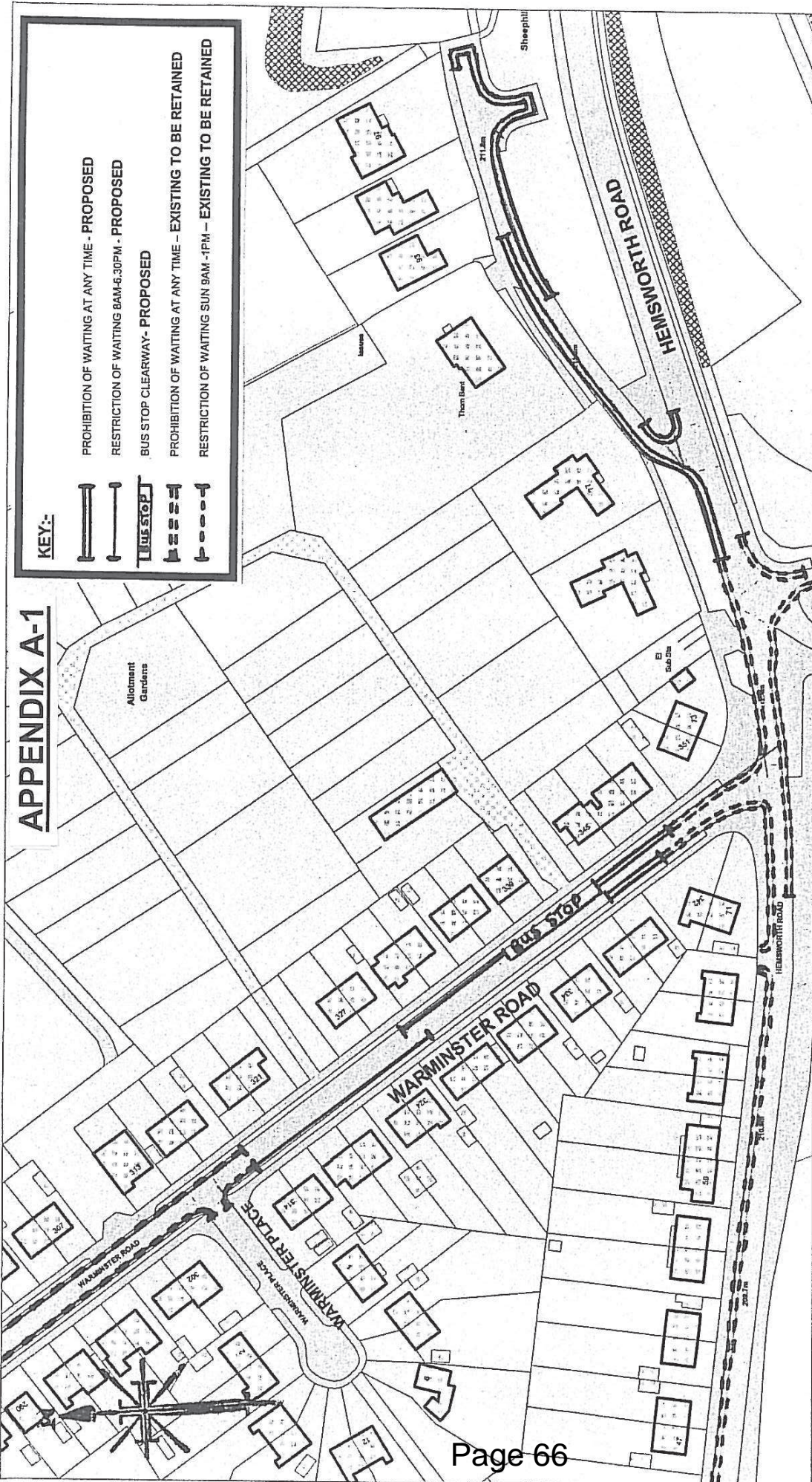
occasions and have never seen them having a problem or failing to complete what they need to do.

- n. I believe that this 'solution' to such a minor problem is the typical 'sledgehammer to crack a nut' approach. The introduction of such ridiculous parking restrictions will force residents to park nowhere near their homes and will simply cause problems elsewhere. Many people tending allotments on Hangingwater Road chose to park in the Carr Bank Lane area for long periods of time. This factor alone can cause parking problems without the introduction of further parking restrictions.
- o. A single yellow line which restricts parking on refuse collection days is all that is needed.
- p. The proposed restrictions are excessive and will make things worse rather than better. The restrictions on the junction of Carr Bank Close and Carr Bank Lane/Armthorpe Road are sensible and acceptable as cars parking right on the corners impede the view of both drivers and pedestrians and are a serious hazard. However, the rest of the proposed restrictions are considered unnecessary to achieve the proposed aims of the scheme. They will only force cars to park on nearby side streets (causing further problems for the refuse collection vehicles) or increase parking on Hangingwater Road(which is a very busy road especially during the rush hour).
- q. Consultation with residents is all that is needed to resolve the access problems. Residents/visitors once made aware of the access issues on collection days would park sensibly to ensure the effective collection of waste.

Assessment

The responses to the proposals are currently being considered by local Ward members acting on behalf of the South West Community Assembly. Because of the many objections received to this proposal, a special meeting was convened between local Ward members and affected residents to discuss the issue with a view to putting forward to this Committee an agreed way forward. Unfortunately it was not possible to obtain a consensus of opinion on a recommended revised scheme which was acceptable to all the residents attending the meeting. In the light of this, it was decided to put forward three revised options for consideration by the Committee. Plans of these three options are included in Appendices C-5, C-6 and C-7. The local Ward members' have indicated that their preferred option is as shown in Appendix C-6. However, officers feel that the option as shown in Appendix C-5 would be the best to resolve the problems at this location but would endorse the option recommended by the Assembly. An objector to the proposals has requested that a further option should be considered and that is to continue with the current situation and have no parking restrictions.

APPENDIX A-1



KEY:-

- PROHIBITION OF WAITING AT ANY TIME - PROPOSED
- RESTRICTION OF WAITING 8AM-6.30PM - PROPOSED
- BUS STOP CLEARWAY - PROPOSED
- PROHIBITION OF WAITING AT ANY TIME - EXISTING TO BE RETAINED
- RESTRICTION OF WAITING SUN 9AM - 4PM - EXISTING TO BE RETAINED

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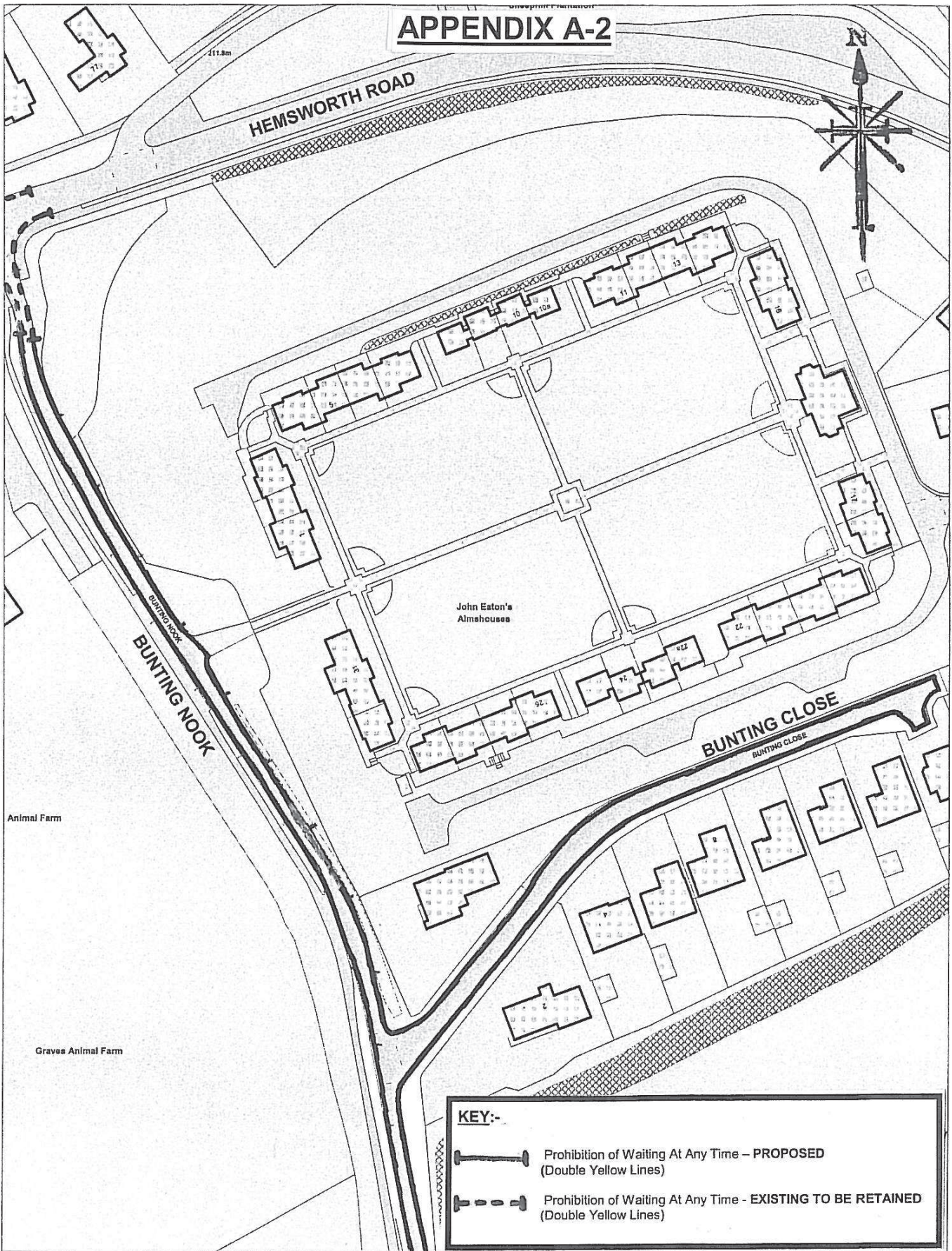
HEMSWORTH ROAD/WARMINSTER ROAD - PROPOSED WAITING RESTRICTIONS

SCALE	1 : 1250
DATE	23/11/2011
DRAWING No.	TR/17/SECA - HRWR
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APPENDIX A-2



KEY:-

-  Prohibition of Waiting At Any Time – PROPOSED (Double Yellow Lines)
-  Prohibition of Waiting At Any Time - EXISTING TO BE RETAINED (Double Yellow Lines)

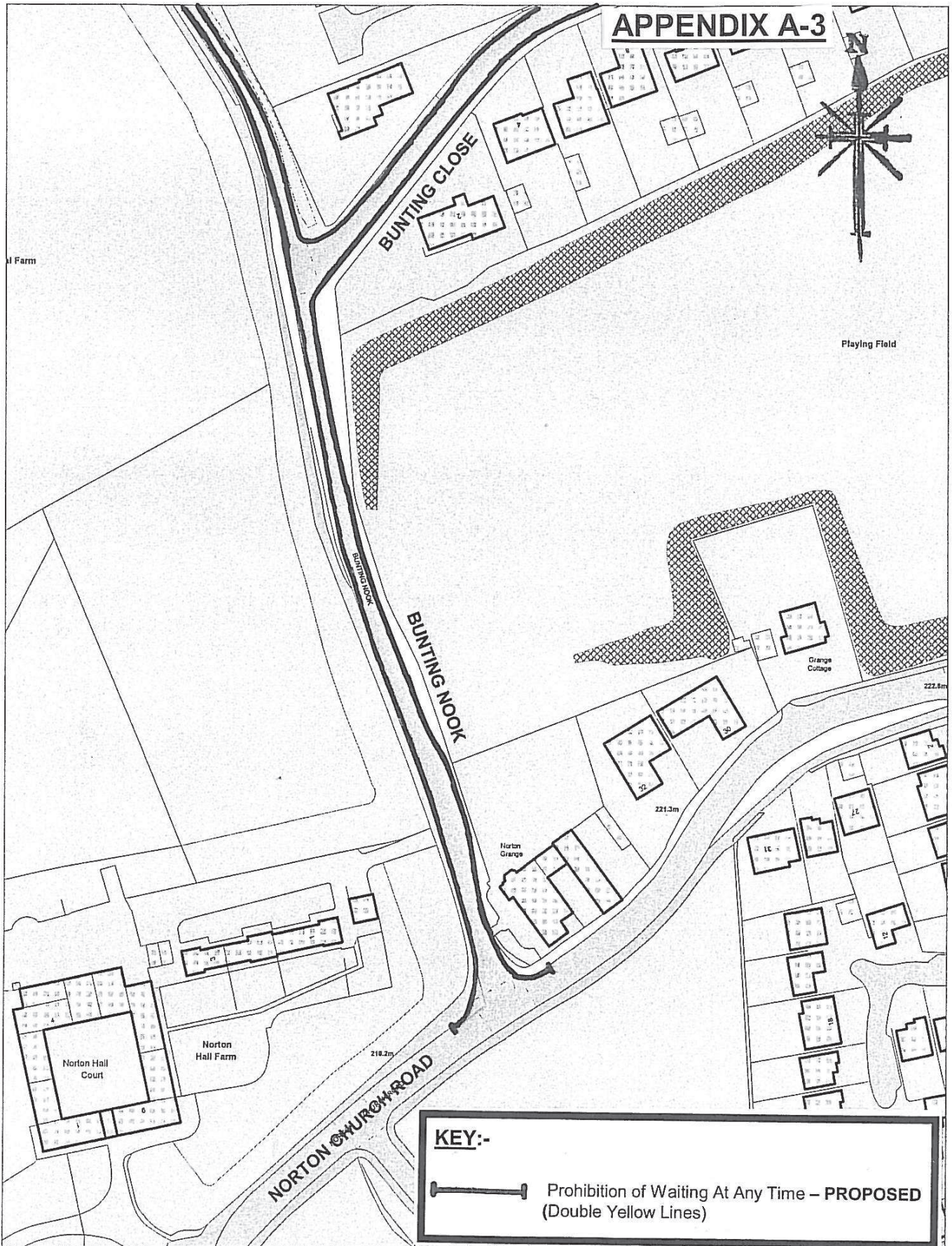


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BUNTING NOOK/BUNTING CLOSE - PROPOSED WAITING RESTRICTIONS

SCALE	1 : 1250
DATE	23/11/2011
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APPENDIX A-3



KEY:-

 Prohibition of Waiting At Any Time – PROPOSED (Double Yellow Lines)

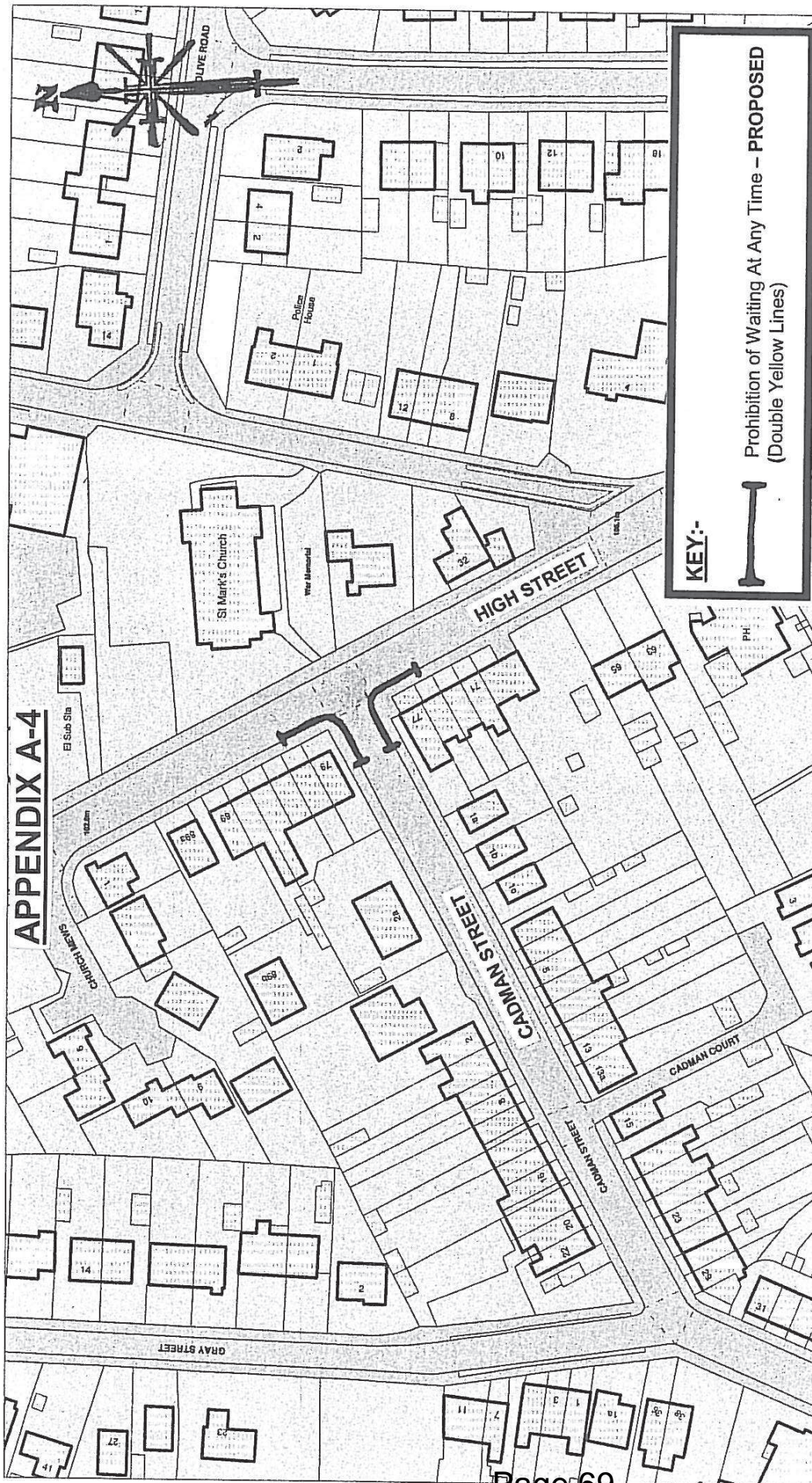
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BUNTING NOOK/BUNTING CLOSE - PROPOSED WAITING RESTRICTIONS

SCALE	1 : 1250
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DRAWN BY	



APPENDIX A-4

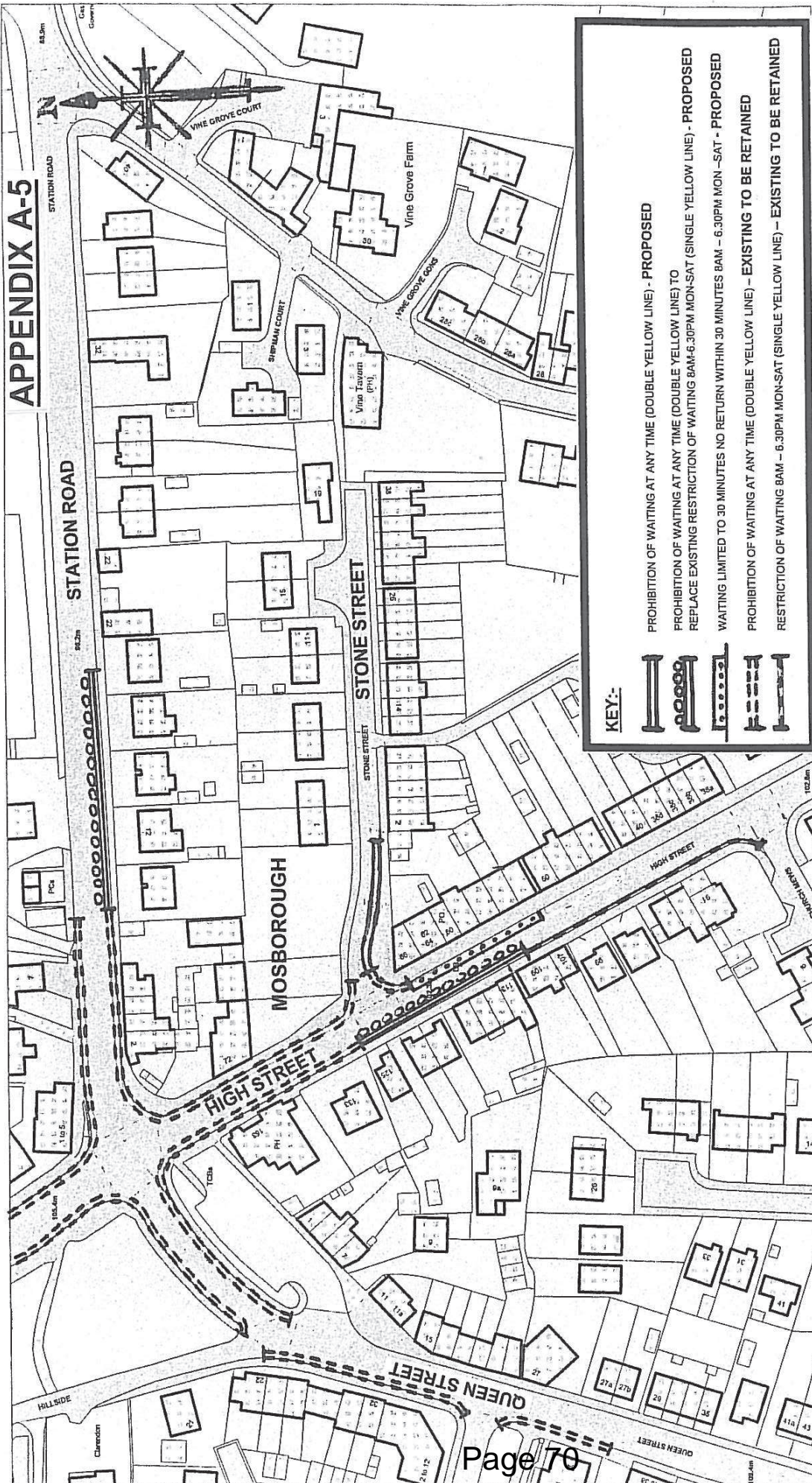
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**CADMAN STREET/HIGH STREET, MOSBOROUGH -
 PROPOSED WAITING RESTRICTIONS**

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APPENDIX A-5



KEY:-

-  PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINE) - PROPOSED
-  PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINE) TO REPLACE EXISTING RESTRICTION OF WAITING 8AM-6:30PM MON-SAT (SINGLE YELLOW LINE) - PROPOSED
-  WAITING LIMITED TO 30 MINUTES NO RETURN WITHIN 30 MINUTES 8AM - 6:30PM MON-SAT - PROPOSED
-  PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINE) - EXISTING TO BE RETAINED
-  RESTRICTION OF WAITING 8AM - 6:30PM MON-SAT (SINGLE YELLOW LINE) - EXISTING TO BE RETAINED

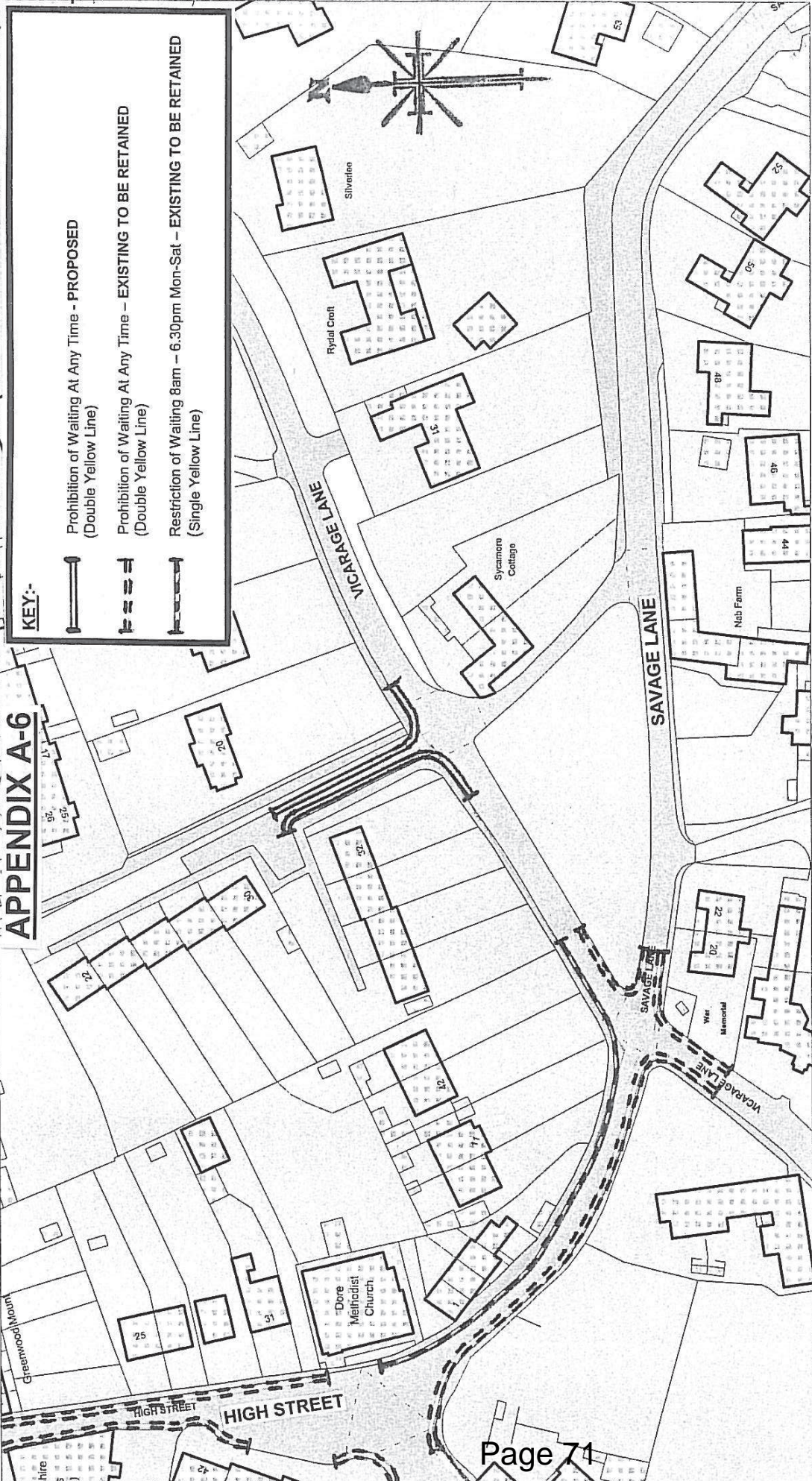
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HIGH STREET & STONE STREET, MOSBOROUGH - PROPOSED WAITING RESTRICTIONS




APPENDIX A-6





KEY:-

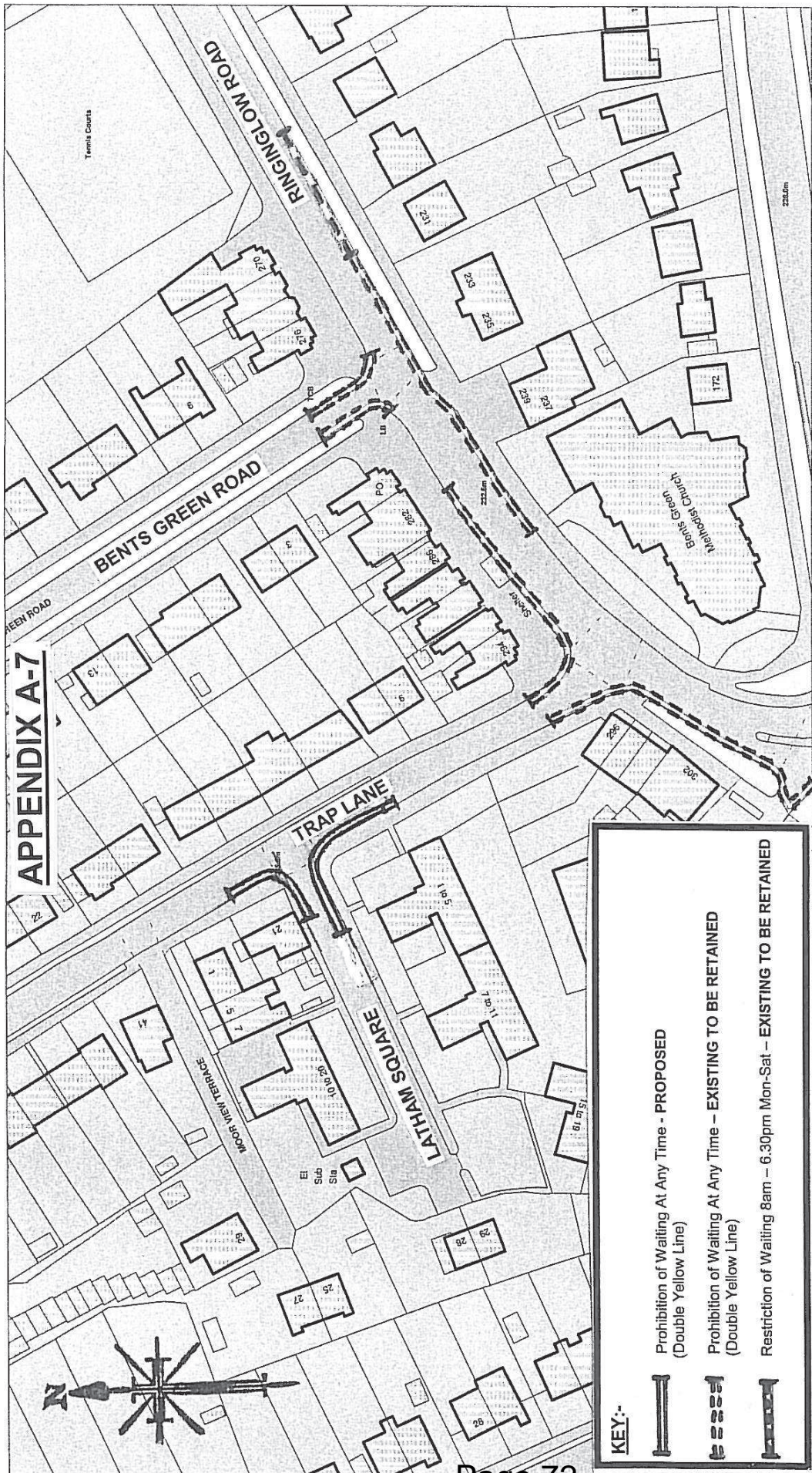
-  Prohibition of Waiting At Any Time - **PROPOSED**
(Double Yellow Line)
-  Prohibition of Waiting At Any Time - **EXISTING TO BE RETAINED**
(Double Yellow Line)
-  Restriction of Waiting 8am - 6:30pm Mon-Sat - **EXISTING TO BE RETAINED**
(Single Yellow Line)

SCALE	1 : 1000
DATE	10/11/2011
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**VICARAGE LANE, DORE -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATION DRAWING**

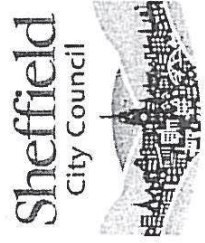


APPENDIX A-7

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**LATHAM SQUARE/TRAP LANE -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATIONS DRAWING**

SCALE	1 : 1000
DATE	10/11/2011
DRAWING No.	TR/17/SWCA-LS
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APPENDIX A-8

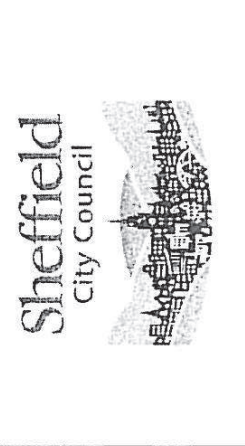
KEY:-

Prohibition of Waiting At Any Time - PROPOSED
(Double Yellow Line)

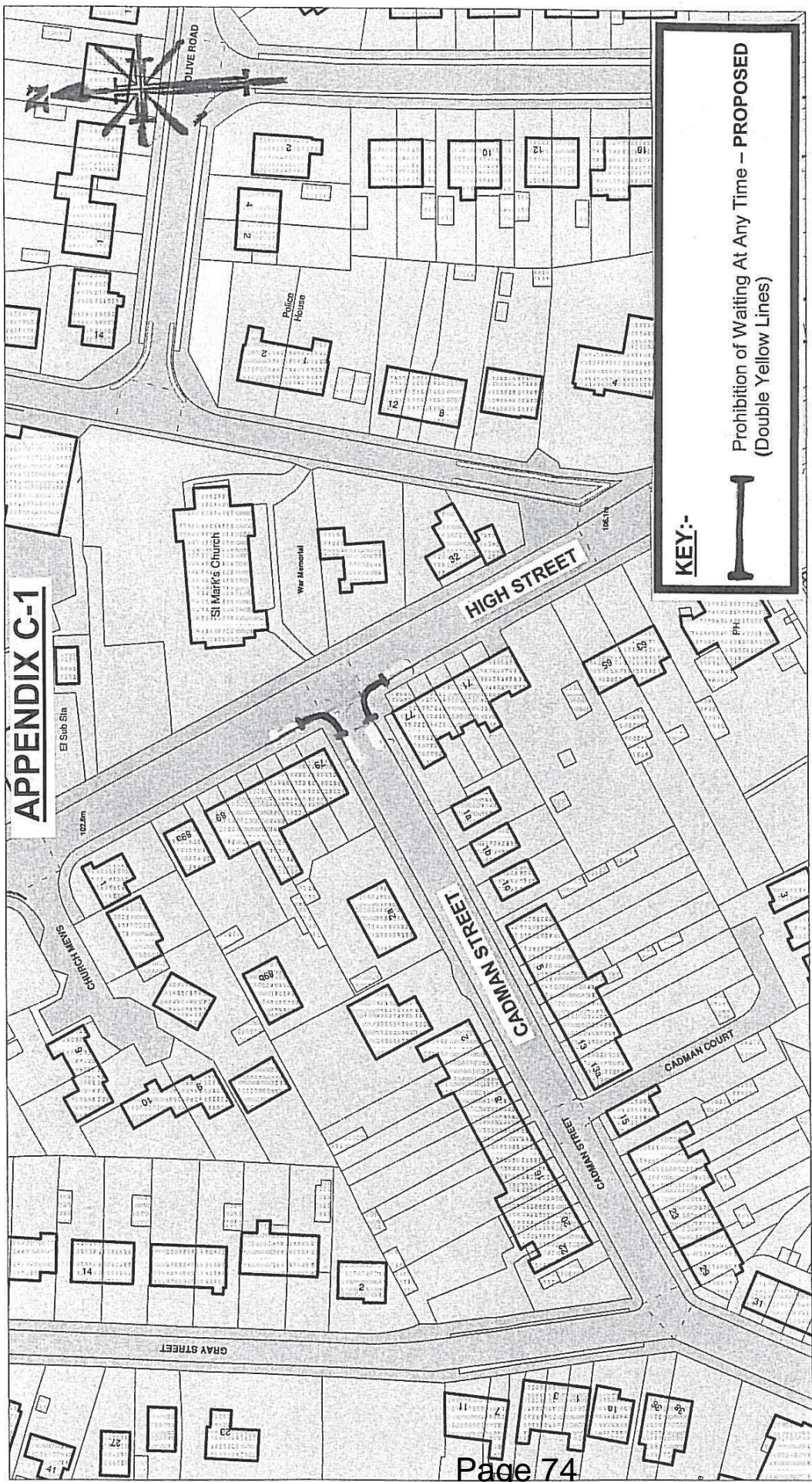
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DATE	10/11/2011
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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATIONS DRAWING**



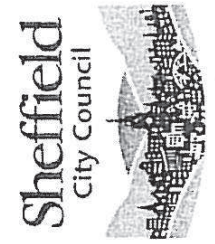
APPENDIX C-1

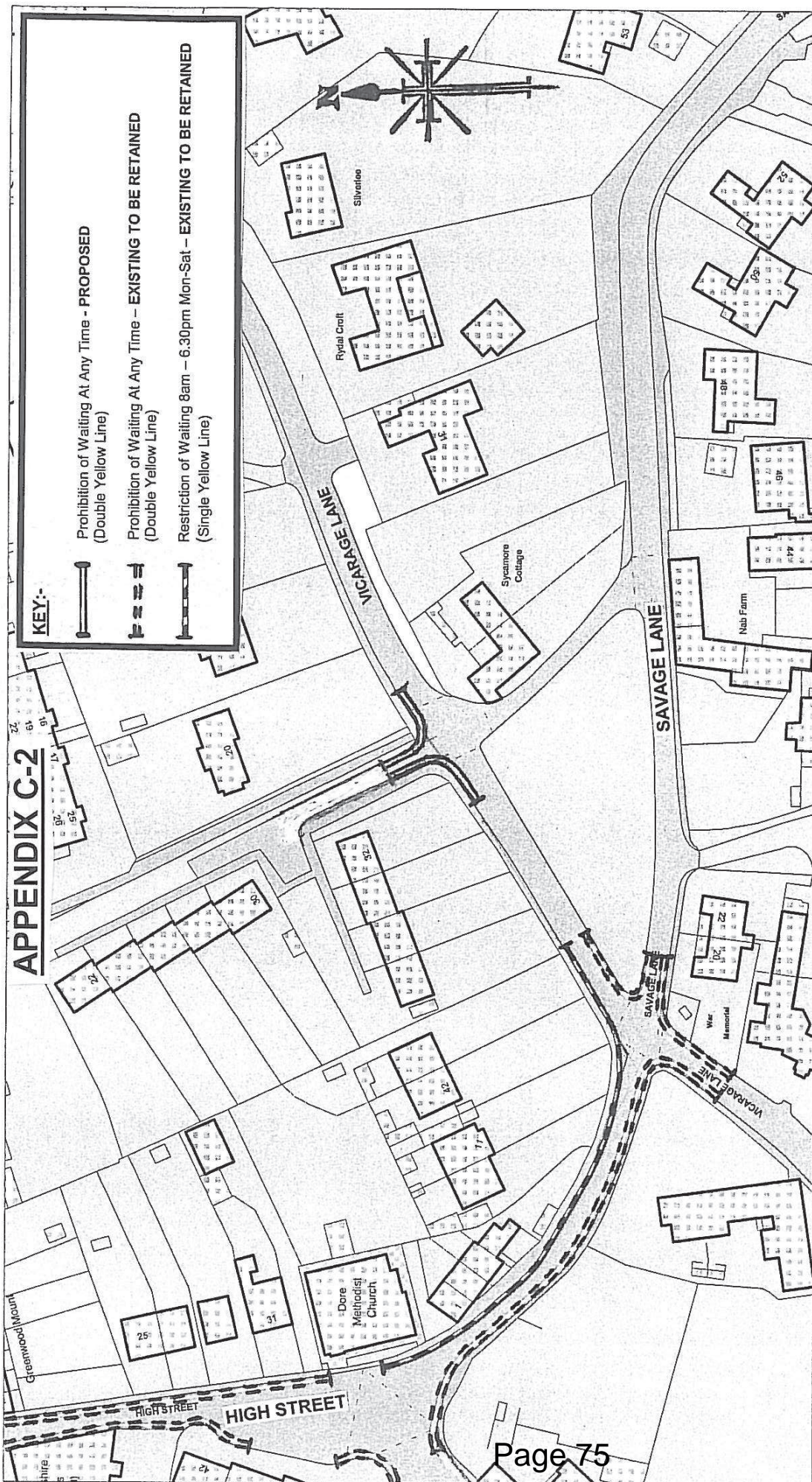


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**CADMAN STREET/HIGH STREET, MOSBOROUGH -
 PROPOSED WAITING RESTRICTIONS**





APPENDIX C-2

KEY:-

-  Prohibition of Waiting At Any Time - **PROPOSED**
(Double Yellow Line)
-  Prohibition of Waiting At Any Time - **EXISTING TO BE RETAINED**
(Double Yellow Line)
-  Restriction of Waiting 8am - 6.30pm Mon-Sat - **EXISTING TO BE RETAINED**
(Single Yellow Line)

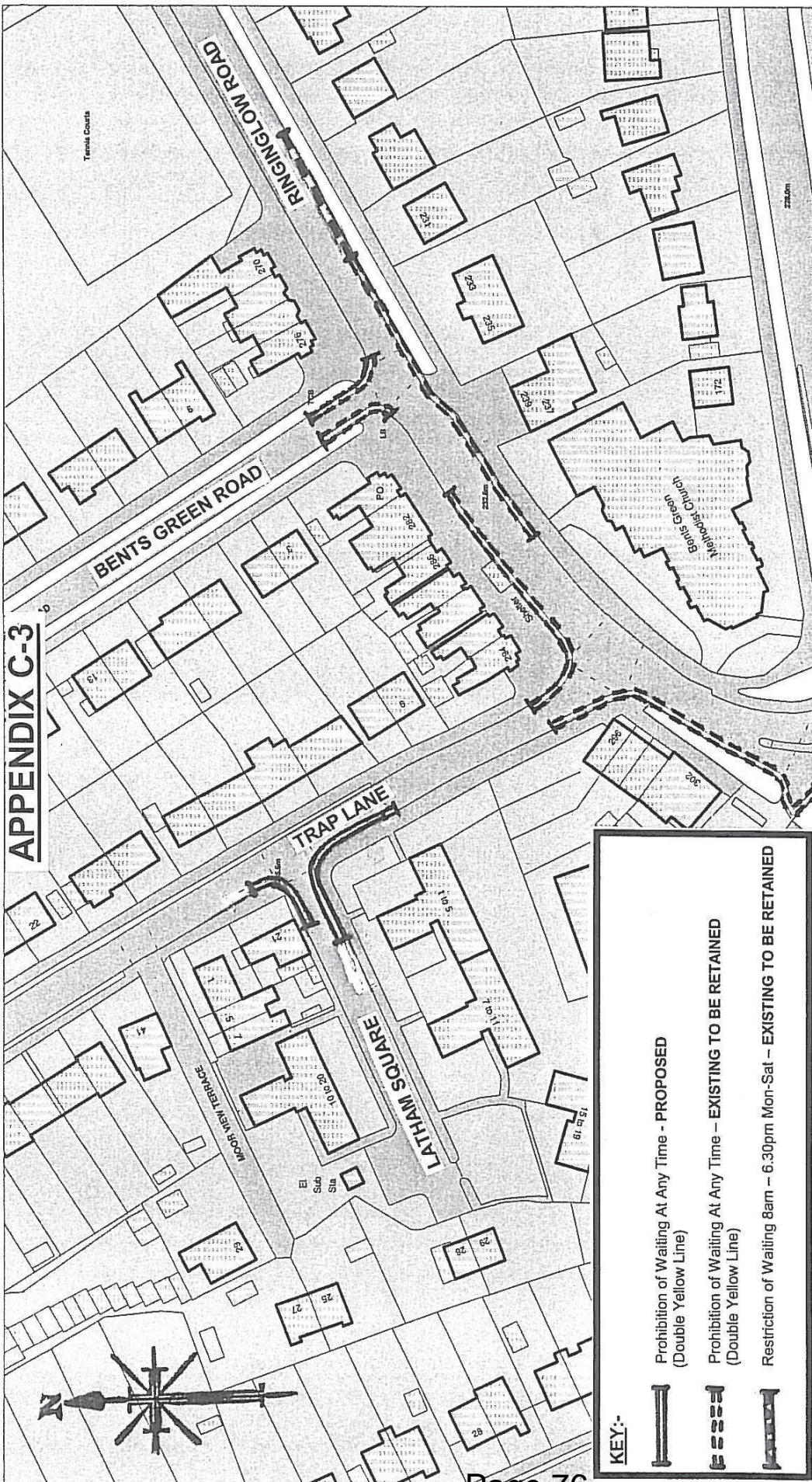
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**VICARAGE LANE, DORE -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATION DRAWING**

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APPENDIX C-3

SCALE	1 : 1000
DATE	10/11/2011
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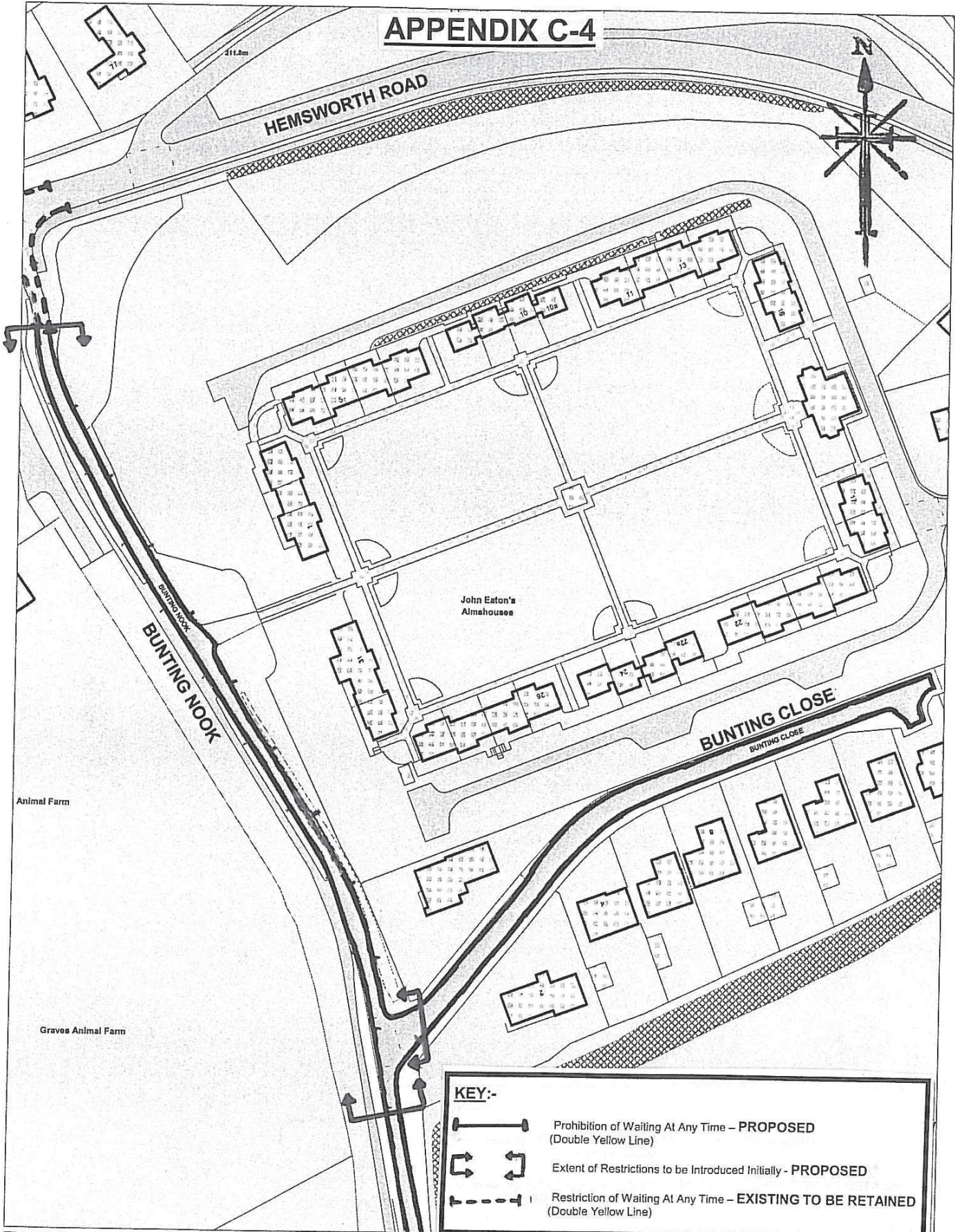
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**LATHAM SQUARE/TRAP LANE -
 PROPOSED WAITING RESTRICTIONS**

TRAFFIC REGULATIONS DRAWING

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APPENDIX C-4



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BUNTING NOOK/BUNTING CLOSE - PROPOSED WAITING RESTRICTIONS

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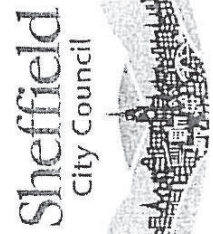


KEY:-



Prohibition of Waiting At Any Time - PROPOSED
(Double Yellow Line)

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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
PROPOSED WAITING RESTRICTIONS
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DATE	10/11/2011
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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
PROPOSED WAITING RESTRICTIONS
TRAFFIC REGULATIONS DRAWING**

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APPENDIX C-7

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SCALE	1 : 1000
DATE	10/11/2011
DRAWING No.	TR/17/SWCA-CBLRev3
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**CARR BANK LANE/CARR BANK CLOSE/ARMTHORPE ROAD -
 PROPOSED WAITING RESTRICTIONS
 TRAFFIC REGULATIONS DRAWING**

Sheffield
 City Council





SHEFFIELD CITY COUNCIL Cabinet Highways Committee

12

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 JUNE 2012

Subject: REPORT ON A PETITION REGARDING TREES ON
WILLINGTON ROAD, SHEFFIELD S5

Author of Report: NICK FELLGETT

Summary: A 10 signatory petition has been received from residents of Willington Road regarding concerns about the Highway trees and in particular overhanging branches, lack of sunlight, bird droppings, the cost of washing vehicles and the potential damage to vehicles. The request is to fell the trees or maintain them on a regular basis.

Recommendations: Whilst the trees are large they are in a healthy condition and there are no plans to carry out any maintenance at this time. As part of the Highways Maintenance PFI, commencing in August this year consideration will be given to replacing the trees on Willington Road.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES /NO Cleared by:
Legal Implications
YES /NO Cleared by:
Equality of Opportunity Implications
YES /NO Cleared by:
Tackling Health Inequalities Implications
YES /NO
Human rights Implications
YES /NO:
Environmental and Sustainability implications
YES /NO
Economic impact
YES /NO
Community safety implications
YES /NO
Human resources implications
YES /NO
Property implications
YES /NO
Area(s) affected
North Community Assembly
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic & Environmental Well Being Scrutiny Committee
Is the item a matter which is reserved for approval by the City Council?
YES /NO
Press release
YES /NO

PETITION REGARDING TREES ON
WILLINGTON ROAD, SHEFFIELD S5

1.0 SUMMARY

A 10 signature petition was received on 19 April 2012 from the residents of numbers 31 to 51 Willington Road. They have expressed concern about overhanging tree branches, lack of sunlight, bird droppings, the cost of washing vehicles and potential damage to their vehicles. Their request is as follows:

- To fell the trees or maintain them on a regular basis.

A tree inspection carried out on the 25 April 2012 confirmed that the trees appear to be in a fair overall condition with no immediate safety concerns.

Currently all maintenance work on the 36,000 highway trees in Sheffield is prioritised on a safety basis which in this context relates to the structural integrity of the tree and its potential to fall and cause accident/injury or result in a claim against the Council. Pruning work is not undertaken for reasons of tree size, shade, overhang, leaf/fruit fall, honeydew, bird droppings or the interference of telephone wires, TV or satellite reception.

This is in accordance with the 'Prioritisation Criteria for the Maintenance of Highway Trees' in the Council's Street Maintenance Policy, Standards and Strategy Statement.

As part of the Highway PFI Contract, programmed to commence August 2012, approximately 17,500 highway trees are scheduled to be replaced during the 25 year period of the contract. Amey have been confirmed as the preferred bidder, however their proposed strategy and specific tree replacement program is not yet known.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 As part of the Highway PFI approximately 50% of the highway trees will be replaced during the 25 year contract. This will remove some of the very large highway trees and replace them with more suitable species. This will improve the situation with regard to the issues raised in the petition but will not solve the situation completely.

3.0 OUTCOME AND SUSTAINABILITY

3.1 No specific issues.

4.0 BACKGROUND

- 4.1 The trees on Willington Road in the petition area are a mixture of mature Lime, Plane and Ash similar to many other residential roads throughout Sheffield.

The Council has received no claims in the past 2 years relating to fallen branches damaging cars or tree related damage to properties or boundary walls on Willington Road.

Street Force has not undertaken any scheduled tree work on Willington Road since 2008. However the land adjacent to the footpath is the responsibility of Sheffield Homes and it is possible that their employees/contractors undertook the work the petitioner has referred to.

5.0 PROGRESS

- 5.1 There is nothing to report

6.0 PROPOSALS

- 6.1 The trees on Willington Road are monitored and any future maintenance work is carried out in accordance with 'The Prioritisation Criteria for the Maintenance of Highway Trees in the Council's Street Maintenance Policy, Standards and Strategy Statement.

Any resident who believes the highway trees to be the cause of damage to their car or property can submit a claim in accordance with Council Policy.

Consideration is given to tree replacement and improved standards of general maintenance to the trees on Willington Road as part of the Highway Maintenance PFI Contract programmed to commence in August this year.

7.0 PUBLIC CONSULTATION

- 7.1 There are no public consultation issues arising from this report

8.0 NEXT STEPS

- 8.1 None

9.0 FINANCIAL IMPLICATIONS

- 9.1 There are no specific financial implications arising from this report

10.0 EQUAL OPPORTUNITIES

- 10.1 There are no specific equal opportunities arising from this report.

11 ENVIRONMENTAL IMPLICATIONS

11.1 There are no specific environmental issues arising from this report.

12.0 PROPERTY IMPLICATIONS

12.1 There are no property implications arising from this report.

13.0 RECOMMENDATIONS

13.1 It is recommended that the Cabinet Highways Committee approve the proposals in Section 6 of this report which are in accordance with the Council's Street Maintenance Policy, Standards and Strategy Statement.

John Charlton
Director, Street Force

07

June 2012

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