

Cabinet Highways Committee

Thursday 13 December 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), Harry Harpham, Bryan Lodge and Jack Scott

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
13 DECEMBER 2012**

Order of Business

- 1. Welcome and Housekeeping**
- 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
- 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 a petition containing 54 signatures from residents of Cannock Street, Cheadle Street and Hawksley Road about overgrown trees in their streets.
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 9. City Wide Review of Heavy Goods Vehicle Routes**
Report of the Executive Director, Place.
- 10. Buchanan Road - Chaucer Public Realm Improvements**
Report of the Executive Director, Place.
- 11. Investing in Sheffield's Local Transport System 2013-14**
Report of the Executive Director, Place.
- 12. Upperthorpe and Netherthorpe Permit Parking Scheme**
Report of the Executive Director, Place.
- 13. Smithy Wood Crescent - Responses to Proposed Traffic Regulation Order**
Report of the Executive Director, Place.

NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 10 January 2013 at 1.30 pm

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

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

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Cabinet Highways Committee

Meeting held 8 November 2012

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Mazher Iqbal (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Jack Scott and Councillor Mazher Iqbal attended the meeting as the duly appointed substitute.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 11 October 2012 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 There were no public questions or petitions.

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

6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

7. PETITIONS

7.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 18 signatures requesting resident only parking notices on Farm Bank Road and that a report would be submitted to a future meeting of the East Community Assembly, (b) containing 7 signatures requesting changes to the parking restrictions for Highfield Business Parking Permit Holders and that a report would be submitted to a future meeting of this Highways Committee, (c) containing 55 signatures requesting pedestrian crossing facilities on Fitzwilliam Street and that the Cabinet Member had responded directly to this, (d) containing 61 signatures requesting

road safety measures at the junction of Welbeck Road and Fern Road and that a report would be submitted to a future meeting of the Central Community Assembly, (e) containing 40 signatures requesting road safety measures at the junction of Uppertorpe/Springvale Road/Commonside and that a response to this would be included in an update report to be submitted to a future meeting of this Highways Committee and (f) containing 47 signatures requesting help with overgrown trees and woodland area adjacent to Greystones Road between golf course and Hangingwater Road and that this request would be forwarded to AMEY for consideration as part of their Streets Ahead programme.

8. NEW JUNCTION DESIGN AND HIGHWAY IMPROVEMENTS ASSOCIATED WITH A NEW ASDA SUPERSTORE, DRAKEHOUSE

8.1 The Executive Director, Place submitted a report providing details of the new highway improvement works associated with the new Asda store which is to be built off Waterthorpe Greenway. The report informed Members of the public consultation that had been undertaken associated with these works and sought approval for the design and implementation of the highway improvement proposals.

8.2 **RESOLVED:** That the highway improvement works for the Asda store off Waterthorpe Greenway be approved as set out in the report and shown on drawing number 60220606-M029-D (Rev A3).

8.3 Reasons for Decision

8.3.1 To facilitate the construction of the new retail store, these improvements were seen as an essential element to ensure safe access to the site was provided and the impact of the new development traffic was mitigated, as far as was reasonably practical. The proposals addressed the requirements of the planning consent granted by the Planning Board.

8.4 Alternatives Considered and Rejected

8.4.1 In the Transport Assessment (TA) undertaken to support the planning application for the new store, the developer's consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.

8.4.2 As part of this planning process a number of alternative access layouts were considered including the provision of a new roundabout rather than a signalised junction, following a detailed review of these options it was concluded that the signalised junction solution offered the best all round solution.

8.5 Any Interest Declared or Dispensation Granted

None

8.6 Reason for Exemption if Public/Press Excluded During Consideration

None

8.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

8.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

9. OBJECTIONS TO PROPOSED ROAD SAFETY SCHEME ON EAST BANK ROAD

9.1 The Executive Director, Place submitted a report on objections to a proposed Traffic Regulation Order associated with the East Bank Road Zebra Crossing Scheme for the East Community Assembly.

9.2 Additional representations received following the circulation of the report were circulated from a local resident outlining an objection to the scheme.

9.3 Pam Jessinger, representing the Hurlfield Court Residents Association, attended the meeting to make representations on behalf of the Association. She commented that she didn't believe children would use the crossing as expected. She was particularly concerned, however, that, as a result of the proposals people would park on her drive and the drives of the other residents of Hurlfield Court and asked if any measures could be introduced to prevent this.

9.4 In response, the Head of Transport, Traffic and Parking Services commented that it may be possible to introduce measures to prevent people parking on residents drives and discussions could be held with residents as to the most appropriate measures which could be introduced.

9.5 **RESOLVED:** That the Committee:-

- (a) overrules the objections to the waiting restrictions in the interests of road safety and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) approves the construction of the scheme, as shown in Appendix C of the report;
- (c) requests that officers liaise with the residents association from Hurlfield Court about measures to prevent displaced parking on this private road; and
- (d) requests that the objectors be informed accordingly.

9.3 Reasons for Decision

9.3.1 There have been four injury accidents in the last five years in this location all involving school age pedestrians. Therefore, the road safety advantages of installing these measures outweighed the concerns of local residents.

9.3.2 The Traffic Regulation Order for this scheme to provide waiting restrictions was considered a necessary part of the scheme. The East Community Assembly had considered the objections to the waiting restrictions and had decided that the advantages of the scheme outweighed any possible disadvantages to the objectors.

9.4 Alternatives Considered and Rejected

9.4.1 Moving the Zebra Crossing was considered following comments from residents but there were safety concerns raised about drivers turning left from Hurlfield Road to East Bank Road who would be too close to the crossing to achieve adequate forward visibility which may result in a collision with a pedestrian on the crossing.

9.4.2 Reducing the length of waiting restrictions and allowing further (off carriageway) parking than that shown in Appendix C of the report was considered following residents comments. However, this would reduce visibility to below an acceptable level for that of a Zebra Crossing.

9.5 Any Interest Declared or Dispensation Granted

None

9.6 Reason for Exemption if Public/Press Excluded During Consideration

None

9.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

9.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing



SHEFFIELD CITY COUNCIL Cabinet Highways Committee

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 13 DECEMBER 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.	105	Request for a pedestrian crossing concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14	4	Transport Vision	Northern Community Assembly	To add scheme to NCA major highways schemes list and report this to the Community Assembly.
2.	33	Requesting a ban of HGV's on Abbey Lane	9	6	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing - Further work subject to funding. Report on today's agenda
3.	1269	Objecting to heavy goods vehicles using the lanes in the Mayfield Valley and requesting an all-vehicle speed limit	1	6	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing - Further work subject to funding. Report today's agenda
4.	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	Project Delivery North	North East Community Assembly	Under Investigation. To report to Community Assembly in January 2013
5.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9	2	Project Delivery South	South Community Assembly	Report to be prepared for consideration by South Community Assembly in December 2012
6.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8	3	Transport Vision	Cabinet Highways Committee	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
7.	192	Objections to proposed parking bays outside shops on Buchanan Road	13	7	Scheme Design	Cabinet Highways Committee	It is reporting the objections to a Traffic Order. Report on today's agenda.

8.	750	Mr Chris French, Riverside Café 80 Catchbar Lane Hillsborough S6 1TA	11	10	12	Project Delivery Central	Central Community Assembly	Under investigation. To report to Central Community Assembly
9.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11	10	12	Traffic Regulations	Cabinet Highways Committee	Under investigation
10.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8	11	12	Project Delivery Central	East Community Assembly	Under investigation
11.	55	Requesting a pedestrian crossing facilities on Fitzwilliam Street	8	11	12	Project Delivery Central		Councillor Leigh Bramall responded to this petition on the 10 th October.
12.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Project Delivery Central	Central Community Assembly	Under investigation
13.	40	Requesting road safety measures at the junction of Upperthorpe / Springvale Road / Commonsides	8	11	12	Transport Vision	Cabinet Highways Committee	To be covered as part of the Cabinet Highway Report on this agenda
14.	47	Requesting help with overgrown trees and woodland area adjacent to Greystones Road between golf course and Hangingwater Road	8	11	12	Highway Maintenance	Cabinet Highways Committee	All items have been actioned and responses sent on 31 October 2012.
15.	1490	Safe pedestrian access between Wincobank and Meadowhall	11	10	12	Transport Vision	North East Community Assembly	Under investigation

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SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of: Executive Director, Place

Date: 13th December 2012

Subject: CITY WIDE REVIEW OF HEAVY GOODS
VEHICLE ROUTES

Author of Report: Chris Galloway, tel 2736208

Summary: This is an interim report to update members on the review, and seek approval for

- an HGV Route Network for journeys through Sheffield and into the city, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them;
 - continuing work to develop proposals to dealing with some HGV hot spots and for getting information to the SAT NAV companies and Freight Industry as detailed in Appendix A: Further Work.
-

Reasons for Recommendations:

HGVs are vital for delivering goods around the city and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. By encouraging HGVs to use only suitable routes, it is hoped to minimise the impact of these journeys and reduce community concerns.

Recommendations:

Approve;

- the HGV Route Network as shown in Appendix D1;
 - the process and Criteria in Appendix E for determining the suitability of roads for use by HGVs and the Hierarchy of Measures in Appendix F for progressive action to deal with HGV problems;
 - the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
 - the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
 - engaging with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement;
 - developing proposals for further work detailed in Appendix A.
-

Background Papers: YES

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
Relevant Cabinet Portfolio Leader
Relevant Scrutiny Committee if decision called in
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

REPORT TITLE

1.0 SUMMARY

- 1.1 This report gives an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield and makes recommendations on the way forward, particularly with relation to sensitive locations in the city.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Encouraging HGVs onto suitable routes will help manage community concerns regarding HGVs. It will also enable HGVs to use the road network more effectively. This policy therefore contributes to 'Safe and Secure Communities', 'Great Place to Live' and 'Competitive City'.
- 2.2 Having a clear and transparent process for dealing with HGV complaints will allow residents to engage fully with the process
- 2.3 Problems have been caused by dealing with issues on an individual basis. This new approach will ensure problems won't simply be moved onto other areas. Because this review deals with the issue on a city wide basis it takes into account both the legitimate use of the road network by hauliers as well as the concerns of residents. This complements Sheffield City Council's key aim of 'Standing Up for ALL Sheffield's residents'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The main outcomes will be:
- a clear and transparent way of dealing with HGV Hot Spots in the City using the Process and Criteria in Appendix E and the Hierarchy of Measures in Appendix F;
 - the promotion of a consistent HGV Route Network so HGVs are far less likely to use unsuitable roads;
- 3.2 This has also allowed proposals to be developed to deal with existing hot spots at Abbey Lane, Mayfield Valley and Attercliffe Centre.
- 3.3 Modifying the Key Diagram in the Sheffield Development Framework Core Strategy to complement the HGV Route Network, officers can influence HGV traffic associated with future development and use the network better.

4.0 REPORT

- 4.1 Problems have arisen from HGV bans being implemented on roads in a

piecemeal fashion. This moved a problem onto surrounding roads rather than tackling the underlying causes.

For example, the decision by the South Community Assembly to introduce a ban on Bocking Lane simply moved traffic onto Abbey Lane and in response to residents concerns the Assembly then wanted to introduce a ban on Abbey Lane. This would have moved the problem onto neighbouring roads in other Assembly areas such as the South West and Central and they raised their own concerns about introducing a ban on Abbey Lane.

This prompted approval for and development of a joined-up, city wide review of HGV routes.

- 4.2 The views of residents and those involved in the movement of freight by road have been taken into account, informing the review. A balance is needed between the role commercial vehicles (such as HGVs) play in Sheffield's economic health by delivering goods and services to and from businesses, and the concerns of residents.

The Review

- 4.3 The review team was asked to:
- Propose an HGV Route network suitable for HGVs travelling through the city and to access areas within the city;
 - Produce a process and criteria for determining the suitability of roads/routes in Sheffield for use by HGVs, and a hierarchy of measures for taking progressive action to deal with HGV problems, that takes full account of the needs of residents and hauliers.
 - Investigate how best to:
 - sign preferred routes for heavy goods vehicles;
 - promote the use of the preferred routes; and
 - restrict HGVs using some routes where appropriate.
 - Consider how the above would apply to existing problems on Abbey Lane, the Mayfield Valley and Attercliffe centre and suggest proposals that could be developed to deal with them;
 - Review the different methods of enforcing HGV restrictions, e.g. Police, Trading Standards and Lorry Watch schemes involving the public;
 - Suggest proposals that could be developed and make readily available information on the HGV Route Network to the SAT NAV companies and HGV operators.
 - Engage with Derbyshire County Council to see how best to manage HGVs using Sheffield's roads to get from the north of Derbyshire to the motorway network.
- 4.4 Initially officers have concentrated on routes that would be suitable for HGVs travelling through Sheffield and those to give access to areas within the city. Access into areas from these routes will be the subject of

a proposal to be developed at a later date.

Our aims were to:

- encourage HGVs to use motorways, trunk roads and the primary route network if their journey's involved travelling through Sheffield and not stopping on route;
- encourage HGVs to use main roads to access the city centre and areas within Sheffield;
- avoid routes which were known HGV problem locations or "hot spots"; and
- not redistribute HGVs from one route to another.

- 4.5 In November 2011 Community Assemblies identified 'hot spots' based on the main issues in their areas. This list was combined with problems that had been raised in the past.

From this information a potential network was produced taking into account current usage of roads by HGVs, the "HGV hot spots" and if there were any other suitable alternative routes.

To go with the possible network, best practice nationally was reviewed to arrive at a possible decision process and criteria for looking at the suitability of a route for use by HGVs and a Hierarchy of Measures for taking progressive action to deal with HGV problems,.

Consultation

- 4.6 Consultation on the network, decision process/criteria and hierarchy of measures started in March and ended in May 2012, although comments are continuing to be received and where possible/appropriate these have been taken into account. Overall, local groups/residents were keen to raise their concerns about current issues involving HGVs especially those relating to quarry traffic from Derbyshire but particularly in the Mayfield Valley, the centre of Attercliffe Centre, on Abbey Lane and Brocco Bank. Freight operators, business and statutory/regulatory bodies support the proposals in principle but want a "light touch" when it comes to encouraging use of the network. Derbyshire County Council would be concerned if Sheffield were to consider imposing bans on the A621, A625 and A57.

- 4.7 Two key actions supported by many were:
- to improve the information on preferred routes and restrictions and make it available to the SAT NAV industry electronically (this also complements current Government thinking); and
 - to engage with key stakeholders to deal with the "quarry traffic" in the south west of Sheffield.

A summary of the consultation process and responses is given in Appendix B.

Proposals

- 4.8 Based on the comments made, officers have produced a number of proposals:
- An HGV Route Network, see Appendix D1:
 - Reasoning Supporting Choice Of Roads For The HGV Route Network (see Appendix C);
 - The Decision Process and Criteria for dealing with HGV problems and for determining a routes suitability for HGV use (see Appendix E);
 - A Hierarchy of Measures for tackling HGV problems (see Appendix F).

- 4.9 With this in mind the problems of Abbey Lane resulting from the introduction of the HGV ban on Bocking Lane, as recommended by the South Community Assembly, were reviewed. The conclusion was that Abbey Lane (B6068), Whirlowdale Road (B6375) and Bocking Lane are the only suitable routes in the South of Sheffield for HGVs to access areas bounded by the A621, A625 and A61.

The first step in opening them up for use by HGVs for local deliveries and to ease the situation on Abbey Lane is to relax the ban on Bocking Lane to a night time restriction only, i.e. 7pm to 7am. This will allow the majority of HGVs that previously used Bocking Lane to switch back from Abbey Lane during the day. This change will address the road safety concerns near the school whilst continuing to address the night time noise problems on Bocking Lane. A scheme will be designed and implemented as soon as possible. However, officers intend to monitor the usage by HGVs of Abbey Lane and Bocking Lane, particularly their speed near the school. Any further action to deal with safety issues can then be identified quickly and appropriate measures put in place.

Officers will also continue their work with Derbyshire County Council and the Freight Transport Association to address residents concerns over quarry traffic using both Abbey Lane and Bocking Lane. The intention is to achieve a significant reduction in this traffic by agreement without the need for any further HGV bans.

Bans may be a future option but come with the real possibility that they will just shift issues elsewhere. Therefore, collaboration offers best solution long term.

The relaxation of the Bocking Lane ban and the work with Derbyshire County Council and other key stakeholders to reduce quarry traffic travelling through Sheffield to the motorway network was put to the South Community Assembly at their meeting on the 15th November. Whilst there was consensus over the ongoing discussions to try and reduce quarry traffic, in terms of the proposal to relax the ban on Bocking Lane to a night time restriction, the councillors were split.

All Members wanted to see the situation monitored on Bocking Lane and Abbey Lane in terms of usage and speeds of HGVs. A count of HGVs at the Bocking Lane/Abbey Lane junction has, therefore, been arranged for early in December, the results of which will be available for the meeting. This will provide a bench mark to monitor the effects of the proposed

change to the hours of the restriction on Bocking Lane.

4.10 Using the Decision Process, Criteria and Hierarchy of Measures for dealing with HGV problems, the following actions have been determined as the best way of dealing with the problems namely of the Mayfield Valley, Attercliffe Centre and Brocco Bank.

- Mayfield Valley:
 - engage with the operators of the HGVs using the roads to get them to use other more suitable routes;
 - design a scheme to provide advisory signs of the unsuitability of roads on the main entry/exit points to the valley and have it assessed for inclusion in the LTP programme;
 - the associated public request for a 30mph speed limit is to be considered separately and does not fall under the remit of this report.
- Attercliffe Centre:
 - implement the scheme to provide advisory signs to route through HGV traffic away from the centre of Attercliffe using the Don Valley Link Road. Nb. Funding to deal with HGV issues in Attercliffe was given to Sheffield City Council by the former Sheffield Development Corporation. However this may not be sufficient to cover the whole cost of a scheme. Any additional funding is to be allocated from the LTP.
 - review reclassifying Attercliffe Road between Janson Street and Fred Mulley Way from the A6108 to a B road would help promote the idea that it is no longer a main route into the city.

4.11 Officers have reviewed how other authorities enforce their HGV restrictions and have discussed the matter with South Yorkshire Police (see Appendix G).

In summary, nationally, many authorities carry out their own enforcement, taking a “softly, softly” approach, resulting in issuing warning letters to offending drivers/operators. The police have limited resources to carry out lower priority tasks such as enforcement of traffic offences. Whilst the police would still undertake enforcement, there would have to be significant levels of abuse. Sheffield City Council would have to supply information about when the abuse is occurring to maximise the impact of the police operation. The police would also issue fixed penalty notices rather than warning letters.

National government is looking at decriminalising further offences, including weight restrictions, so that local authorities can undertake even more of their own enforcement. Further work to determine what the best form of enforcement for Sheffield is required.

4.12 The Government feels that the most practical approach to improving the situation around SAT NAV devices seems to be greater data-sharing between highway authorities (including the Highways Agency) and, in particular, mapping providers. Further information is set out in Appendix

H.

This report sees developing proposals to do this as a key priority along with a publicity campaign to inform the public, freight industry and business of the HGV Route Network.

- 4.13 The Air Quality Team in a separate but related project are working to identify which vehicle types are contributing most to pollution in the worst areas of the city. They already know that stops and starts are times when diesel engines generate most of their pollution, and it may be possible to reduce this along parts of the HGV Route Network by managing traffic differently through signal timings that reduce or eliminate them. Where the problem is worse this could lead to significant improvements in air quality. This is something they could look at with the Network Management Team to balance their priorities of keeping the whole city moving against those of improving air quality. Ultimately the answer may lie in the use of cleaner engine technology and alternative fuel, however, this is something that is difficult for a city to influence alone.
- 4.14 A summary of the proposed outcomes and areas of further work needed to take the review forward are set out in Appendix A.

RELEVANT IMPLICATIONS

- 4.15 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.16 The review and report are funded from an approved allocation of £70,000 from the 2012/13 Local Transport Plan (LTP) programme.

There is sufficient funding to;

- continue the discussions with Derbyshire and the quarry industry;
- advertise the change to the Bocking Lane restriction and design a scheme to implement it;
- implement an advisory signing scheme to route HGVs travelling through Attercliffe onto the Don Valley Link Road; and
- design an advisory signing scheme for Mayfield Valley and engage with operators whose vehicles use the roads in this area to get them onto other roads that are suitable.

Further work would be undertaken in 2013/14 from an estimated budget of £40,000 funded from the LTP. This would include:

- implement the scheme to relax the ban on Bocking Lane;
- create a database of all moving traffic orders including those relating specifically to HGVs, publish this on the Web and make it available to SAT NAV mapping/routing companies and the Road Haulage industry;

- prioritise all outstanding HGV problems and consider what or whether action is appropriate and develop proposals for implementation;
 - undertake a publicity campaign to get the information on the network out to business and industry and engage with operators and businesses to form a partnership to deal with problems in partnership; and
 - undertake a review of road classifications and see where changes could complement the HGV Route Network and reflect the changing importance of roads to the city of Sheffield.
- 4.17 Fundamentally the proposals in the report should be positive for everyone in Sheffield regardless of age, sex, race, faith, disability, sexuality, etc. Everyone should benefit. However, the proposals should prove particularly positive for the most vulnerable people including the young, elderly, disabled and their carers. It should also prove very positive for community cohesion. No negative equality impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A number of alternative options were considered when determining how to deal with the concerns of Abbey Lane residents including removing the ban on Bocking Lane, introducing additional road engineering measures on Abbey Lane to deal with speeding and to do nothing.
- 5.2 When determining what to do about the Mayfield Valley officers did consider introducing an HGV ban and advisory route signing but neither could be justified in terms of the numbers and frequency of incidents involving HGVs.
- 5.3 When looking at Attercliffe centre a ban was considered but this might have affected local businesses that are reliant on HGVs and therefore was not recommended.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 HGVs are vital for delivering goods around the city and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. Encouraging HGVs to use only suitable routes will minimise the impact of HGV journeys and reduce community concerns.
- 6.2 The approval of the network, process/criteria and hierarchy of measures will allow officers to develop proposals to deal with existing HGV hot spots.
- 6.3 The approval of the relaxation of the HGV ban on Bocking Lane will help improve the situation for Abbey Lane residents.
- 6.4 Modifying the Key Diagram will help reduce problems in the future by

promoting the HGV Route Network at the planning stage.

- 6.5 Developing proposals for further work will allow funding to be secured for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

7.0 RECOMMENDATIONS

- 7.1 Approve the,
- HGV Route Network as shown in Appendix D1 which excludes Brocco Bank but includes Bocking Lane & Abbey;
 - Process and Criteria in Appendix E for determining the suitability of roads for use by HGVs;
 - The Hierarchy of Measures in Appendix F for progressive action taking action to deal with HGV problems;
- 7.2 Approve the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- 7.3 Approve the relaxation of the Bocking Lane ban to night time only, that is 19:00 to 07:00 hours;
- 7.4 Approve engaging with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement;
- 7.5 Approve the proposals for further work detailed in Appendix A.

Appendix A: Further Work for Dealing with Lorry Movements and Problems in Sheffield

1. Key Problem: Quarry Traffic in the South West of Sheffield

Investigate whether it is feasible to introduce HGV bans on the A621, A625 & A57 to stop the through movement of HGVs between Derbyshire and the M1/M18 and what the likely impacts would be for Sheffield people and businesses if we did.

2. Key Problem: Abbey Lane/Bocking Lane

- comments of the South Community Assembly are noted on the Network and the proposal to relax the existing restriction on Bocking Lane to a night time restriction only, i.e. 7pm to 7am;
- a scheme to relax the restriction is introduced as soon as possible with funding from the LTP; and
- the usage by HGVs of Abbey Lane and Bocking Lane is monitored, particularly their speed near the school so that any further action to deal with safety issues can be identified quickly and appropriate remedial measures put in place with funding from the LTP.

3. Key Problem: Mayfield Valley

- engage with the operators of the HGVs using the roads in the Mayfield Valley to get them to use other more suitable routes;
- design a scheme to provide advisory signs of the unsuitability of roads on the main entry/exit points to the valley and have it assessed for inclusion in the LTP programme; and
- consider the associated request for a 30mph speed limit separately.

4. Key Problem: Attercliffe Centre

- develop a scheme, using funds from the Sheffield Development Corporation, to provide advisory signs to route HGVs away from the centre of Attercliffe onto the Don Valley Link road;
- subject to any short fall in funding being made available from the LTP, introduce it as soon as possible; and
- reclassify Attercliffe Road from the A6108 to a B road between Janson Street and Fred Mulley Way;

5. Develop proposals, subject to funding from the LTP, to make information on the HGV Route Network and restrictions affecting HGVs available to the SAT NAV industry and Freight Operators.

6. Develop a proposal, subject to funding from the LTP, to inform the public, freight industry and business of the HGV Route Network and other proposals being developed.

7. Develop a proposal, subject to funding from the LTP, for dealing with the enforcement of HGV restrictions.

8. Develop a proposal to reclassify other parts of the network to complement the HGV Route Network, namely:

- Europa Link – upgrade from a C road to a B road;
- Manchester Road/Langsett Road – downgrade from the A6102 to a B road between the A616 Stocksbridge by-pass and the A61 Penistone Road.

9. Investigate other currently identified hot spots (for example in the Handsworth area) and review others as they occur in the future.

10. Work in association with the Council's air quality officers to develop proposals to reduce the impact of HGVs on areas of the city with poor air quality.

Appendix B: Summary of Consultation Responses

Consultation on the network and decision process/criteria started in March and ended in May 2012, although comments are continuing to be received and where possible/appropriate these have been taken into account. The following documents were included in the consultation.

- Possible HGV Network - Plan No's TM-BN980-PRN-S3A (local) & TM-BN980-PRN-S2-2B (regional): see updated versions of plans in Appendices D1 & D2;
- Decision Process (for dealing with HGV problems) and Hierarchy of Measures: see updated versions of documents in Appendices D & E;
- Reasoning behind Strategic Levels 1 and 2): see updated version in Appendix C;
- HGV Problem Hot Spots – List and Plan No. TM-BN980-PRN-S1A): see updated versions of plans in Appendices D5 & D4;
- 2-Way 12 Hr HGV Flows - Plan No. TM-BN980-S2-1A): see an updated version of the plan in Appendix D3.

These documents are included on the Council's website at

<https://www.sheffield.gov.uk/SCC-Home/roads/works/schemes/lorry-routes>

Officers consulted with the Assembly's and local forums/groups to get local people's views, freight operators/associations and those using their services to get the industry/business view, and statutory bodies to get a strategic and regulatory view. Specifically, officers contacted:

- The Community Assemblies and residents;
- The Motorist Forum and Sheffield on the Move;
- The associations representing the road haulage industry, i.e. the Freight Transport Association (FTA) and the Road Haulage Association (RHA), and the Sheffield Chamber of Commerce and Industry (SCCI) whose members make use of Hauliers for transporting their goods and materials. We also asked how best to get information on our preferred routes to the operators;
- The South Yorkshire Freight Partnership, Highways Agency and neighbouring Highway Authorities to get a strategic view of the proposals; and
- The Police for their views on enforcement

Information was also placed on the Council's web site so that any one else interested could respond, particularly members of the public.

A summary of all the responses is given below.

- B.1** The **Community Assembly's** were concerned in the main about existing HGV Hot Spots and there was little comment on the HGV Route Network as a whole or the decision process/criteria. A summary

of their response is as follows:

- **Northern Community Assembly** - there hasn't been a formal response only from an individual councillor who did convey his support for the idea of an HGV Route Network in principle, particularly as it promotes the use of Stocksbridge by-pass as an alternative to A6102 Langsett Rd. However, he was concerned about the continued abuse of the width restrictions on Oughtibridge La and Skew Hill by HGVs. This may be associated with the HGV hot spot on the Wheel but as there isn't currently a suitable alternative a solution is problematic;
- **Central Community Assembly** - supports the idea of an HGV Route Network in principle but they were concerned about the possible increased usage of Brocco Bank and the use of large delivery vehicles in the city centre;
- **South Community Assembly** enter comments about Abbey Lane recommendation after members briefing on 15th November;
- **East Community Assembly** supports the proposal to direct HGVs travelling through the centre of Attercliffe onto an alternative route. They continue to be concerned about HGV usage of Handsworth Road, Harborough Avenue and Orgreave Lane and would like these hot spots investigated.

No formal responses have been received from the remaining three Community Assemblies.

B.2 There were a number of specific issues raised by **residents** but no comments about the HGV Route Network or the process/criteria. These related to:

- **Twentywell Lane** – HGVs are using it to avoid the ban on Bocking Lane, it is totally unsuitable and they should be stopped;
- **Brocco Bank** – is unsuitable for use by HGVs;
- **Mayfield Valley** – want to introduce an HGV ban and a 30mph limit on the roads. A petition has been received requesting the same measures;
- **Archer Road** – HGVs using the northern junction with Abbeydale Road to service the various supermarkets and other businesses despite signing to use the southern entrance.

B.3 There was some support from the **Transport Forums** and **Local Interest Groups** for HGV Route Network in principle but the majority of responses were about particular issues. These are summarised below:

- The **Abbey Lane Petitioners** feel that Abbey Lane is not a suitable alternative to Bocking Lane. They suggest removing

the Bocking Lane restriction whilst seeking to reduce/eliminate quarry traffic or putting a ban on Abbey Lane.

- A number of responses were received from **Sheffield on the Move** and **The Motorist Forum**. There were two main concerns, the adverse impact HGVs were having on air quality and safety in Attercliffe Centre and the amount of quarry traffic from Derbyshire in the south west of Sheffield.
- The **Endcliffe Corner Community Organisation, Birkdale Preparatory School** and **Friends of Botanical Gardens** say Brocco Bank is not suitable for access by HGVs because of geometric constraints, safety concerns and air quality issues.
- The **Bradway Action Group** support proposal in principle but need action to deal with Bocking Lane displacement onto Twentywell Lane and Prospect Road/Queen Victoria Road.
- The **Sheffield Cyclist Touring Club Right to Ride** group dispute the traffic figures used and want more counts. They also suggest reducing speed limits on some roads would discourage HGVs using them.
- The **Friends of Porter Valley** want an HGV ban in Mayfield Valley and the cutting trees back be stopped.

- B.4** The **Freight Industry**, represented by the FTA & RHA, support the idea of an HGV Route Network in principle but on an advisory basis only and would prefer a passive approach using advisory signing and reclassifying routes rather than by imposing restrictions.

They recognize there are particular issues in the South West of Sheffield relating to quarry traffic and the FTA has agreed to facilitate talks with the Aggregate Industry aimed at trying to reduce the numbers of vehicles.

They feel it is important to make available as soon as possible information on restrictions and routing to the SATNAV industry and other route planning agencies.

- B.5** The SCCI, representing the **business community** agreed with the Freight industry and support the idea of an HGV Route Network in principle and that it was important to make information available on restrictions and routing to the SATNAV industry and other route planning agencies as soon as possible. Electronic based information rather than paper based should be used to promote the network.

They felt that the passive approach through advisory route signing and route reclassification would be appropriate to deal with concerns over HGVs travelling through Attercliffe on the A6108 and signing could be improved by including a "SATNAV symbol" where appropriate.

- B.6** The views of local and regional authorities were:

The **South Yorkshire Freight Partnership** (SYFP) is closely

following progress of the Sheffield City Council review as 'Freight Routing' is one of the major elements on their Action Plan, in particular its contribution to the policy aims of the Sheffield City Region Transport Strategy. They considered that this work is likely to be scalable to the Sheffield City Region and as such the Freight Tactical Group (the enabling team for the SYFP) would like to investigate joint initiatives to produce regional solutions and work with partners to identify appropriate funding streams.

The Council's **Carbon Reduction and Air Quality Team** would like to see Air Quality Levels in the "suitability" criteria. They highlighted the need to reduce emissions on all the main roads and in the city centre, and were particular concerned about Abbeydale Road and Brocco Bank was close to EU limit values.

The Council's **Highways Development Control Team** can agree routes for servicing for new developments as part of the planning process where there are road safety concerns or there is clearly a more desirable access route. They can also ask for travel plans and actions to deal with air quality. The Team can restrict deliveries by time of day, where appropriate and promote use of Freight Consolidation Centres.

The Council's **Transport Vision Team and Forward and Area Planning Team** agree in principle with the HGV Route Network but it needs to be reflected in the Sheffield Core Strategy (Chapter 10) document on Enabling People & Goods to Move Conveniently & Sustainably.

The Council's **City Regeneration Division** strongly supports re-routing of HGVs away from the centre of Attercliffe. It agrees with the idea of an HGV Route Network and the reclassification of the A6108 between Janson Street and Fred Mulley Way.

The **South Yorkshire Police** support the idea of an HGV Route Network in principle and see improvements to SATNAV data as key to the solution. They have limited resources for enforcement so requests need to be where there are real and significant issues. Details of when abuse is occurring should be provided to allow them to plan their action more effectively.

The **Highways Agency** has no concerns providing their tactical/emergency diversion routes of their motorway network are not affected.

Derbyshire County Council understands and supports the objective of encouraging or enforcing the use of the most appropriate routes by HGVs. It would not necessarily agree, though, that restricted use of principal roads is a desirable or necessary part of this strategy. Proposals which would restrict the use of the A57, A625 and A621 across the County boundary raise a number of concerns:

- The potential impact upon Air Quality Management and Noise Action Plan areas along the A619 and A61 corridors through

Derbyshire

- The need for additional signing within the Peak District National Park, where the County Council is currently working with the National Park Authority to reduce clutter
- Implications for Derbyshire Constabulary in enforcing approaches to Sheffield
- The impact upon businesses of enforced additions to journey times and costs

They suggest that we need a more detailed picture of the usage of the routes at present, not just in terms of volumes but, more importantly, origins and destinations so that we can understand the impacts of such proposals. It may be that there are relatively small numbers of HGVs which travel through (rather than to or from) Sheffield and hence be affected by the proposed scheme. The County Council will be interested in, and will help to facilitate where possible, detailed consultation with operators about their business needs and the potential impacts of specific proposed orders.

APPENDIX C: REASONING SUPPORTING CHOICE OF ROADS FOR THE HGV ROUTE NETWORK

Introduction

Our aim is to get HGVs on to the most suitable route for their particular journey. We intend to do this by:

- providing information in various forms and mediums to all involved in the haulage industry on which routes in Sheffield are suitable for a particular type of journey; and
- dealing with “HGV problems”, not in a piecemeal fashion, so they are simply moved onto other areas, but on a city wide basis, taking into account both the legitimate use of the road network by hauliers as well as the concerns of residents.

Methodology

We have developed an HGV Route Network, see Appendix D1 (plan SD-BN980-NETWORK-1-1) or the larger versions on display before committee, made up of suitable roads for use by HGVs, initially at the strategic level, i.e. for those journeys through Sheffield and those into and out of the city. Work to extend this to cover roads providing access to other areas within the city and between them will follow once this has been adopted by the Council.

In developing this Network we have looked at where medium to long distance journeys make use of the principal roads in Sheffield, where HGVs have been highlighted as a problem, see Appendix D4 (plan SD-BN980-HOT SPOTS-1-1) and how many HGVs are using the roads currently, see Appendix D3 (SD-BN980-HGV COUNTS-1-1).

We have also recognized that:

- there is no pattern of accidents involving HGVs anywhere in the City which have required us to make any interventions. The overall accident rate is very low across the city and there are no accident hot spots;
- the daily number of HGVs coming into and out of the Sheffield since it peaked in 1981 (4.55% & 12,594) has shown a **steady decline** in both the percentage of total traffic and actual number to the present day (1.62% & 4,524);
- the highest numbers of HGVs are found on the main roads into the city from the M1 junction 34 (N&S); and
- Shepcote Lane has the highest percentage of HGVs due to the industrial nature of development along its length and that it connects the M1 (J34) to the A6102 outer ring road.

HGV Route Network

The Network is mainly made up of A and B classified roads. These roads are currently used for the majority of journeys by HGVs in Sheffield and for the most part have not been identified as having HGV related problems.

A plan showing the HGV Route Network in relation to national road networks i.e. Motorway, Trunk and Primary, is shown in Appendix D2 (plan SD-BN980-NETWORK-2-1). These national networks are used for the majority of longer and medium distance journeys.

We have split the strategic level of the Network into two levels. The top level is for journeys through Sheffield (SL1), and the next level down is for journeys into and out of the city (SL2).

As a separate piece of work we are considering making changes to the classified road network since it can have a bearing on route choice thereby complementing the work we are doing.

- **Strategic Level 1 (SL1) – Through Journeys**

It is proposed that this part of the network is made up of some of the roads that are part of the primary route network, i.e. important routes nationally for medium-to-long-distance navigation. These normally appear as green roads in most road atlases as opposed to other A roads which are coloured red, the direction signs also have white text on a green background as opposed to direction signs on other roads (except Motorways) that have black text on a white background.

This part of the Network includes the:

- A61 from Chesterfield to Meadowhead roundabout,
- the A6102 (outer ring road) from Meadowhead roundabout to the A631 Shepcote Lane,
- the A631 from the outer ring road to the M1 J34 (N&S),
- the Sheffield Parkway between the A6102 and M1, and
- Mosborough Parkway from the Sheffield Parkway to the M1 J31.

These roads would be used by HGVs travelling between north east Derbyshire and the M1 North and M18 so that they do not have to go through the city centre. It is the most direct route from the A61 in the south and for the most part is a two lane dual carriageway. There are no other routes that would be suitable for HGVs travelling through Sheffield and better alternatives exist using the national road networks.

- **Strategic Level 2 (SL2) – Journeys into and out of the City**

This level is comprised of the remaining A roads, with three exceptions (parts of the A6102, A6135 & A6178), plus four key B roads that have been included since they provide useful connecting links and Europa Link Road (currently under consideration for classification as a B route).

These roads are currently used by HGVs to access areas within the city from the SL1 roads, the A628(A616) Trans Pennine Route and the

M1 motorway. They are considered to be suitable and there are no other alternatives.

Reasons for Including/Excluding Routes from the Network

Including routes in SL2:

- The **B6068/B6375 Abbey Lane** and **Whirlowdale Road** along with **Bocking Lane** provide a link between the main arterial roads running through the south of the city, i.e. the A625 Hathersage Road, the A621 Abbeydale Road South and the A61 Chesterfield Road;
 1. These roads allow movement into and out of the city centre as well as to other areas of the city via the outer ring road;
 2. If HGVs were banned from using these roads then the most likely alternative would be to drive into the city centre on the A621 Abbeydale Road and then out again via Broadfield Road and the A61 London Road and Chesterfield Road. This is an additional round trip journey of over five miles to reach the same point only a few hundred yards away, if using Abbey Lane or Bocking Lane.

This would have a number of drawbacks:

- a. The air quality in the Abbeydale Road corridor, the likely alternative route, is already poor and additional pollution from HGVs could make this worse;
 - b. The roads into the city centre are already congested at peak times - adding additional traffic, especially slow moving HGVs, would only add to the problem;
 - c. It could move the problems experienced on Abbey Lane and Bocking Lane on to other roads such as Abbeydale Road that already experience significant HGV traffic, and where homes, businesses and schools front onto the road;
 - d. Lead to HGV drivers using other, narrower residential roads adjacent to and parallel to Abbey Lane, which are unsuitable for HGVs;
 - e. It would increase both the journey times (an additional 2 miles using Woodseats Road) and costs for HGV operators.
4. The levels of noise and pollution on both roads are well within recommended national limits;
 5. There is no pattern of accidents involving HGVs anywhere in the City, including Abbey Lane and Bocking Lane, which have required us to make any interventions. Indeed the overall accident rate is very low across the city and there are no accident hot spots;
 6. The road layouts of both Bocking Lane and Abbey Lane have no features that make them particularly unsuitable for HGVs.

- The **B6075 Rutland Road**, with mainly commercial premises along its length, links the A6135 to the A61.
- The **B6053 Rotherham Rd/Eckington Way**. This provides a link from the A6135 for traffic travelling to and from the M1 (J30) to the A57 Mosborough Parkway and then into and out of the city centre. It relieves the pressure on the busy junctions at High Street/Station Rd and Manor Top.
- **Europa Link** – this is being considered for classification as a B road and provides a link from Sheffield Parkway to Shepcote Lane and serves the Sheffield Business Park.

Excluding Routes from SL1 & 2:

- Part of the A6102 between the A616 Stocksbridge By-pass and the A61 at Hillsborough. The Council have been trying to discourage the use of this route for some time through minor improvements, e.g. tightening up radii and reducing carriageway width, in Stocksbridge. We also changed the signing of all major destinations when the by-pass was opened to route traffic along the A61/A616. However, even though it's only 1.3 miles more, some drivers still prefer to use the former route, i.e. A6102/B6088. There could be a number of reasons for this, one being that it is a "flatter" (no major hills) route. By taking this out of the network it may help further reduce HGVs using it as a through route.
- Part of the A6178 Attercliffe Road (between its junction with Janson Street and Savile Street) – there is a reasonable alternative route via the Don Valley Link Road; and
- Part of the A6135 (City Road/Granville Road) - through traffic is already signed onto the Parkway when travelling into the city.
- The B6069 Brocco Bank, Glossop Road & Clarkson Street. These roads have been traffic calmed incorporating cycle lanes, build outs, pedestrian crossings and refuges. The emission levels are close to the upper limits, and the roads go through mainly residential areas with schools and parks. However, there are several hospitals, shops, businesses, university etc within the area that rely on deliveries by HGVs so they cannot be banned from these roads altogether.

Conclusion

The PRN is a reflection of current usage of the roads in Sheffield by HGVs and avoids most of the known problem areas. It shouldn't lead to significantly more HGVs using these roads but will help in our aim of getting them onto the most suitable routes at **all** parts of their journey.

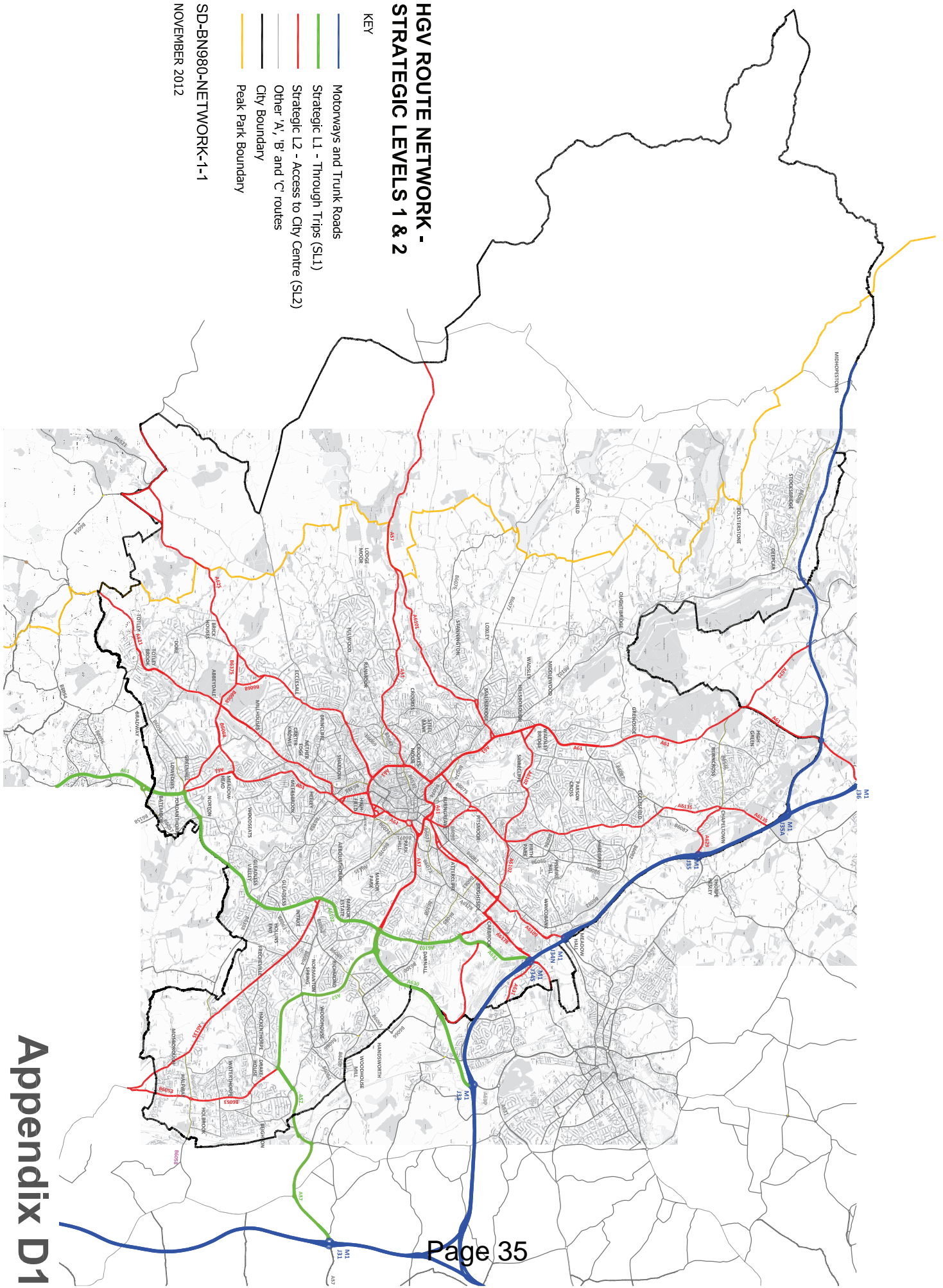
Agreeing a network of roads suitable for HGVs will provide the framework on which we can deal with outstanding problems. It will also allow us to look at suitable routes for access into areas off this network.

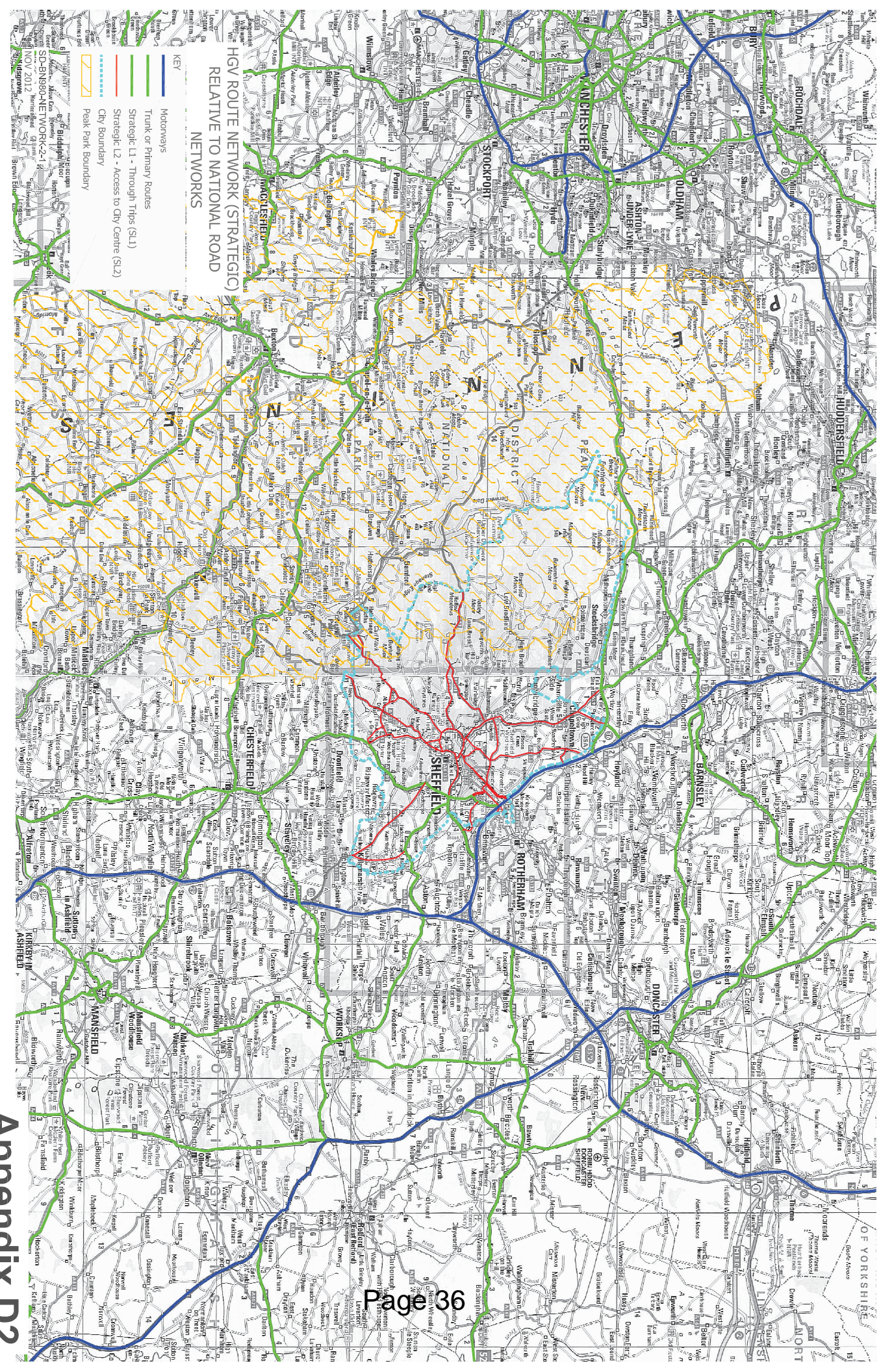
We will continue to work with our neighbouring authorities to achieve common aims of managing traffic between our areas so journeys are made on the most appropriate roads.

HGV ROUTE NETWORK - STRATEGIC LEVELS 1 & 2

- KEY**
- Motorways and Trunk Roads
 - Strategic L1 - Through Trips (SL1)
 - Strategic L2 - Access to City Centre (SL2)
 - Other 'A', 'B' and 'C' routes
 - City Boundary
 - Peak Park Boundary

SD-BN980-NETWORK-1-1
NOVEMBER 2012



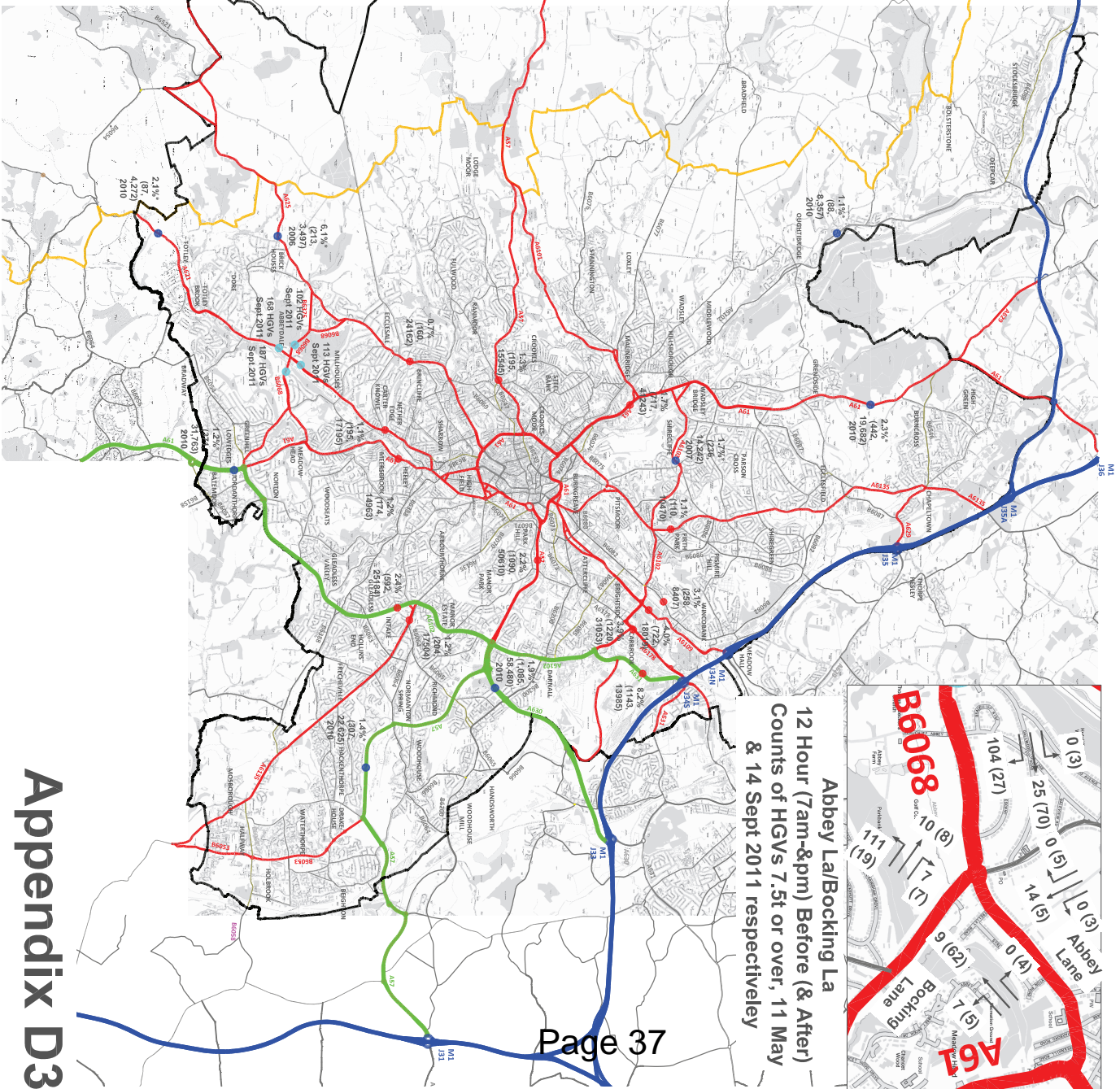


2-WAY 12HR HGV COUNTS - HGV ROUTE NETWORK

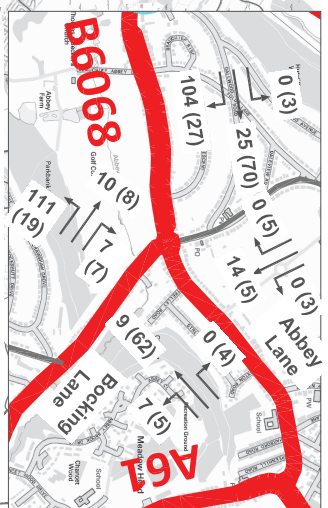
KEY

- Motownways and Trunk Roads
- Strategic L1 - Through Trips (SL1)
- Strategic L2 - Access to City Centre (SL2)
- Other 'A', 'B' and 'C' routes
- City Boundary
- Peak Park Boundary
- Annual Cordon/Screen Line Counts
- Additional Count Sites (date of count included, either 2010 or earlier)
- After Counts following implementation of HGV restriction on Bocking Lane

SD-BN980-HGV COUNTS-1-1
NOVEMBER 2012



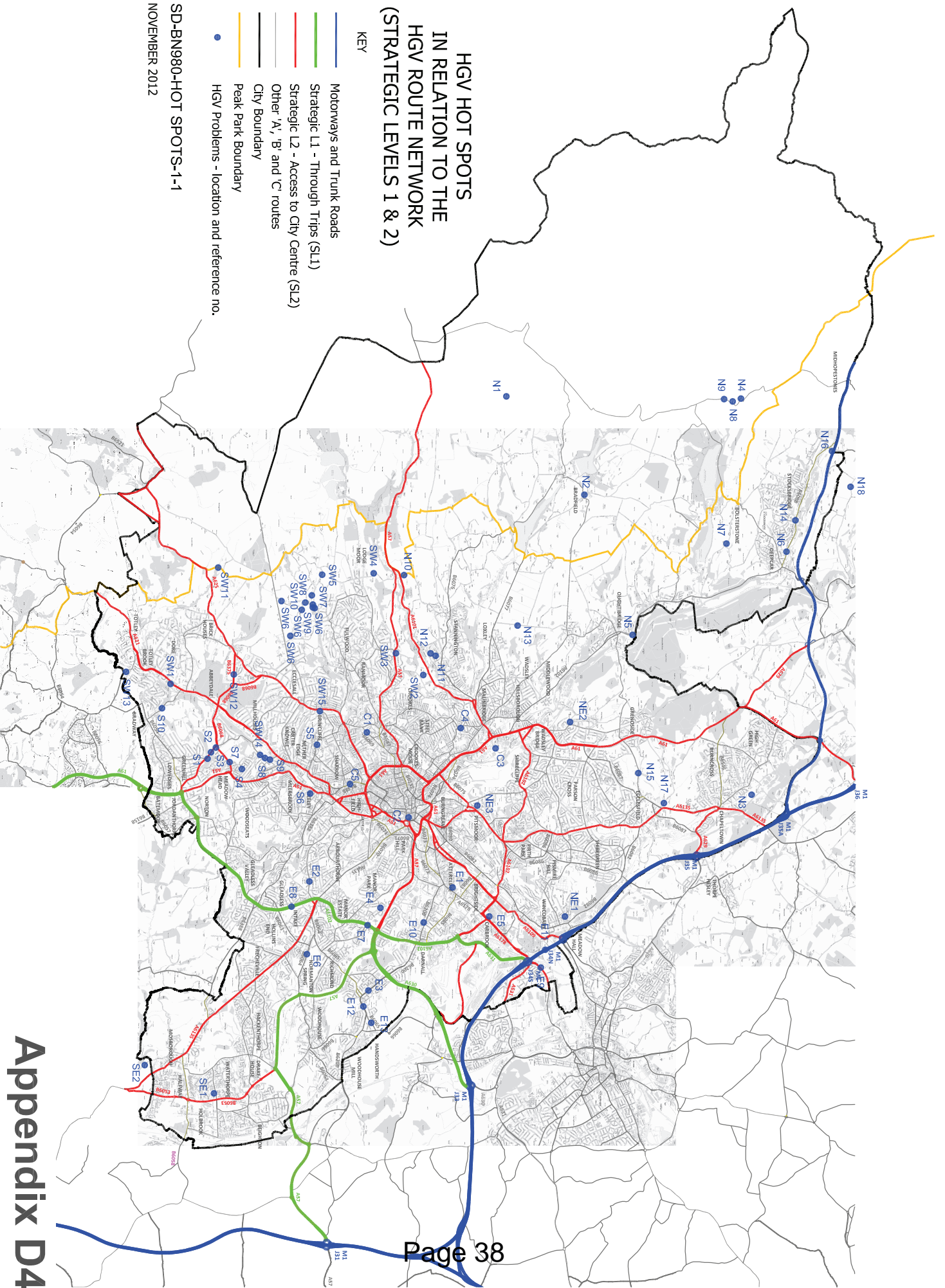
Abbey La/Bocking La
12 Hour (7am-8pm) Before (& After)
Counts of HGVs 7.5t or over, 11 May
& 14 Sept 2011 respectively



HGV HOT SPOTS IN RELATION TO THE HGV ROUTE NETWORK (STRATEGIC LEVELS 1 & 2)

KEY

- Motorways and Trunk Roads
- Strategic L1 - Through Trips (SL1)
- Strategic L2 - Access to City Centre (SL2)
- Other 'A', 'B' and 'C' routes
- City Boundary
- Peak Park Boundary
- HGV Problems - location and reference no.



Appendix D5: HGV Hot Spot List

Item	Location	Assembly	Problem	Date	Comments
Central Community Assembly					
C1	Brocco Bank, Clarkhouse Road and Newbould Lane	Central	HGV routing	Sep-09	
C2	Dixon Lane & Broad Street West	Central	Incidents involving delivery vehicles reversing back onto Park Square to avoid low bridge under Commercial Street. Vehicles also become stuck whilst manoeuvring on the narrow streets.		
C3	Livesey Street Bridge	Central	Request for HGV warning signs	Apr-09	Signing has been erected
C4	Walkley Lane & Ripley St	Central	HGV Sat Nav problems	Feb-08	Signing has been erected

Item	Location	Assembly	Problem	Date	Comments
C5	London Road	Central & South	HGV Sat Nav problems	Jun-08	Clir Little
East Community Assembly					
E1	Attercliffe Road	East	Understood that businesses need their deliveries but there is a wish to improve the shopping experience.	Dec-11	Comments have been received as part of the ongoing HGV Review
E2	East Bank Road	East	Reported that steepness of road and vehicles near school crossing and entrance to 'Springs'. Nothing requested	Dec-11	Comments have been received as part of the ongoing HGV Review
E3	Handsworth Road	East	B road is residential but has a large number of HGVs using it as a rat run. Sign HGVs to the A57 instead.	Dec-11	Comments have been received as part of the ongoing HGV Review
E4	Harborough Avenue	East	Lorries are losing their way in the estate roads whilst looking for a route to the Parkway.	Aug-05	Better signing required, but funding permitting

Item	Location	Assembly	Problem	Date	Comments
E5	Millford Street	East	HGVs turning in and out of Millford Street	Jan-09	Informed company involved that better directions and information are provided
E6	Normanton Hill	East	Speeds of all vehicles and numbers of HGVs. Request a HGV ban.	Dec-11	Comments have been received as part of the ongoing HGV Review
E7	Prince of Wales Road	East	Noise pollution and volume of HGVs near to Pipworth School and Park Academy. Request to ban HGVs at school times	Dec-11	Comments have been received as part of the ongoing HGV Review
E8	Ridgeway Road	East	HGVs on Ridgeway Road were mentioned but nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review
E9	Sheffield Road, Tinsley	East	Main concern is air pollution and congestion caused by all vehicles. Nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
E10	Staniforth Road	East	Report of a high density of HGVs. Request that they are "limited".	Dec-11	Comments have been received as part of the ongoing HGV Review
E11	Tinsley Viaduct	East	Main concern is air pollution and congestion caused by all vehicles. Nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review
E12	Handsworth Road	East & South East	Concern raised over apparent increase in HGVs using Handsworth Road.	Jan-07	Reply sent. No further action.
E13	Orgreave Lane	East & South East	HGV traffic has increased recently. A ban has been requested.	Apr-10	Reply sent. No further action.
North East Community Assembly					
NE1	Fife Street	North East	HGVs travel up Fife Street in error.	Feb-09	Informed company involved that better directions and information are provided

Item	Location	Assembly	Problem	Date	Comments
NE2	Midhurst Road Foxhill, Nutwood Ind Est.	North East	Lorries which are too high to access the Estate from Claywheels Lane due to low bridge on Limestone Cottage Lane use Foxhill Rd, Midhurst Road and Hagg Hill instead. Some turn too early end up in other residential streets.	Jun-05	Signing has been erected
NE3	Shirecliffe Lane	North East	Request for signing at south east end which is too narrow for HGVs	Nov-11	Difficulties with funding
Northern Community Assembly					
N1	Blindside Lane, Strines	Northern	Problem with HGVs and coaches	Mar-10	Signing has been erected
N2	Bradfield area	Northern	HGVs have difficulties negotiating this area	Dec-11	Comments have been received as part of the ongoing HGV Review
N3	Chambers Valley Road. Chapelton	Northern	HGVs use this road	Dec-09	Unsuitable for HGV signs have been erected

Item	Location	Assembly	Problem	Date	Comments
N4	Ewden Beck Bridge, Mortimer Road	Northern	Request for measures in relation to HGV use of the road and bridge	Jul-10	
N5	Langsett Road North	Northern	Request for Unsuitable for HGVs sign. Lorries miss the turn to paper mill	Sep-09	
N6	Manchester Road Deepcar	Northern	Request in connection with closure of road at Middlewood Tavern. Now road is re-open, HGVs are back on the route.	Apr-11	
N7	More Hall Lane	Northern	Request for signs to warn of HGV manoeuvring difficulties on More Hall Lane	Sep-09	Road markings applied to help resolve
N8	Mortimer Road	Northern	HGV Sat Nav problems	Apr-08	Andy Barker

Item	Location	Assembly	Problem	Date	Comments
N9	Mortimer Road	Northern	HGV Sat Nav problems	Jan-08	John Wright (Road Safety)
N10	Rails Road	Northern			
N11	Roscoe Bank	Northern	Request for additional signs to prevent HGVs using Liberty Hill, Stannington towards Rivelin Valley Road	May-09	Signing has been erected
N12	Roscoe Bank & Liberty Hill Stannington	Northern	Lorries get stuck and become grounded at points on these roads.		
N13	Route between Stannington, Oughtibridge and Ecclesfield	Northern	HGVs use a route via Stannington, Loxley, Worrall, Oughtibridge, Grenoside and Ecclesfield to get to M1. Much of the route is unsuitable	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
N14	Stocksbridge	Northern	HGVs use the B6088 through Stocksbridge town centre to and from the A616, rather than utilising the junction at Deepcar. Suggestion is to restrict HGVs on the B6088.	Dec-11	Comments have been received as part of the ongoing HGV Review
N15	The Wheel	Northern	HGVs, articulated lorries, and double decker buses are using the road at peak times, often at high speed.	Oct-11	Reply sent. Awaiting outcome of review.
N16	Underbank Road	Northern	The road is too narrow for HGVs and cars to pass.		
N17	Whitley Lane	Northern	HGV and Sat Nav problems	Jul-09	Reply sent. No further action.
N18	Tofts Lane	Northern	HGVs damaging walls etc		Advisory Signs about roads being unsuitable are being ignored. Consider ban, enforcement and tagging offenders.
South Community Assembly					

Item	Location	Assembly	Problem	Date	Comments
S1	Bocking Lane	South	HGVs ignoring 7.5t restriction on Bocking Lane.	Jul-11	
S2	Bocking Lane	South	A series of enquiries re traffic particularly HGVs using Bocking Lane.	Mar-07	
S3	Bocking Lane	South	The restriction on Bocking Lane is not being observed.		
S4	Moor View Rd (Fraser Rd)	South	Lorry ended up in Moor View Road having arrived the 7.5t HGV restriction on Fraser Road.	Jul-11	
S5	Osborne Rd Nether Edge	South	HGV Sat Nav problems	Apr-08	Signing has been erected

Item	Location	Assembly	Problem	Date	Comments
S6	Thirwell Road	South	HGV Sat Nav problems	Mar-08	Complainant advised of difficulties in financing
S7	Abbey Lane	South	Petition complaining about safety following introduction of Bocking Lane restriction		
S8	Archer Road	South & South West	Complaint that HGVs are using the residential end of the road to gain access to businesses in the area.	Feb-11	Continuing problems
S9	Archer Road	South & South West	HGVs travel on the wrong side of the carriageway on a bend. A weight restriction was requested.		
S10	Twentywell Lane	South & South West	HGVs using it as an alternative to Bocking Lane		
South East Community Assembly					

Item	Location	Assembly	Problem	Date	Comments
SE1	Carley Drive	South East	Damage caused by HGVs making tight turn on Carley Drive, Westfield Business Park	Sep-09	
SE2	Gashouse Lane	South East	Request for reduction of speed and traffic inc HGVs	Sep-09	Suggestions for warning signs, funding permitting
South West Community Assembly					
SW1	Five Trees Avenue	South West	Complaint that large vehicles u turn in the junction or the avenue itself, damaging property.	Jan-06	Signing suggested. Forwarded to Comm Ass.
SW2	Hagg Hill	South West	Report that the road is a major cut through at rush hour and HGVs and coaches have been seen using it.	Jun-11	Reply sent. No further action except for outcome of review.
SW3	Hagg Lane	South West	Request for HGV signs	Feb-09	

Item	Location	Assembly	Problem	Date	Comments
SW4	Lodge Lane Rivelin	South West	A popular route for cars and light vans into and out of the City between Manchester Road and Redmires. It is unsuitable for HGVs.	Dec-11	Comments have been received as part of the ongoing HGV Review
SW5	Mayfield Road	South West	A complaint that large vehicles are damaging properties.	Aug-06	
SW6	Mayfield Valley	South West	Petition received requesting a ban on HGVs on Cottage Lane, Hangram Lane, Wood Cliffe and Quiet Lane and a speed limit in the Mayfield Valley.		Awaiting outcome of review.
SW7	Mayfield Valley	South West	Request for Unsuitable for HGVs signs	Mar-11	Awaiting outcome of review
SW8	Mayfield Valley	South West	HGVs try to negotiate this area which is unsuitable for them	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
SW9	Quiet Lane	South West	Request for Unsuitable for HGVs signs	Feb-11	Awaiting outcome of review
SW10	Quiet Lane, Wood Cliffe, Hangram Lane and Cottage Lane	South West	A popular route between Fulwood and Ecclesall. HGVs get stuck on this route. Speeds are also an issue	Dec-11	Comments have been received as part of the ongoing HGV Review
SW11	Sheephill Road	South West	A popular route between Ringinglow and Dore Moor. HGVs attempt to use this route which is unsuitable	Dec-11	Comments have been received as part of the ongoing HGV Review
SW12	Whirlowdale Road	South West	Concern that the route is used by lorries from quarries in Derbyshire	Apr-06	
SW13	Mickley Lane	South West	Hgvs using it as an alternative to Bocking Lane		

Item	Location	Assembly	Problem	Date	Comments
SW14	Archer Road	South West & South	Complaint that HGVs are using the residential end of the road to gain access to businesses in the area.		
SW15	Psalter Lane	South West & South	Complaint received that HGVs are using the road as a "rat run".	Apr-11	

Appendix E: SUITABILITY OF ROADS FOR USE BY HGVS - PROCESS AND CRITERIA

The process of how to deal with problems will involve an investigation and assessment against criteria. Any action considered appropriate would then need to be approved by Cabinet Highways Committee. To reach a balanced decision on what this should be we will consult with the relevant Community Assembly, residents, South Yorkshire Freight Partnership, Freight Operators, Sheffield Chamber of Commerce & Industry and Police.

The **investigation** will seek to establish if HGVs are using the most appropriate and suitable route for their journey based on the HGV Route Network.

If they are, officers would determine what remedial action is necessary or possible to minimise their impact.

If not, officers will determine

- just what and how much of a problem it is against the criteria;
- why it is happening; and
- what and if any action is required, using the hierarchy of measures below, to get them onto a suitable route and what the implication for the rest of the network would be of doing so.

Criteria used to determine suitability of a route for HGVs

- For the journey they are undertaking are they on the right part of the HGV Route Network?
- Is there a better alternative?
- Is the route of a suitable engineering standard for use by HGVs?
- Are there any restrictions, regulatory or geometric that would prevent the safe passage of HGVs?
- What, if any record of accidents involving HGVs has there been, and were any accidents specific to issues with HGVs.
- Does it pass through an area where an air pollution standard is breached or is close to being breached?
- Does it significantly impact on the health and environment of those living and working along the route?
- Should usage be limited to certain times/days of the week?

Appendix F: Hierarchy of Measures

There are a number of measures that can be taken which are either passive or prescriptive.

Passive measures can be used to influence a change in driver behaviour by providing information on our preferred alternative routes by:

- “Talking” directly to the HGV operators concerned;
- Erecting signs at the turn into a route saying it is “unsuitable for HGVs”
- Erecting signs to indicate routes that are suitable for HGVs.

Prescriptive measures prevent a route from being used by a Traffic Regulation Order. This is costly in terms of the legal process and the signs required making it legally enforceable. For the restriction to act as a deterrent it would need to be enforced. This is currently done by the police but it isn't a high priority for them so we are effectively left with voluntary compliance.

We would recommend taking the passive approach in the first instance; this is usually cheaper and is supported by the SYFP, freight operators, and businesses reliant on them.

APPENDIX G: ENFORCEMENT OF HGV RESTRICTIONS

Whilst we want to encourage drivers to use the HGV Route Network we realise that restrictions may have to be introduced. These will only be effective if enforced and could prove problematic.

Where HGV restrictions are being used for environmental reasons they must allow deliveries to properties along the restricted route, it is not possible to prevent legitimate access. This means that any HGV can travel along a restricted route as long as it is making a delivery or collecting goods from a property situated along that route. If it travels the whole length of the restricted route without accessing a property it has used it as a through route and the driver has committed an offence.

Enforcement of HGV restrictions is normally carried out by the Police. It involves an officer observing an HGV travelling along a restricted route, checking that it does not stop to access any property on that route, and if necessary stopping the vehicle and issuing a fixed penalty notice. This type of measure generally has a low priority in relation to other calls on police resources. It is usually the case that the Police will react to complaints about abuse of an HGV restriction by carrying out a period of enforcement. Such cases are few and far between as far as we are aware. Although enforcement by the Police is a low priority, it should be noted that enforcement has been "purchased" in the past by the PTE for bus lane abuse. This work is carried out as overtime by officers.

There are a number of authorities in the country that enforce weight restrictions using their Trading Standards Teams. Similar to Police enforcement this involves an officer observing an HGV using a restricted route as a through route i.e. not taking access to premises. Trading Standards officers cannot stop vehicles but make notes of the incident and subsequently request vehicle and owner details from VOSA and the DVLA. A warning letter is later sent to the owners reminding them of their responsibilities with regard to HGV restrictions and warning them of the penalties should they continue to offend.

Evidence from other authorities suggests that this approach has a very high success rate in deterring re offending. However, if necessary, court proceedings can be instituted through the Magistrates' Court. These are generally against the driver as most companies give instructions to their drivers (through contract of employment etc) that they are to comply with all road traffic regulations. I understand an operator could be proceeded against if, for example, their drivers were regularly breaching a restriction.

Offences are contained in Section 5(1) of the Road Traffic Regulation Act 1984 for permanent restrictions and Section 16(1) for temporary Orders. The maximum fine is £1000 per offence.

Whilst other authorities use Trading Standards officers to enforce HGV restrictions presumably the power to do this could be delegated to any officer.

If we follow the Trading Standards route there a number of Local Authorities that undertake enforcement in this way, including Derbyshire. There are also schemes that involve the public in reporting details of HGVs that contravene a restriction. Cambridgeshire and Gloucestershire CCs run such schemes which involve:

- Local observers noting details of vehicles, i.e. the registration mark, date and time of sighting, vehicle type, and direction of travel, which may be misusing the route.
- Details are then handed to the parish or town co-ordinator for administration.
- The co-ordinator sends details to Trading Standards.
- Trading Standards will then obtain details of the owners of the vehicles from the Driver and Vehicle Licensing Agency in Swansea.
- Once the vehicle type has been confirmed a letter will be sent to the owner to determine whether the driver was in contravention of the Order when observed (there are exemptions).
- A decision as to what action is necessary is then made.

What is common across all such schemes is that they take a “softly softly” approach to enforcement. Court action is only taken as a last resort.

This scheme has the benefit of empowering local communities by providing local residents with the opportunity to report examples of inappropriate driving of HGV's via a local coordinator and for the Council to work in partnership with the community to jointly combat concerns regarding illegal lorry movements. It is pertinent to note that this scheme will not be self financing and all officers time would have to be met from Revenue Budgets.

The Government is currently looking into increasing the number of moving traffic offences that can be enforced under the Traffic Management Act 2004. This includes the enforcement of environmental weight restrictions. Although further work to determine what is best for Sheffield is required, the Council and its partners in the City Region want to include the ability to enforce lorry restrictions (as part of Part 6 of the Traffic Management Act 2004) within their toolbox.

APPENDIX H: SAT NAV

The Government's current view is that the most practical approach to improving the use of SAT NAV devices is to achieve greater data-sharing between highway authorities (including the Highways Agency) and mapping providers. As such, they intend to follow the suggestion of several respondents and organise meetings in which these two groups, together with SAT NAV companies and central government, can discuss ways in which data sharing can be improved. ITS UK, the umbrella body for the SAT NAV industry, and ADEPT2, a local government association, have agreed to co-chair the session. The first meeting will take place early March.

To complement this officers propose that the City Council produces a database on all restrictions relating to movement of traffic in a format that they can easily use. We already have all the restrictions on parking, loading and waiting on a system called Parkmap and this can be expanded to include the other restrictions e.g. speed limits, one-ways, weight and width, bus gate etc so we are well placed to supply the industry with the information they need.

The Government is already taking steps to reduce misdirection by SAT NAV devices. This new sign has been made available as part of the revisions to the regulations on traffic signs. It is an informative sign, intended to be placed where there are problems with drivers using satellite navigation, which does not require a formal traffic order to be made to be placed.

We have already made use of this sign (approx £500/sign excluding commuted sum) on the route over the Strines at the A57 end. It's too early to judge how effective it has been but the police have reported a lorry becoming stuck. It is not clear which direction it was travelling but inquiries are in progress.



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SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of: Executive Director, Place

Date: 13 December 2012

Subject: Chaucer Public Realm Improvements
Report on Traffic Regulation Order Objections

Author of Report: Simon Botterill 27 36167

Summary:

Objections have been received to the advertised Traffic Regulation Orders. This report acknowledges and addresses these objections and recommends that, subject to minor changes, the scheme is approved.

Reasons for Recommendations:

The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.

The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.

A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

Recommendations:

The proposed amendments, to provide additional parking space, in the vicinity of the shopping centre, as shown in Appendix D, are agreed.

The proposed removal of the restrictions outside the houses 272 to 290 are agreed.

The objections to the proposed Traffic Regulation Orders are overruled and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984.

The objectors are informed of the decision.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: M Bullock 9 Nov 12
Legal Implications
YES/NO Cleared by: D Eaton 13 Nov 12
Equality of Opportunity Implications
YES/NO Cleared by: I Oldershaw 9 Nov 12
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 East Assembly - Southey Ward
Relevant Cabinet Portfolio Leader
Cllr L Bramall
Relevant Scrutiny and Policy Development Committee if decision called in
Environment and Economic Wellbeing.
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

Chaucer Public Realm Improvements Report on Traffic Regulation Order Objections

1. SUMMARY

- 1.1 Objections have been received to the advertised Traffic Regulation Orders in relation to the Public Realm improvements project. This report acknowledges and addresses these objections and recommends that, subject to minor changes, the scheme is approved.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The public realm changes planned for the parade of shops on Buchanan Road will create a pleasant setting to the shops, making it more attractive for shoppers living in the locality.
- 2.2 An attractive setting with convenient, easily accessible car parking will also encourage people passing to stop and use the local amenities.
- 2.3 This district centre has already undergone significant improvement over recent years with the building of a new Asda supermarket, school, Learning Zone and the new public square. This project will build on these improvements to help deliver, over time, a more vibrant shopping environment.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project supports the City Council's priorities, values and outcomes as set out in the Corporate Plan 'Standing Up For Sheffield'. In particular, the project aims to create a 'Great Place to Live', with the new improvements encouraging local people to use facilities close to them and therefore minimising the need to travel.
- 3.2 Being local, it is more likely that people will feel able to walk or cycle instead of using cars.
- 3.3 The proposal is to create a more open and accessible parade of shops which will include new street lighting that illuminate to a high standard. This will contribute to the 'Safe and Secure Communities' priority of the Corporate Plan.
- 3.4 Overall, the project aims to help regenerate this shopping parade and assist businesses to compete and thrive.

4. REPORT

Background

- 4.1 A report was approved by Cabinet Highway Committee in September 2011. This report detailed the consultations with residents, businesses and Ward members and approved the outline design of the project. A plan showing the approved scheme is included in Appendix A.
- 4.2 Since 2011 the scheme has progressed further and the detailed design is now well advanced. An integral part of the process is the advertising of a formal Traffic Regulation Order. The order is necessary to regulate

where parking is can take place to prevent congestion and to ensure safety of operation of the public highway.

- 4.3 The Order was advertised in the Sheffield Star on 15th June 2012 and letters were delivered to the shopkeepers and to residents on Buchanan Road. Copies of the Order plan and letter are included in Appendix B.
- 4.4 The formal closing date for objections was the 13th July 2012 and four objections were received. Two of these were petitions. The first petition, containing 1425 signatures, was organised by the shopkeeper from the D.I.Y shop. The second petition, containing 192 signatures, was submitted by the shopkeeper of the barber shop. One objection is from a resident of a flat above a shop and one is from a resident opposite the shops who also owns one shop unit on the parade. The objections are detailed in Appendix C.
- 4.5 On 19th October 2012, three shopkeepers were invited to a meeting to discuss their objections. The purpose of this meeting was to try and ensure that their objections were clearly understood and to see if any adjustments could be made that would mitigate them such that they could withdraw their objections. Notes of the meeting are also contained in Appendix C together with an officer commentary.

Evaluation of Objections and Mitigation Measures

- 4.6 The primary objection is around the perceived reduction of parking spaces in and around the parade of shops - from 30 to 21. Although it is accepted that 30 cars can currently park around the parade, a number of these spaces are not desirable parking spaces or are in locations which make it difficult for others to use the service road.
- 4.7 A secondary objection is the assertion that the proposed 'end on' parking is not safe. This has been addressed within the design by providing longer bays so that better intervisibility is provided. Additionally, the situation needs to be balanced with the gains made by creating a dedicated space for pedestrians.
- 4.8 With 4.6 and 4.7 in mind, the suggested solution proposed by the objector is to widen the service road. This though will not provide substantially more spaces than officers' proposals. It would, however, significantly reduce the amount of dedicated pedestrian space and further reduce the quality of the environment.
- 4.9 Whilst it is recognised that the new proposals will reduce the maximum number of informal spaces in and around the shopping parade spot surveys, conducted regularly over a three week period, indicate that the *general* parking requirement is 20 vehicles or less (albeit there are occasions at peak times when this figure is slightly higher). However, we are committed to providing enough spaces so that those wishing to can park close to the parade. As such, a number of additional parking spaces are now proposed to address these peak situations.

- 4.10 Already included in the proposal are 8 spaces, in two new laybys, on Lytton Road. It is already possible to park on Lytton Road, but this is either on street or on verge. It is recognised that this location is a little remote from the shops but can be regarded as 'overspill' parking. The laybys will also be more secure and stop verge parking, However, it is acknowledged that being remote from the parade, these spaces will not be attractive for long stay parking.
- 4.11 Three additional spaces are proposed on the other side of Buchanan Road from the shops, but not directly outside of the houses. One is located close to the junction of Buchanan Drive and the two close to the new access to the Library Learning Centre. These three spaces are more overlooked and could be used for long stay as well as by residents. These new spaces are identified in blue on the plan included at appendix D.
- 4.12 The chicane proposed outside the houses was originally envisaged to contain trees in order to bring more soft landscaping into the area. However, the presence of underground services has made it impossible to place trees in the area and the value of this element of the proposal is debatable.
- 4.13 Consequently, it is now proposed to remove this element from the proposal. In order to maintain the calmed effect on this part of Buchanan Road, it is necessary to replace the chicane with an additional speed cushion. However, as this now becomes a three cushion group, it is possible to remove the 'At Any Time' restriction. shown. As a result, an additional four spaces would be gained. This change is also shown in Appendix D.
- 4.14 Together, these proposals add another 15 spaces within easy reach of the shops taking the number of spaces from 21 to 36. This is considered to be more than adequate for current needs, but should also allow for moderate regeneration needs.

Relevant Implications

- 4.15 The majority of the funding for the project has been generated by a Town & Country Planning Act 'Section 106' contribution from Asda for its new store. An additional sum of money has been secured following a successful bid to obtain Local Growth Funding to support the extension and enhancement of the design proposals.
- 4.16 The estimated cost of the whole project is within the available budget for the project. Having already conducted a competitive tender process for the construction of the new public realm, we are now seeking approval to appoint a preferred contractor.
- 4.17 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature Members must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

- 4.18 The full Equalities Impact Assessment was provided within the September 2011 report and no new issues have been identified to warrant a new assessment.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Widening of the service road has been considered in accordance with the objectors wishes, but this option has been discounted as it does not provide the numbers of parking spaces hoped for. This option would also greatly reduce the impact of the improved public realm area.
- 5.2 The removal of the chicane has increased parking opportunities as it has removed one element of the public realm. However, the loss of this element is not considered to be significant and it will also lessen the long term maintenance liability.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.
- 6.2 The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.
- 6.3 A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

7 RECOMMENDATIONS

- 7.1 The proposed amendments, to provide additional parking space, in the vicinity of the shopping centre, as shown in Appendix D, are agreed.
- 7.2 The proposed removal of the restrictions outside the houses 272 to 290 are agreed.
- 7.3 The objections to the proposed Traffic Regulation Orders are overruled and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984.
- 7.4 The objectors are informed of the decision.

Simon Green
Executive Director, Place

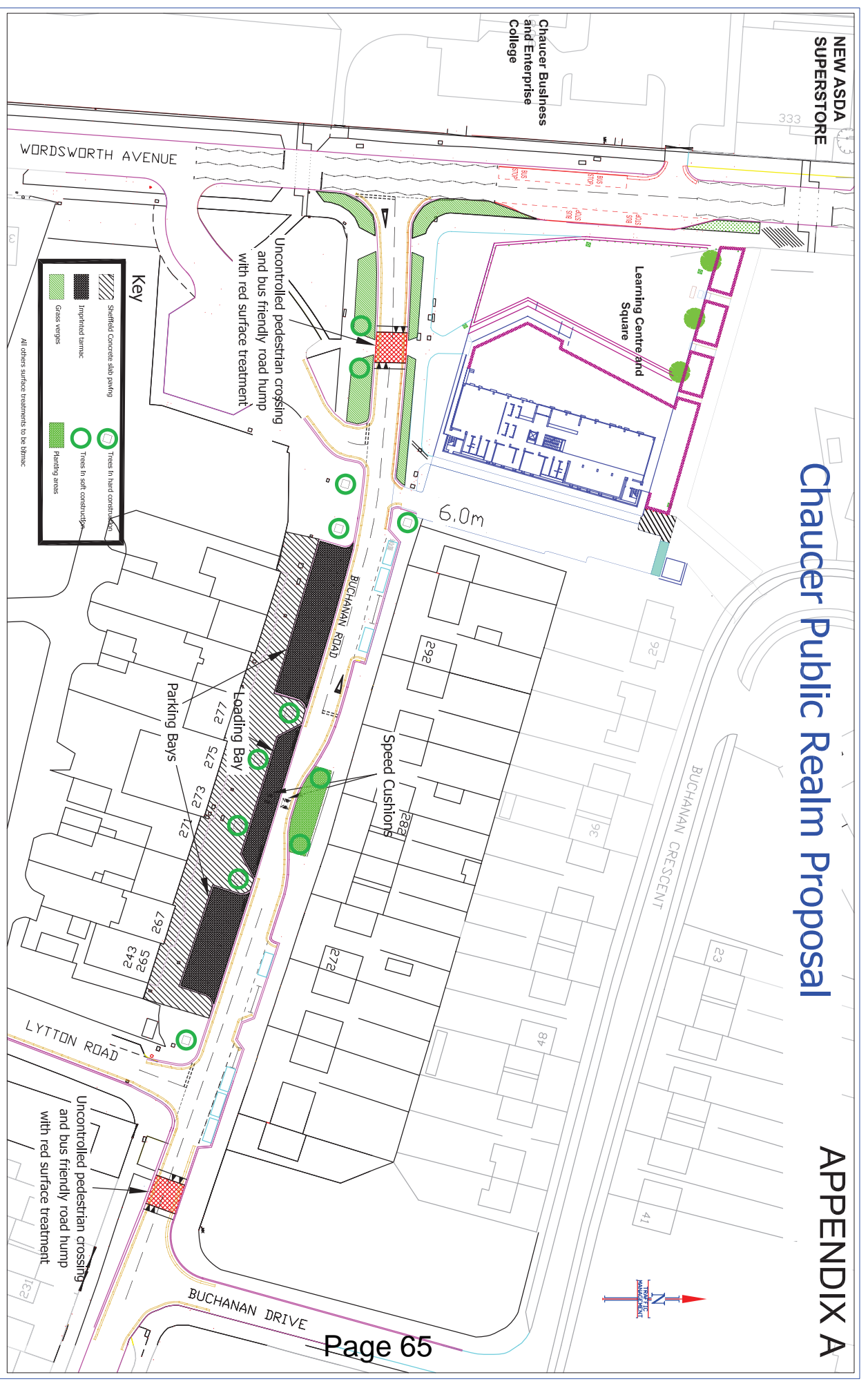
3 December 2012

NEW ASDA
SUPERSTORE

Chaucer Public Realm Proposal

APPENDIX A

Chaucer Business
and Enterprise
College



DRAWING NO.		DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION		<ul style="list-style-type: none"> Do not scale from the drawing Any errors/omissions to be reported immediately If in doubt, ask Reproduction from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright. Any person who does so may be liable to prosecution. 	
2-10 CHERBROOK HALL ROAD SHEFFIELD S9 2DB Tel. (Reception) 0114-273-4320. Fax. 0114-273-4182 D. Curtis B.A., Dip. T.P., M.A.T.P.L., F.I.H.T. Head of Development Services		DRAWN DN/ZT June		CHECKED	
A Service Area of the Directorate of Development, Environment & Leisure Sheffield City Council		Client SHEFFIELD CITY COUNCIL		Scheme Chaucer Public Realm - Buchanan Road	
Drawing No. Scale 1 : 500		Drawing Title Proposed Highway Changes		Date June 2011	
A2		DEVELOPMENT SERVICES			

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Appendix B

Development Services

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

Officer: Brian Hey
Ref: TR/20/10

Tel: (0114) 2736086
Date: 15 June 2012

Dear Sir/Madam

Proposed Traffic Regulation Orders

Please find attached a plan showing proposed changes to waiting restrictions near your property.

These restrictions relate to the section of Buchanan Road between Wordsworth Avenue and Buchanan Drive. They are required as part of the proposals to help make the area more visually attractive and safer for pedestrians and drivers by providing :-

- a wider footway in front of the shops,
- additional parking/loading bays,
- reducing the carriageway width, and
- traffic calming features to reduce vehicle speeds.

Details were sent to all properties in the area in September 2011 inviting comments and as a result some minor changes were made to allow additional parking for residents on part of Buchanan Road.

The restrictions require the making of a Traffic Regulation Order. As part of this process we give the public opportunity to comment and/or object to what we are proposing.

Please note that if you wish to formally object to what is being proposed then, to comply with the provisions of the Road Traffic Regulation Act 1984, you must do so in writing to the address given above, or by email, giving the grounds for your objection by the 13th of July 2012.

We would also like to hear from people who support the proposals.

If any objections are received then Councillors will discuss them at a meeting of the Cabinet Highways Committee and a decision will be made on whether to proceed with the proposed changes.

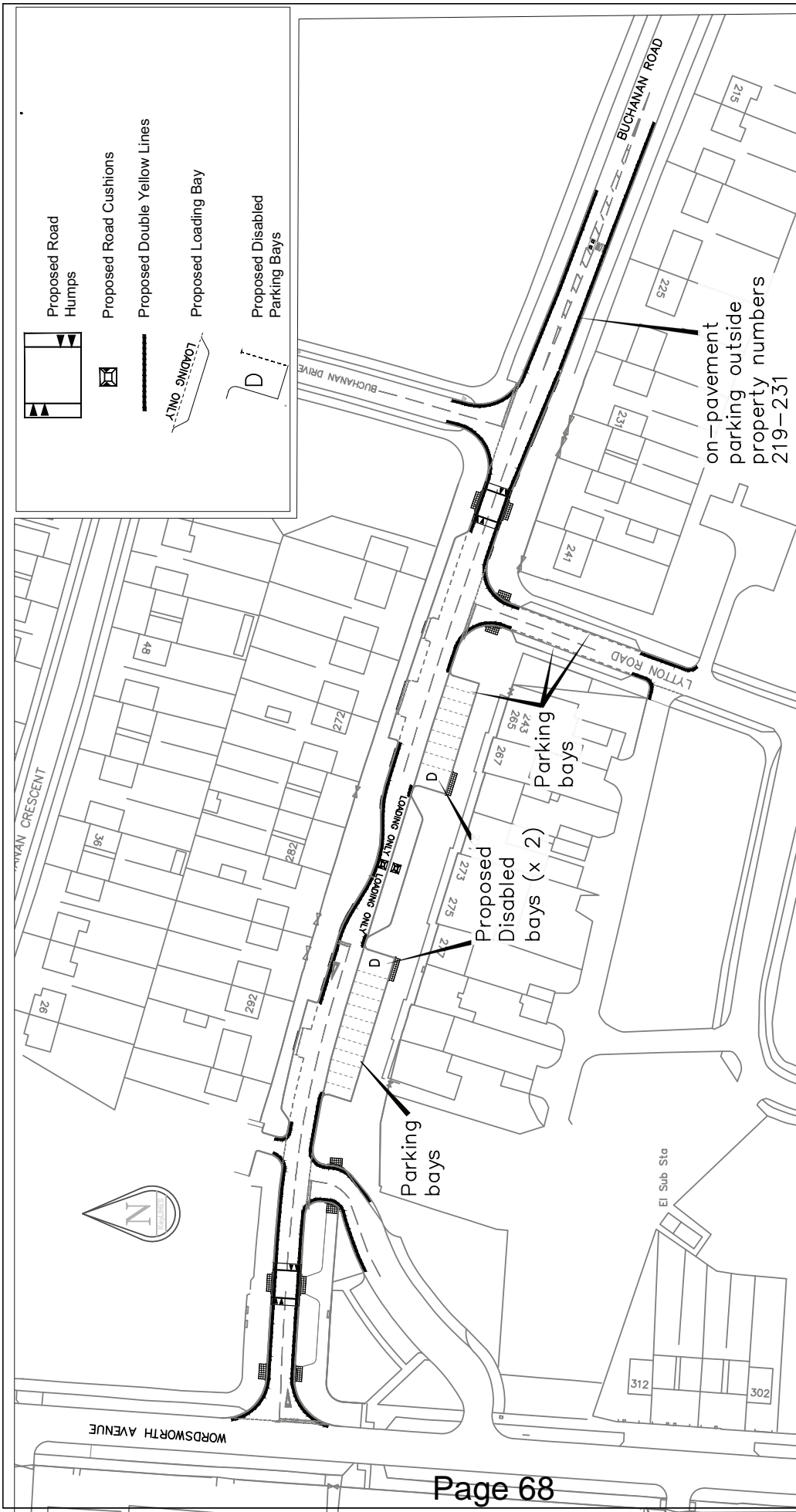
If you have any queries regarding the TRO process please contact Brian Hey on 0114 2736086 or by email brian.hey@sheffield.gov.uk

If you have any queries regarding the proposed scheme please contact Jonathan Ulley on 0114 27 35349 or by email Jonathan.Ulley@sheffield.gov.uk

Yours faithfully

Brian Hey
Traffic Regulations Engineer

A large print version of this letter is available by telephoning (0114) 273 6086 Page 67



Proposed Road Humps
Proposed Road Cushions
Proposed Double Yellow Lines
Proposed Loading Bay
Proposed Disabled Parking Bays

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Email: Traffic.Pegs@Sheffield.gov.uk Director: I. Sturck, M.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Client SHEFFIELD CITY COUNCIL	Drawing No. TM/NH03360/TRO	Scale N.T.S A4	0 Millimetres 30 Date May 2012
	Scheme Chaucer Public Realm - Buchanan Road			
* Do not scale from this drawing * Any errors/omissions to be reported immediately * If in doubt, * @Crown copyright. All rights reserved. 10018816_2010	DRAWN LB May 2012	CHECKED		
Page 68				



TRAFFIC REGULATIONS

CAD FILE NAME: TM/NH03360/TRO

Details of Objections Received

Objection 1 – Resident of a Flat

1. Objects to the introduction of yellow lines and the reduction of parking spaces.
2. The provision of formal parking bays on Lytton Road are not useful as vehicles parked there will be subject to vandalism and his car would not be visible from his window.

Objection 2 – Resident Opposite the Shops and Shop Owner No 273/275

1. Number of spaces reduced from 30 to 21.
2. The spaces shown on Lytton Road are not extra they already exist.
3. The chicane will discourage people from using Buchanan Road and should be replaced by a speed hump. Would release more parking spaces.
4. The chicane will encourage people to cross at a dangerous location.
5. The chicane is not needed as the changes to the two roundabouts near Asda and the new pedestrian crossing on Wordsworth Avenue have worked. It is now easier to get out of Buchanan Road and traffic flows better.
6. Chicane loses 5 parking spaces which will force residents to park outside the shops or outside other people's houses.
7. Officers have not been honest and fair and did not mention yellow lines on the plans sent 29th May 2011.
8. The shops rely on passing trade and the proposals reduce parking opportunity.
9. Businesses are already finding it hard and will suffer further decline.
10. Support investment in the area but the proposals will only deter people using Buchanan Road.

The wording on the two petitions is identical stating

“We do not want the plans for Buchanan Road”

However, each lead petitioner sent in a covering letter summarised below.

Objection 3 – Shopkeeper D.I.Y. Store (No 271) 1425 Signatures

1. The layout works fine as it is.
2. The service road needs widening by a foot by narrowing the central island.
3. The footways and road need resurfacing
4. All people are against the double yellow lines as there it only 21 spaces, of which 2 are disabled. Currently there are 34 spaces.
5. People will be forced to go elsewhere or park on the yellow lines, which could lead to accidents
6. The current arrangement has had no accidents.

Objection 4 – Shopkeeper Hairdresser (No 269) 192 Signatures

1. Lack of parking will affect livelihood
2. Requests widening of the service road.

Meeting held 19 October 2012

Attended by:

- two lead petitioners
- the owner of shop unit 273/275
- three officers from the design team
- a ward councillor

The purpose of this meeting was the objectors to explain in more detail the basis for their objections and for officer to explore ways of mitigating these.

The main objection raised was the reduction of parking numbers. It was stated that the current number of legal spaces is 30 outside the shops themselves, not including the spaces outside the houses opposite.

In order to be attractive to customers, the car parking must adequate. One in four customers said that if parking was inadequate that they would go elsewhere.

Concern was also raised about the safety of the proposed parking arrangements. The proposed 'end on' parking is considered to be less safe than the current arrangement in the service road. Reversing out of spaces onto the main road is

The preferred option would be to widen the service road, to move the parking bays, now on Buchanan Road so they would be within the service road and to make the service road one way.

It was said that widening the service road was promised by the Council back in the 1980's.

Commentary on the Points Raised by Objectors

The most significant concern raised is the apparent loss of spaces. Officers would dispute that there are 30 appropriate spaces on the parade. When people park close to the ends of the service road, they make it so narrow that people cannot use it, unless they park with two wheels on the footway.

Also, the 30 spaces quoted include 6 on Buchanan Road that would obstruct the free movement of traffic and are not attractive.

As a result, officers have concluded that although 30 vehicles could park close to the shops, the number of spaces that customers are likely to use is closer to 24. Of these 8 are in narrow laybys on Buchanan Road.

The proposal approved by Members in September 2011 showed 20 spaces and during the design process, one more space has been created making the current total 21 spaces.

Additionally, the proposal includes a loading bay, central to the parade which provides a permanent place for their deliveries and for customers to load bulky goods. This should be especially helpful to the furniture shop. At the moment, whenever loading takes place at this store, the service vehicles occupies two customer spaces.

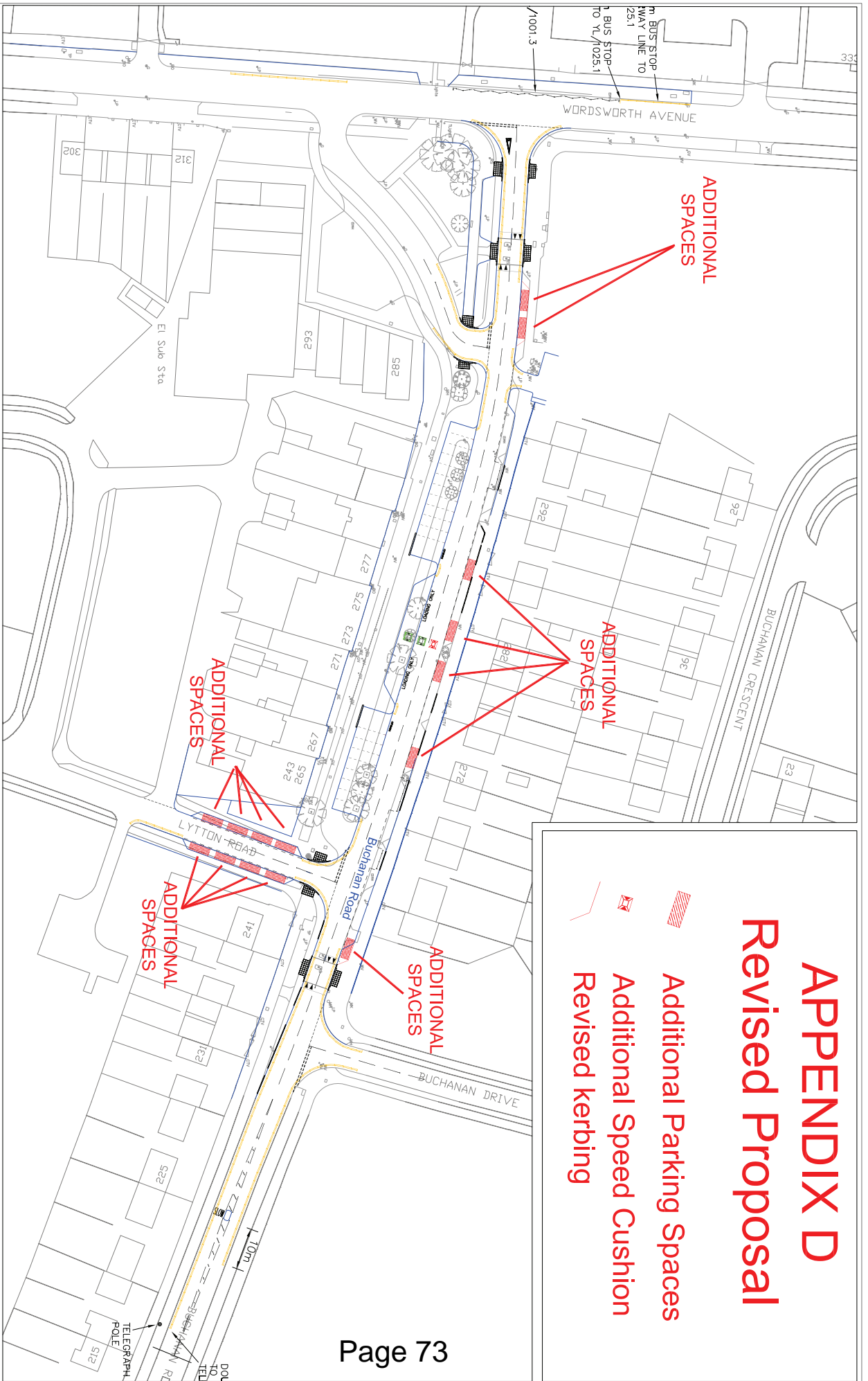
The safety of the proposed layout was questioned mainly in that drivers cannot see when reversing out. This type of layout is prevalent around the city with similar provision at other shopping centres, namely Firth Park, Lane Top and Crosspool. Although reversing out into moving traffic is not a recommended movement, the design has been amended to provide extra deep bays so that drivers can reverse part way without driving into the running lane.

Spot parking counts were carried out over three days in July 2012 and although the number of vehicles peaked at 30, the normal maximum occupancy was no more than 20 vehicles.

In public realm terms, the biggest gain would be in the increase in pedestrian space through the loss of the service road. A sense of space is important to the feel of a public area. Additionally, the removal of the service road means that, once parked, customers, especially those with children do not have to worry about cars manoeuvring around them. This will greatly improve the perception of safety and security.

In a widened service road scenario, not only is the amount of pedestrian space reduced when compared to the existing situation, but over 50% of customers would have to cross the service road to get to the shops and there would be no dedicated place for shopkeepers to service and customers to pick up bulky goods.

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APPENDIX D

Revised Proposal

- Additional Parking Spaces
- Additional Speed Cushion
- Revised kerbbing

DRAWING NO. TD/NH03360/2.1B	
STREET FORCE DESIGN & BUILD DIVISION	
SHEFFIELD CITY COUNCIL SHEFFIELD STATION TELEGRAPH POLE REVISIONS	
DESIGNED BY	CHECKED BY
DRAWN BY	DATE

Rev	Date	Comment

Author	
Checked	
Drawn	

Client	SHEFFIELD CITY COUNCIL
Project Name	NH03360 Chaucer Public Realm - Buchanan Road
Revision	APPENDIX D REVISED PROPOSAL

Drawing No.	TM-NH03360-P03
Scale	Not to Scale
Date	NOVEMBER 2012

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee

Report of: Executive Director, Place

Date: 13 December 2012

Subject: Investing in Sheffield's Local Transport System 2013-2014

Author of Report: Dick Proctor

Summary:

Each year, the Council delivers a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main process used historically by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. More recently, the Government has created other more dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) resources are now both available to the South Yorkshire Partnership following successful bids. This paper sets out current priorities for delivery prior to the Council's overall budgets being agreed early in the New Year.

Recommendations:

- Welcome the additional transport funding that is being allocated in 2012/13 and 2013/14;
 - Endorse the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport;
 - Note the differing levels of flexibility available for the various funding streams;
 - Approve the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year; and
 - Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.
-

Reasons for Recommendations:

Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

Background Papers: report to Committee on 26th April 2012

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES cleared by Matt Bullock
Legal Implications
YES cleared by Deborah Eaton
Equality of Opportunity Implications
YES cleared by Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
Yes – see section 3 and paragraph 4.2
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
All
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?
NO
Press release
NO

INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: 2013-2014

1.0 SUMMARY

- 1.1 Each year, the Council delivers a programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main process used historically by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. Sheffield is part of the South Yorkshire Local Transport Partnership, led by the South Yorkshire Integrated Transport Authority (SYITA). Sheffield's share of the LTP was £3.193m in 2012/13, expected to rise to £3.35m for 2013/14.
- 1.2 More recently, the Government has created other more dedicated funding streams for transport initiatives for authorities to bid for according to specific guidelines. Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) resources are now both available to the South Yorkshire Partnership following successful bids.
- 1.3 The Local Sustainable Transport Fund has been introduced by Government to promote sustainable transport interventions that support economic growth whilst reducing carbon emissions. The South Yorkshire LSTF programme consists of two awards, the phase 1 "Key Component" award granted in August 2011 totalling £4.98m; and the Main Bid award granted (in full) in June 2012 totalling £24.60m. Both of these awards cover a period up to 31 March 2015. Sheffield is responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 1.4 The "Better Buses Area Fund" is a two-year fund, again based on a South Yorkshire wide bid, led by the South Yorkshire Passenger Transport Executive (SYPTe). The bid was approved by DfT in March 2012, with £4.91m shared across the four districts and SYPTe (a second Better Buses Fund - "BBA2" - is also emerging that would be specific to Sheffield. At the moment, details of this fund are still unclear).
- 1.5 The Council's formal Capital Approval process requires full Cabinet sign-off for each funding stream programme, and each scheme within these. The less flexible nature of some of these funding streams, and their mixed capital/revenue nature has created further complexity for delivery. This paper therefore sets out current priorities for delivery prior to the Council's overall budgets being agreed early in the New Year.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The LTP is a statutory document that sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years. It comprises a 15 year strategy document covering the Sheffield City Region (2011-2026), together with a series of annual capital programmes for South Yorkshire.

- 2.2 The LSTF programme is designed to assist economic growth by identifying the places where transport issues are causing concerns; to facilitate travel to work in these places, where currently connectivity is poor; and to increase the attractiveness and awareness of more sustainable modes. It will target people as they make key life choices (for example moving house, changing job, obtaining employment or training). Guidance required the bid to be developed in partnership in order to have a sustainable impact and to have partners from the public, private and voluntary sectors.
- 2.3 The BBAF programme sets out specifically how public transport will help support the economic development of South Yorkshire over the next two years. The programme has three core elements - Smart Ticketing; Smart Infrastructure; and Smart Management. BB2 is still in the course of development but will enable some material investment in infrastructure
- 2.4 The funding streams combine to form the Council's overall transport programme. This programme will help deliver our "Vision for Excellent Transport in Sheffield", enabling people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the city.
- 2.5 The transport programme will reinforce the "Excellent Transport" vision by ensuring that transport contributes to achieving many of the outcomes in the Council's Corporate Plan, and will help deliver the specific transport objectives in the Corporate Plan, namely:
- Thriving neighbourhoods
 - Sustainable and Safe transport
 - Reducing carbon emissions
- 2.6 Another area that the transport programme can make a significant contribution to is that of Public Health. There are three new strands of local and/or national activity linked to this, all of which might be supported by transport initiatives. These are:
- The current transfer of some aspects of Public Health into the City Council;
 - The emerging National Centre for Sport and Exercise Medicine (one of only three in the country, building on the "Olympic Legacy" to promote active lifestyles)
 - A new joint initiative co-sponsored by DfT and the Department of Health to incorporate physical activity into everyday life, including "Active Travel" (walking and cycling) again arising from the Olympic Legacy.

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 The priority in spending LTP, LSTF and Better Buses funds is to make it easier and safer for people to move around when walking, cycling or using public transport, particularly when travelling to work. The

programme also aims for people to be well connected to local facilities and the wider transport network within and beyond the City. The programme is also strongly aligned with the 'Streets Ahead' project to improve the condition of the city's roads and pavements. These are priorities set out in 'Standing up for Sheffield', but they also fit well with the priorities in the LTP and the LSTF and Better Buses bids.

- 3.2 The broader work linked to Public Health initiatives can potentially improve the lifestyle of all Sheffield residents
- 3.3 The schemes proposed have been heavily influenced by the developing 25-year Streets Ahead Highways Maintenance Programme. They have also been influenced by residents and road users in Sheffield and representative groups such as the Sheffield Motorists Forum, Sheffield on the Move, Cycling Forum, Walking Forum, Transport 4 All and public transport passengers and operators.

4.0 TRANSPORT CAPITAL PROGRAMME REPORT

- 4.1 The Council's overall transport capital programme is now comprised of several funding streams. Each of these has different priorities and timescales prescribed by Government / DfT as sponsors. The funding streams can be listed in order of increasing flexibility as follows:
 - BBAF
 - (emerging BB2)
 - LSTF Main Bid
 - LSTF Key Component
 - LTP
- 4.2 In practice, this means there is a need to ensure complete spend of BBAF resources, followed by the great majority of LSTF funds, with the LTP programme forming a "balance" for other funding (because we have more local flexibility with this). Several schemes such as the Upper Don Valley cycle route involve a combination of (for example) LSTF and LTP funds, and in these cases it is important to fully use the LSTF funds first. The "use it or lose it" nature of other funds inevitably raises the risk of LTP underspend whilst prioritising other funds. This is currently the case with the 12/13 programme
- 4.3 Another very significant influence on timing is now the Streets Ahead programme. The Council's contractor Amey is progressing an initial five-year "core investment period" and most roads and footways in the city will be improved during this time, the works being spread across 108 "zones" to facilitate this. Maximising opportunities to dovetail funding (and therefore value for money) whilst minimising disruption will therefore be central to the priorities for the overall transport capital programme over the next five years.

Local Sustainable Transport Fund Programme

- 4.4 The nature of the LSTF bidding process means that the programme is largely fixed, the bid having been endorsed by DfT. Some limited flexibility is possible, this programme management process being coordinated by the South Yorkshire Local Transport Partnership Team, reporting to SYITA.
- 4.5 The “Key Component” Programme features four packages of interventions, totalling £4.98m over four years. These are:
- an enhanced “wheels to work” package
 - a cycling package (both capital and revenue)
 - “Job Connector” bus services to improve access to employment
 - a behavioural change package
- 4.6 The “Main Bid” Programme totalling £24.6m over three years features:
- the Don Valley Enterprise Corridor (goes all the way from Sheffield to Rotherham town centre and includes the Enterprise Zone around Tinsley). This includes the Sheffield – Woodhouse Key Bus Route.
 - the Barnsley Accessibility Improvement Corridor (linking the Barnsley Accessibility Zone to the North Dearne Villages of Thurnscoe, Goldthorpe and Bolton-upon-Deerne).
 - the Dearne Valley Enterprise Corridor (this covers the southern part of the Dearne valley and includes the Enterprise Zone at junction 36 of the M1).
 - the Doncaster Regeneration Corridor (which goes from Doncaster town centre towards Adwick), and
 - a county-wide “Business and Employer Sustainability Toolbox” (BEST)
- 4.7 Each of these packages has been broken down into separate strands of activity which have capital and revenue allocations for the full term of the programme and are managed and coordinated by the South Yorkshire Transport Partnership team. Appendices A and B illustrate the overall LSTF programmes as approved by DfT with details of the scale and phasing of funding plus lead partner for the various schemes. It can be seen that a number of the projects are on-going services which were always intended to run for the full term of the LSTF timespan, these therefore have an expected completion date of March 2015. Projects involving construction are time specific.

Better Buses Area Fund Programme

- 4.8 The “competitive” nature of the BBAF bidding process means that this programme is also essentially set. Programme management for BBAF is coordinated by the South Yorkshire Passenger Transport Executive (SYPTPE), who again have some limited discretion for flexibility, reporting to SYITA. The programme has three core elements:

4.9 **Smart Ticketing:** investment is targeted towards smart, multi-operator ticketing solutions. It also provides more cost effective travel for young people looking to access work or training. This is led by SYPTE.

Deliverables include:

- Production and distribution of 150,000 smartcards
- Smartcards providing three months free travel to young people not in employment, education or training

4.10 **Smart Infrastructure:** Making bus journeys on our most important arterial and business routes faster and more reliable by delivering infrastructure improvements. This element is also led by SYPTE.

Deliverables within Sheffield include:

- Ecclesall Road - highway improvements at three 'pinch point' locations, changes to smart management technology to control traffic signals and give priority to buses using GPS technology and queue detection and 30 bus stop alterations along the whole corridor. This package has previously been endorsed by this Committee.
- Sheffield to Halfway Key Bus Route - Highway improvements at a number of pinch-point locations including the Mansfield Road approach to Manor Top; changes to smart management technology to control traffic signals and give priority to buses using GPS technology and queue detection and 107 bus stop alterations along the whole corridor. Again, this package has previously been reported to this Committee (in October) and endorsed (with reservations about Duke Street - see separate report on the agenda).

4.11 **Smart Management:** The third component of the (South Yorkshire wide) programme is to ensure that the wider network is effectively managed and enforced to maximise journey speed and efficiency at identified pinch points. Within Sheffield, this element is led by the City Council.

Deliverables include:

- highway improvements and associated Traffic Regulation Orders to ensure that existing bus lanes, bus gates, bus stop clearways, no waiting / no loading, keep clear and no waiting restrictions are all clearly understood and can be easily enforced at 19 locations.
- purchase of 4 relocatable enforcement cameras.
- targeted consultation / information / awareness raising campaign.

4.12 In summary, the City Council is leading on projects worth £1,709,750 phased as follows. Further details are provided in Appendix C.

Year	2012/13	2013/14	Total
Capital	£771,550	£516,600	£1,288,150
Revenue	£203,000	£218,600	£421,600
Totals	£974,550	£735,200	£1,709,750

The emerging “Better Buses 2” Programme

- 4.10 This is a similar programme to BBAF, except that it is specific to the Sheffield District as a result of the Sheffield City Deal and recently launched Sheffield Voluntary Bus Agreement. Details will continue to emerge in December and January but it will comprise a five –year capital and revenue programme. The capital element will increase year-on-year with revenue decreasing. The capital programme will be to focus on further infrastructure projects that improve the reliability, punctuality and cost-effectiveness of bus services, hence contributing to passenger growth.
- 4.11 Infrastructure investment again needs to tie into the Streets Ahead programme to minimise disruption and maximise value-for money. Further details of the emerging programme will need to be agreed by the Bus Agreement Partners initially and will be reported to SYITA and this Committee at the earliest opportunity.

Local Integrated Transport Plan Programme

- 4.12 The LTP capital settlement granted to SYITA in 2012/2013 was £11.682 million for Integrated Transport, of which approx. £3.193m was allocated to the City Council. This allocation was confirmed at the SYITA meeting on 5th April 2012, and then the Council’s Cabinet Highways Committee on 26th April 2012 with individual schemes being progressed through the Capital Approval Process during the year. A similar timescale is envisaged next year.
- 4.13 A summary of the type of schemes currently being delivered in the 2012/13 LTP programme is as follows.

Programme Block	£ million
Road Safety schemes	0.598
Community Assemblies	0.280
Action for pedestrians	0.390
Action for cyclists	0.386
Traffic management schemes	0.830
Public Transport measures	0.340
LTP management, monitoring, development and other small scale initiatives	0.369
Total	3.193

- 4.14 For 2013/14, approx £3.35m will be allocated for LTP Integrated Transport measures to Sheffield and subsequently endorsed by SYITA. For good programme planning purposes this now requires allocating across a number of priorities.
- 4.15 In the coming year, there will be a number of **commitments for continuing existing initiatives**. These include:

- 20mph speed limits outside schools and in residential areas – implementing an agreed programme of 20mph areas where needed across the city, plus associated parking restrictions such as zig-zags outside school gates. The key priority remains on reducing child casualties.
 - Accident reduction schemes - additional funding for more schemes to improve road safety, from existing lists of known problem sites.
 - School entrance schemes – continued work at school entrances to improve visibility of school children, managing speeds and parking appropriately (It is proposed that school entrance work be developed in parallel with other citywide initiatives for pedestrians being assessed to maximise integration with the “Streets Ahead” programme (see paragraph 4.16 below)
 - Crookes /Nile Street pedestrian crossing - complete design and contract documents in readiness for construction in the Year 2 “Streets Ahead” programme
 - Cycle Routes - continued progress on a programme of off-street routes, encouraging more people to try different ways of travelling to work and adopt healthier lifestyles whilst avoiding congestion. The LTP investment forms “match-funding” for the LSTF programme
 - Sheffield Bus Agreement Work –the Council’s contribution to the recently launched Bus Partnership focuses on dealing with bus hotspots and developing Key Bus Routes to help prevent buses getting stuck in congestion and hence improve reliability and increase patronage.
 - Continued contribution to contract preparation work for the Bus Rapid Transit (North) project in the Lower Don Valley, which now has approval for Government funding.
 - High Occupancy Vehicle (HOV) Lanes, “No Car” lanes – exploring the potential for making best use of existing and new bus lanes to accommodate lorries and cars with more than one occupant during the main PFI contract, to help minimise disruption during the ‘Streets Ahead’ project
 - Permit Parking schemes – continued development and implementation of this programme, building on work already done with local communities.
- 4.16 2013/14 will also see a series of **new processes and initiatives to get the most out of the Streets Ahead programme**. These would all be developed on a zonal basis to integrate with the Amey “Core Investment Programme” and would include:
- A citywide programme of projects under the banner of “Actions linked with the Streets Ahead Programme”, including pedestrian

crossings, refuge islands, school entrance schemes, minor on-street improvements for cycling; and the current “Driving Me Crazy” programme of minor traffic management measures facilities – focussed on the twenty zones where Amey are programmed to be working next year;

- Another city-wide programme, again linked to Streets Ahead, of smaller scale opportunities such as provision of dropped crossings, guard rails, removal of old street clutter etc – identified jointly with Amey for each zone and seeking Community Assembly input;

4.17 Arising from the above and recognising the overall imperative to align the Capital Programme as much possible with Amey’s “core” programme, the following Programme Blocks are proposed:

Programme Block	£ million
Road Safety schemes	0.450
Action linked to “Streets Ahead” Programme	1.460
Action for cyclists	0.200
Traffic management schemes	0.220
Public Transport measures	0.350
“Streets Ahead” Commuted Sum (provisional figure)	0.600
LTP management, monitoring, development and other small scale initiatives	0.220
Total (£3.350 provisionally available)	3.500

4.18 The provisional detailed LTP programme for 2013/14 is set out in Appendix D, with the current 2012/13 programme included in italics for comparison

Next steps

4.19 Subject to agreement at this meeting, approval to spend the allocations within the individually named schemes within the 2013-2014 programmes will all be sought through the formal Capital Approval process.

Relevant Implications

4.20 For LTP funds, the central South Yorkshire ITA cash grant will be claimed from the South Yorkshire Integrated Transport Authority as expenditure is incurred throughout the year. Agreement is being sought with South Yorkshire partners about use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed. This follows the model adopted by Portsmouth City Council which was awarded the first Highways PFI in the country. The LTP programme allocations stated in this report form part of the third South Yorkshire Local Transport Plan (2011-2016) which is a statutory document. It should be noted that there is pressure to use LTP to cover

a greater element of client costs in delivering this capital programme due to the budgetary situation.

- 4.21 For LSTF and Better Buses Funds, the central cash grants will be claimed from the South Yorkshire Passenger Transport Executive as expenditure is incurred throughout the year.
- 4.22 A full Equality Impact Assessment has previously been undertaken for the Transport Capital Programme in April 2012. The Programme makes a clear commitment to the development of an inclusive transport system that takes into account the needs of everybody. Of particular importance is making public transport easier to access and use and the promotion of more sustainable and cheaper modes of travel. The Programme aims to provide real travel choices and alternatives, in particularly for the more disadvantaged groups in society. Everyone is affected by transport issues, the Programme is of universal positive benefit to all regardless of sexuality, ethnicity, religion, disability, gender and age.
- 4.23 There are no legal implications arising from this report although there are legal aspects to the recently launched Sheffield Bus Partnership in that the Council has committed itself to contributing to a five-year “Joint Investment Plan”. The public transport programme, with details of bus-related projects listed in the appendices, form the core of this Council commitment.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programme for 2013/14 meets the objectives of ‘A vision for Excellent Transport’, ‘Standing up for Sheffield’ and the South Yorkshire LTP whilst maximising the opportunities presented through the “Streets Ahead” Programme.
- 5.2 For LSTF and Better Buses, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Council Officers have worked with South Yorkshire partners, SYITA Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of ‘A vision for Excellent Transport’, ‘Standing up for Sheffield’ and the Sheffield City Region Transport Strategy.

7.0 RECOMMENDATIONS

- 7.1 Welcome the additional transport funding that is being allocated to Sheffield in 2012/13 and 2013/14,
- 7.2 Endorse the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport.
- 7.3 Note the differing levels of flexibility available for the various funding streams.
- 7.2 Approve the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year.
- 7.3 Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Simon Green
Executive Director, Place

30 November 2012

Appendix A: The 2012/13 and 2013/14 LSTF “Key Component” Programme

Programme Block	Comments	2012/13 allocation (£000's)	2013/14 allocation (£000's)
Wheels to Work Package	(this element is led by SYPTE)		
	<ul style="list-style-type: none"> Expanded wheels to work programme 	256	294
	<ul style="list-style-type: none"> Safety training – managed by Sheffield 	32	30
	Total	288	324
Cycling Package	(led by Sheffield)		
	<ul style="list-style-type: none"> Blackburn Valley cycle route (SCC) 	140	50
	<ul style="list-style-type: none"> Upper Don Valley Cycle Route (SCC) 	185	20
	<ul style="list-style-type: none"> Barnsley cycling access initiative 	165	86
	<ul style="list-style-type: none"> Rotherham Town Centre 	150	200
	<ul style="list-style-type: none"> Doncaster Greenways 	150	150
	<ul style="list-style-type: none"> SY Bike Boost (SCC) 	40	40
	<ul style="list-style-type: none"> SY Cycling Training (SCC) 	37	37
	<ul style="list-style-type: none"> Dearne Towns Cycle to Work 	35	0
	<ul style="list-style-type: none"> Doncaster Bike Hub 	16	16
	<ul style="list-style-type: none"> Lower Don Valley Cycle to Work (RMBC) 	20	0
	<ul style="list-style-type: none"> SY Repair and ReCycle (SCC) 	25	25
	Total	995	650
JobConnector Package	(led by SYPTE)		
	JobConnector bus services to link to employment	250	230
	Total	250	230
Behavioural Change Package	(led by SYPTE)		
	<ul style="list-style-type: none"> Travel Behaviour coordination (PTE) 	25	0
	<ul style="list-style-type: none"> Targetted Safer Sustainable Travel Campaigns (SCC) 	70	70
	<ul style="list-style-type: none"> Marketing, Comms, Travel Planning Support (PTE) 	60	60
	Total	155	130
Total LSTF Programme (Key Component)		1663	1307

Appendix B: The 2012/13 and 2013/14 LSTF “Main Bid” Programme

Programme Block	Scheme (spend in bold relates to Sheffield or SCC staff)	2012/13 allocation (£000's)	2013/14 allocation (£000's)
Don Valley Enterprise Corridor	• Hotspots - PTE lead	90k	93k
	• SYITS – SCC lead	240k	329k
	• Key Bus Route: Sheffield/Woodhouse - PTE	1011k	605k
	• Key Bus Route: Parkgate - PTE	0	440k
	• Don Valley Tramstop upgrades - PTE	0	1263k
	• JobConnector: Malin Bridge bus service - PTE	21k	156k
	• Cycle Route - Lower Don Valley - SCC	372k	388k
	• Cycle Route – Rawmarsh to R'ham - RMBC	292k	305k
	• Plugged In South Yorkshire (Don Valley) - SCC	187k	106k
	Total		
Barnsley Accessibility Improvement Corridor	• Hotspots - PTE	76k	79k
	• SYITS – BMBC lead	63k	87k
	• JobConnector X19 bus service - PTE	75k	185k
	• Cycle Route - Barnsley Central Route - BMBC	128k	806k
	• Plugged In South Yorkshire (Barnsley) - SCC	49k	28k
	Total		
Dearne Valley Enterprise Corridor	• Hotspots – PTE	79k	83k
	• SYITS – RMBC	35k	47k
	• Cycle Route - Dearne Valley to Swinton - RMBC	55k	58k
	• Elsecar Park & Ride - PTE	218k	287k
	• Cycle Route – Barnsley to Dearne Valley - BMBC	35k	116k
	• JobConnector: Wentworth/Shortwood - PTE	23k	54k
	• Plugged In South Yorkshire (Dearne) - SCC	27k	15k
	Total		
Doncaster Regeneration Corridor	• Hotspots – PTE	37k	37k
	• SYITS – DMBC	86k	117k
	• Waterfront Regeneration project - DMBC	816k	447k
	• Adwick Sustainable Access -DMBC	598k	1406k
	• Plugged In South Yorkshire (Doncaster) - SCC	67k	38k
	Total		
Business and Employer Sustainability Toolbox (BEST) (Behavioural Change)	• ECO Academy – Eco Stars - BMBC	76k	50k
	• ECO Academy – Eco-driving Sheffield – SRP	110k	130k
	• ECO Academy – Young Driver Training – SRP	104k	107k
	• ECO Academy – Customer Excellence -PTE	154k	162k
	• Busboost – Workplace - PTE	155k	415k
	• Walkboost – workplace - SCC	191k	456k
	• Walkboost – Network Audits - DMBC	10k	104k
	• Walkboost – Walk to work - SRP	29k	59k
	• Cycleboost –Park that Bike - SCC	22k	45k
	• Cycleboost –Workplace Dr.Bike - SCC	42k	43k
	• Cycleboost –Bike Leasing (Bikeboost) - SCC	187k	137k
	• Cycleboost –Workplace Adult training - SCC	71k	132k

Programme Block	Scheme (spend in bold relates to Sheffield or SCC staff)	2012/13 allocation (£000's)	2013/14 allocation (£000's)
	• Travel Training (1) - led by SYPTE	69k	72k
	• Travel Training (2) – SCC (CYPS)	96k	101k
	• SY Marketing and Comms – Digital Region - DMBC	266k	278k
	SY Marketing and Comms – Safer Sustainable Travel – SRP (Safer Roads Partnership)	80k	124k
	• SY Marketing and Comms – Young People's Travel Training – SRP	54k	56k
	• SY Marketing and Comms – Branding – PTE	111k	58k
	SY Marketing and Comms – Sales Promotion – PTE	17k	17k
	SY Marketing and Comms – Website Development – PTE	108k	81k
	• SY Marketing and Comms – Resources – PTE	89k	93k
	• SY Marketing and Comms – Tactical Marketing - PTE	233k	312k
	Total	2274k	3034k
Total LSTF Programme (Main Bid)		6960k	10612k

Appendix C: The 2012/13 and 2013/14 “Better Bus Area Funds” Programme

Programme Block	Comments	2012/13 allocation ¹ (£000's)	2013/14 allocation (£000's)
Smart Ticketing Package (across South Yorkshire)			
“Targeting investment targeted towards smart, multi-operator ticketing solutions. More cost effective travel for young people looking to access work or training”	This element will be led by the bus operators and SYPTE. <ul style="list-style-type: none"> Smart Ticketing - production and distribution of 150,000 smartcards 	718	306
	This element will be led by the bus operators and SYPTE. <ul style="list-style-type: none"> Targeted Ticketing - Smartcards providing three months free travel to young people not in employment, education or training 	157	233
Total		875	539
Smart Infrastructure Package (elements in Sheffield)			
“Making bus journeys on our most important arterial and business routes faster and more reliable by delivering infrastructure improvements”	Ecclesall Road: <ul style="list-style-type: none"> Highway improvements at three pinch point locations (Moore St Roundabout, Hunters Bar and Bents Green) changes to smart management technology to control traffic signals and give priority to buses using global positioning technology and queue detection 30 bus stop alterations along the whole corridor 	143	83
	Sheffield to Halfway: <ul style="list-style-type: none"> Highway improvements at pinch-point locations including Mansfield Road/Manor Top changes to smart management technology to control traffic signals and give priority to buses using global positioning technology and queue detection 107 bus stop alterations along the whole corridor 	303	609
Total		446	692
Smart Management Package (elements in Sheffield)			
“Ensure that the wider network is effectively managed and enforced to maximise journey speed and efficiency at identified pinch points”	Highway improvements and associated Traffic Regulation Orders to ensure bus lanes, bus stop clearways, no waiting / no loading, keep clear and no waiting restrictions are clear and can be easily enforced. Corridors include Ecclesall Road, Chesterfield Road, Barnsley Road, Owler Lane, Bolsover Street, Broad Street, Attercliffe Road, Crookes, Meadowhall Road, Penistone Road and South Road	203	184
	Highway improvements and associated Traffic Regulation Orders to ensure bus gates are clear and can be easily enforced. Sites include London Road/Asline Road, South Lane, Spital Hill, Moore	186	115

¹ 2012/13 and 2013/14 allocations are a combination of capital and revenue monies

Programme Block	Comments	2012/13 allocation ¹ (£000's)	2013/14 allocation (£000's)
	Street, Boston Street, Infirmary Road,		
	Purchase of 4 relocatable enforcement cameras	0	60
	Targeted consultation / information / awareness raising campaign	102	77
Total		491	436
Total programme		1,812	1,667

Appendix D: Proposed 2013/14 Sheffield LTP Programme

Programme Block	Comments	2013/14 allocation (£000's)
Road Safety	Total	450
Accident Savings Schemes	Continued citywide strategy to reduce killed and seriously injured (KSIs) on the roads. A further three schemes to be developed.	150
20 mph speed limit study / Speed Management Plan/speed limit review	Year 2 of citywide strategy to develop 20mph speed limits across Community Assembly areas, aligned to Streets Ahead Programme	250
Review of Waiting Restrictions at school entrances	Rolling programme of introducing enforceable restrictions to advisory "zig-zag markings" at schools, geared to align with 20mph work and Amey programme.	20
Road safety audit work	Work required to respond to the outcome of Stage 3 (as built) Road safety Audits	30
School Entrance Schemes	Proposed to be included in citywide "Action for Pedestrians" assessment work.	(included)
Action linked to "Streets Ahead" Programme	Total	1460
"PFI Enhancements" - citywide programme geared to Streets Ahead programme	Programme of enhancements designed to interface with Streets Ahead "zonal programme" and hence maximise value-for-money. Includes pedestrian crossings and new footways, school entrance schemes, cycling facilities and remaining "Driving Me Crazy" traffic management schemes	800
"PFI Opportunities" – citywide programme of small schemes	Separate programme of smaller opportunities to augment Amey's maintenance programme, mostly dropped kerbs, addition or removal of handrails etc.	600
Crookes / Nile Street	Ensure complete readiness for construction, to tie in with Streets Ahead programme in Year 2	20
Public Rights of Way Improvement Plan	Citywide strategy supporting people to be healthy within independent communities	40
Action for Cyclists	Total	200
Cycle routes	Continued roll-out of off road cycle routes in the Blackburn Valley and Upper Don Valleys, providing match-funding for LSTF projects	200
Traffic Management Schemes	Total	220
Taxi Facilities	Continuing a rolling programme of schemes, including the provision of new ranks	10
Inner Ring Road related measures	residual commitments	50
Permit Parking Schemes	Development of further schemes, plus completion of the St Vincents scheme.	80

Programme Block	Comments	2013/14 allocation (£000's)
City Centre coach parking work	Defer, pending review and alignment with Streets Ahead	0
Citywide HGV study	Continuing the current HGV routing study and developing early measures to promote freight routes	40
Citywide trial – flexible use of bus lanes	Continuing the current study and developing early measures	40
Public Transport Measures	Total	350
Sheffield Bus Partnership - bus hotspots and shelter upgrades	Council contribution to the Joint Investment Plan within the newly launched Sheffield Bus Partnership	250
Bus Rapid Transit contribution	Continued contribution to management of (successful) major scheme development and delivery	50
Ecclesall Road Key Bus Route	Package of traffic management measures, jointly funded with SYPTE and match funding LSTF	50
Miscellaneous	Total	820
Streets Ahead - Commuted Sum	Provisional aggregate of accruals to network	600
Air Quality Action Plan – Development and Monitoring	Further work to investigate/develop an LEZ as part of measures to deliver Sheffield's Air Quality Action Plan	45
LTP programme management		175
LTP Monitoring	Overall traffic trends and performance indicator monitoring – funded from LSTF for 2013/14	0
Total programme		3500

For Comparison: the current 2012-13 Sheffield LTP Programme

<i>Programme Block</i>	<i>Comments</i>	<i>2012/13 Allocation £000</i>
<i>Road Safety</i>	<i>Total</i>	<i>595</i>
<i>Accident Savings Schemes</i>	<i>Citywide strategy to reduce killed and seriously injured (KSIs) on the roads. Feasibility of up to four schemes currently being investigated.</i>	<i>221</i>
<i>Road safety audit work</i>	<i>Work required to respond to the outcome of Stage 3 (as built) Road safety Audits</i>	<i>50</i>
<i>20 mph speed limit study / Speed Management Plan/speed limit review</i>	<i>Citywide strategy to provide safer roads – including development of 20mph speed limits in Community Assembly areas</i>	<i>100</i>
<i>Review of Waiting Restrictions at school entrances</i>	<i>Rolling programme of introducing enforceable restrictions to advisory zig zags at all Sheffield's schools.</i>	<i>20</i>
<i>School Entrance Schemes</i>	<i>Feasibility of three schemes currently being investigated.</i>	<i>150</i>
<i>Road Safety Education, Training and Publicity</i>	<i>Citywide strategy to provide safer roads and KSI reduction</i>	<i>54</i>
<i>Community Assemblies</i>	<i>Locally sponsored schemes, mostly local accessibility projects. Fund split equally between the seven community assembly areas</i>	<i>280</i>
<i>Action for Pedestrians</i>	<i>Total</i>	<i>390</i>
<i>Pedestrian Schemes</i>	<i>Programme of pedestrian crossings and new footways</i>	<i>280</i>
<i>Public Rights of Way Improvement Plan</i>	<i>Citywide strategy supporting people to be healthy within independent communities</i>	<i>80</i>
<i>Sustainable and Safe Modes of Travel to School</i>	<i>Working jointly with schools, an annual programme of innovative travel options</i>	<i>30</i>
<i>Action for Cyclists</i>	<i>Total</i>	<i>375</i>
<i>Connect 2 multi user route scheme</i>	<i>Jointly funded scheme provides new Halfway to Killamarsh link – levers in about £1.5m external funding</i>	<i>250</i>
<i>Cycle Action Plan</i>	<i>Programme of cycling infrastructure and education and training schemes – levers in about £350,000 external funding in 12/13</i>	<i>125</i>
<i>Traffic Management Schemes</i>	<i>Total</i>	<i>830</i>
<i>Taxi Facilities</i>	<i>Continuing a rolling programme of schemes, including the provision of new ranks</i>	<i>20</i>
<i>Inner Ring Road related measures</i>	<i>Various minor measures including drainage improvements</i>	<i>50</i>
<i>City Centre traffic management measures</i>	<i>Including a review of coach pick up/drop off and parking infrastructure</i>	<i>20</i>
<i>Low Emission Zone (LEZ)</i>	<i>Further work to investigate/develop an LEZ as part of</i>	<i>20</i>

<i>Programme Block</i>	<i>Comments</i>	<i>2012/13 Allocation £000</i>
	<i>measures to deliver Sheffield's Air Quality Action Plan</i>	
<i>Ecclesall Road Smart Route</i>	<i>Package of traffic management measures, jointly funded with SYPTE</i>	<i>200</i>
<i>Congestion Target Routes</i>	<i>Completion works on Chesterfield Road</i>	<i>30</i>
<i>Permit Parking Zone Strategy</i>	<i>Includes implementing the Upperthorpe and Netherthorpe scheme, developing the St Vincents scheme and reviewing the Hillsborough scheme.</i>	<i>270</i>
<i>"Driving Me Crazy" Schemes</i>	<i>Continuing the successful programme commenced in 2009/10. Right turn from Penistone Road into Owlerton Green is the preferred scheme.</i>	<i>50</i>
<i>Traffic Signals Enhancements</i>	<i>Enhancing the operation of traffic signal operation, aiming to get the most out of the road network by continuing the successful programme commenced in 2011/12</i>	<i>50</i>
<i>Citywide HGV study</i>	<i>Continuing the current HGV routing study and developing early measures to promote freight routes</i>	<i>70</i>
<i>Citywide trial – flexible use of bus lanes</i>	<i>Continuing the current study and developing early measures</i>	<i>80</i>
<i>Public Transport Measures</i>	<i>Total</i>	<i>355</i>
<i>Sheffield Bus Agreement, including bus hotspots programme</i>	<i>Expanding existing hotspots programme to handle city-wide launch of the Sheffield Bus Agreement</i>	<i>280</i>
<i>Bus Rapid Transit contribution</i>	<i>Continued contribution to management of (successful) major scheme design development programme schemes – levers in up to £600,000 external funding in 12/13</i>	<i>50</i>
<i>Air Quality Monitoring</i>		<i>25</i>
<i>Miscellaneous</i>	<i>Total</i>	<i>368</i>
<i>PFI Opportunities</i>	<i>New small scale initiatives to complement PFI maintenance programme</i>	<i>125</i>
<i>Various miscellaneous small scale initiatives</i>	<i>Covers £50k commitments carried over from 2011-12</i>	<i>50</i>
<i>LTP programme management</i>		<i>183</i>
<i>LTP Monitoring</i>	<i>Overall traffic trends and performance indicator monitoring</i>	<i>10</i>
<i>Total programme</i>		<i>3193</i>

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report

Report of: Executive Director, Place

Date: 13 DECEMBER 2012

Subject: Upperthorpe & Netherthorpe Permit Parking Scheme

Author of Report: Cate Jockel

Summary: This report follows on a report to Members of this Committee on 12th July 2012. That report informed Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe and recommended that the Committee proceed with making a Traffic Regulation Order and implementing the scheme subject to a number of alterations made following consultation responses. The decision of that Committee was to defer a decision on the scheme subject to further consideration of the history and background of the scheme.

This report includes further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

Recommendations: To approve making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A.

To approve the implementation of those parts of the Order concerning Double Yellow Lines, Single Yellow Lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access.

Not to approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time.

To note that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe.

Background Papers: report to Committee on 12th July 2012

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Matt Bullock
Legal Implications
YES Cleared by Deborah Eaton
Equality of Opportunity Implications
YES 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
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?
NO
Press release
NO

UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME

1. SUMMARY

- 1.1 This report follows on a report to Members of this Committee on 12th July 2012. That report informed Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe and recommended that the Committee proceed with making a Traffic Regulation Order and implementing the scheme subject to a number of alterations made following consultation responses. The decision of that Committee was to defer a decision on the scheme subject to further consideration of the history and background of the scheme.
- 1.2 This report includes further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

2. WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD?

- 2.1 The proposals support the 'Standing up for Sheffield' Corporate Plan 2011-2014 by supporting and protecting communities and being business friendly.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The public consultation carried out has supported the 'working better together' value of the Corporate Plan, responding to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Upperthorpe and Netherthorpe.

4. REPORT

Permit Parking Background

- 4.1 One of the early Permit Parking Schemes in Sheffield was introduced in Netherthorpe in 1989 as a result of parking pressure in the area generated by the nearby University of Sheffield and Hospitals.
- 4.2 A 'Peripheral Parking Zone' (PPZ) was established in a ring around the City Centre Controlled Parking Zone (CPZ) by the decision of the then Development Committee in March 2000. The extent of the Zone was established through surveys and consultation. 28,000 properties in the proposed area were asked whether residents thought there was a commuter parking problem in their area and whether they would be willing to pay towards a Permit Scheme to tackle this. This survey achieved a decent overall response rate of around 25% (varying from area to area).

- 4.3 The results of this survey were reported to Cabinet in June 2001 where approval was given for the PPZ to be developed in Phases, starting with the area of highest demand. The agreed phases were:
- Phase 1: Crookesmoor/Broomhill/Broomhall/Sharrow Vale
 - Phase 2: Sharrow/Nether Edge/Highfields
 - Phase 3: Crookes/Netherthorpe/Upperthorpe
 - Phase 4: Norfolk Park/Park Hill/Burngreave/Neepsend
- Phases 1 and 2 have since been completed. The proposals for Upperthorpe and Netherthorpe fall within Phase 3.

Upperthorpe and Netherthorpe Project Development

- 4.4 Work on Phase 3 in Upperthorpe and Netherthorpe began with a report in 2008 to the North & West Planning & Highways Area Board following a petition (191 names) for permit parking in the area. Although the area fell within the PPZ, the criteria agreed (November 2006) for assessing areas outside the PPZ were applied. These criteria were that a scheme was merited where streets had a maximum parking occupancy of 85% plus (i.e. well-used for parking), with at least 30% of those vehicles not being resident in the local area (i.e. commuter parking).
- 4.5 The results of applying these criteria to Upperthorpe and Netherthorpe were set out in the 2008 report and were, overall, that the area as a whole did not meet the non-PPZ permit parking criteria but that some areas should be looked at further. These areas were:
- Shalesmoor: this area did meet these criteria and the decision was made to introduce a Permit Parking Scheme (PPS). This area (called "Meadow Street") was introduced in 2009;
 - Netherthorpe (a larger area than the existing (1989) Netherthorpe Permit Parking Scheme): this area showed considerable non-resident parking but this did not, in general, take the parking occupancy beyond 85% capacity. The decision was to develop a Scheme that would (a) amend the 1989 Scheme (for example, to include visitor permits and amend the operational days of the week) and (b) cover the area between the existing Netherthorpe PPS and the proposed new Meadow Street PPS to tackle displaced parking into that area;
 - Upperthorpe: a small area around the shopping centre: the surveys showed a few streets in a small area around the shopping centre that met the non-PPZ criteria; also a few more streets where there was considerable non-resident parking without this taking the parking occupancy beyond 85% capacity. The decision was to also develop a scheme for this part of Upperthorpe.
- 4.6 Scheme development progressed during 2009 and 2010:
- Street surveys and consultation covering a wider area were undertaken in 2009, with residents being asked where they considered that there were problems parking in the area (daytime and/or evening) and where they considered that the parking

situation in the area could be improved by introducing a permit parking scheme. The response rate was very low, only 117 responses;

- Consultation on an outline scheme, with 3,000 leaflets (6 versions for 6 sub-areas) and postcard questionnaires, was undertaken in 2010. Again the response rate was very low, only 249 responses (8%);
- The results of the 2010 consultation were reported to Cabinet Highways Committee in December 2010 where the decision was taken to progress the scheme to Traffic Regulation Order (TRO) advertisement but for a significantly smaller area (the number of properties covered was reduced by about a third).

4.7 The subsequent TRO was advertised in April 2012, alongside 2,000 information leaflets (different versions for different sub-areas again). The results of this were the subject of the previous report to Members of this Committee on 12th July 2012 (attached as Appendix A) which recommended that the Committee proceed with making a Traffic Regulation Order (TRO) and implementing the scheme, subject to a number of alterations made following consultation responses. In response to representations made by local Councillors on behalf of residents who did not think the scheme was necessary, Committee deferred a decision subject to further consideration of the history and background of the scheme.

Summary

4.8 It remains the policy of the City Council to develop the PPZ around the City Centre CPZ in order to tackle on-street commuter parking in areas where local residents and businesses require such parking, as well as to support sustainable transport policies by encouraging travel to work, especially in and around the city centre, by more sustainable means (to reduce congestion, and improve air quality and health).

4.9 Phases 1 and 2 of the PPZ have now been developed: these have tackled the areas where the most acute problems existed in terms of the demand for space on-street. In this part of Phase 3, the 2008 survey results (paragraph 4.5 above) showed that the area did not meet the non-PPZ permit parking criteria except in a few areas, one of which (Meadow Street) has subsequently been progressed and implemented. In addition, despite some support for a parking scheme from petitions, some groups such as St Stephen's TARA (for the Fawcett Street area) and some individuals, the public response to the consultations on the scheme as it has developed has always been low. At the same time, because of the general economic situation, commuter parking pressure in areas such as this, around the city centre, is lower than it has been. For these reasons, it is not considered appropriate to implement this permit parking at this time. However, this situation is likely to change as the economy picks up (particularly in the City Centre) and parking levels increase.

- 4.10 It is recommended that those parts of the TRO relating to access, visibility and safety should be 'Made' and implemented. This covers the waiting and loading restrictions, bus stop clearways and Disabled Parking Bays. This way forward was agreed with local Members.
- 4.11 It is also recommended that those parts of the TRO relating to the permit parking should be 'Made' (as amended in the Plans attached in Appendix A to take account of the objections and comments made in response to the TRO advertisement) but that they are **not** implemented at the present time. Any implementation in whole, or part, would be the subject of a further report to this Committee. This would mean that, if circumstances changed (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part.

Relevant Implications

- 4.12 **Financial:** the development and implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000 (a CAF variation reducing this to £75,000 is currently progressing). A more detailed cost will be provided by Amey once the extent of work on-street is approved by Committee and this will be reflected in a subsequent CAF variation.
- 4.13 **Equalities:** Fundamentally this proposal is equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the access and safety improvements proposed should particularly benefit the most vulnerable members of society including the young, the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.14 **Legal:** The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature Members must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.
- 4.15 A legal agreement was to be drawn up and agreed between the City Council and Sheffield Homes before the scheme was implemented on-street, setting out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme. This is no longer required at this stage.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative options considered were full implementation of the advertised scheme and the do nothing option.

6. REASONS FOR RECOMMENDATIONS

- 6.1 To respond to local resident feedback through local Councillors by implementing those parts of the scheme that support local safety and assist bus services and disabled residents.
- 6.2 To approve making the Traffic Regulation Order for the whole scheme so that, if circumstances change (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part, subject to a further report to this Committee.

7. RECOMMENDATIONS

- 7.1 To approve making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A.
- 7.2 To approve the implementation of those parts of the Order concerning Double Yellow Lines, Single Yellow Lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access.
- 7.3 Not to approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time.
- 7.4 To note that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe.

Simon Green
Executive Director, Place

13 December 2012



SHEFFIELD CITY COUNCIL Cabinet Highways Report

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 July 2012

Subject: Upperthorpe & Netherthorpe Permit Parking Scheme
Outcome of the Traffic Regulation Order Consultation
Process

Author of Report: Nel Corker, Traffic Regulations

Summary:

The aim of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe.

It is proposed to proceed with making a Traffic Regulation Order (TRO) to implement the scheme subject to alterations based on the consultation responses.

Reasons for Recommendations:

To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme

A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.

Recommendations:

To approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1-F1

To inform residents/businesses that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.

To inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), that it is proposed that the scheme will be reviewed once it has

been fully operational for a period of six months. This review would seek to make changes to the scheme, where necessary, and would address any issues outside the scheme boundary, if appropriate. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.

To seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

Background Papers: N/A

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Matthew Bullock
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 Upperthorpe and Netherthorpe
Relevant Cabinet Portfolio Leader
Relevant Scrutiny Committee if decision called in
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME - OUTCOME OF THE TRAFFIC REGULATION ORDER CONSULTATION PROCESS

1.0 SUMMARY

1.1 The purpose of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Uppertorpe and Netherthorpe.

1.2	It is proposed to proceed with making a Traffic Regulation Order (TRO) and to recommend implementation of the scheme subject to a number of alterations made following consultation responses.
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2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 Consultation with residents and businesses has taken place for the proposed introduction of a permit parking scheme in Uppertorpe and Netherthorpe. Responding to requests for progressing a permit parking scheme centred around Uppertorpe local centre should make it easier for residents to park nearer their properties, whilst it also provides the opportunity to link together existing Permit Parking Schemes in Netherthorpe (operational since 1989) and Meadow Street (operational since 2009). The proposals also cover off-street car parking spaces owned by Sheffield Homes making it easier for residents to access those spaces.

2.2	The permit parking scheme proposals support the 'Standing up for Sheffield' Corporate Plan 2011-2014 by supporting and protecting communities and being business friendly. Local communities have a greater voice and more control over services which are focused 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 where possible.
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3.0 OUTCOME AND SUSTAINABILITY

3.1 The public consultation carried out supports the 'working better together' value of the Corporate Plan, with proposals that respond to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Uppertorpe and Netherthorpe. The overall project contributes to the 'a great place to live' and 'an environmentally responsible city' objectives by limiting the availability of longer stay commuter parking in the area, whilst introducing better management of the available road space. These restrictions encourage individuals to consider more sustainable forms of transport, including car sharing, walking and cycling, thus reducing an individual's carbon footprint. In addition, the removal of densely parked cars in urban areas will improve the environment for residents and visitors alike.

3.2	A key outcome will be the approval to 'make' the Traffic Regulation Order associated with a permit parking scheme.
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4.0

4.1 Following the first consultation with the people of Upperthorpe and Netherthorpe in November 2009 residents of many streets stated that they had a problem with parking during the day. This feedback allowed a preliminary scheme area to be defined and to suggest what parking restriction might be suited to a Permit Parking Scheme in Upperthorpe. These proposals were distributed as part of a second consultation exercise in 2010.

4.2	The second scheme consultation in May/June 2010 comprised the delivery of approximately 3,000 questionnaires across the scheme area. Only 249 were returned, giving a response rate of 8%. The usual return rate for such consultations is in the region of 20%. The consultation results demonstrated a wide range of views, ranging from those very much in favour to those very much opposed. The Scheme boundary was reduced to exclude the areas where people were not in favour of the scheme and this smaller area was approved at the Cabinet Highways Committee at its meeting on 9 th December 2010.
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Proposals

4.3 The proposed Upperthorpe Permit Parking scheme was broken down into four areas for the third stage consultation, plus two areas outside the scheme boundary which would be subject to yellow line proposals. The scheme boundary and the six consultation areas are shown in the plans included in Appendix A: TR/BN680/A1-F1. It is proposed that the scheme would operate on Monday to Friday between the hours 0800 to 1830.

Scheme Consultation (Traffic Regulation Order)

4.4 The consultation process consisted of approximately 2,900 leaflets, letters and plans being distributed to local residents and businesses. The consultation area was split into six and each leaflet/letter contained a map of the proposals relevant to each area. The leaflets/letters contained details of the proposed scheme and frequently asked questions. 120 Street Notices, advertising the Traffic Regulation Order, were also put up throughout the area. Comments were invited with a response deadline of 27th April 2012.

4.5 Copies of the plans of the scheme were posted at First Point Hillsborough, First Point at Howden House, St Stephens TARA offices and Upperthorpe TARA offices along with a display at Upperthorpe Library for the duration of the consultation. The information and plans were also available on the Council website. Plans were also supplied to the local TARAs for displaying in their street community notice boards located around the area.

Consultation Responses

- 4.6 83 responses and comments were received. Two petitions were also received, both coming from commuters who park in the area for work.

In total 6 people were in support of the scheme, 57 did not support the scheme and 19 raised comments and questions regarding the design/operation of the scheme. The respondents were mainly residents (79%), parents of children attending Bethany School on Fawcett Street (16%) and commuters (5%). A summary of responses from each area is given in table 1:

Table 1: Consultation Results Summary

	Support (No.)	Object (No.)	Comment (No.)
Area A Upperthorpe	1	16	8
Area B Meadow Street	1	3	0
Area C Fawcett Street	1	15	4
Area D Netherthorpe	0	2	2
Area E Out of the Scheme	1	3	1
Area F Out of the Scheme	1	10	3
Comments regarding all Areas	2	7	0

- 4.7 The results show that the majority of respondents did not support the scheme proposals. It should be noted that the number of people responding to the TRO consultation was low (83 people). It is not unusual to hear mainly from those who are against the scheme. People who are happy with the proposals tend not to comment. Meetings with local Tenants and Residents Associations (TARA) have shown good support for the scheme as proposed. It should also be noted that previous consultations confirmed the need for a permit scheme, and also the extent of it, and this TRO consultation is primarily related to the detail of what can be introduced rather than the principle of whether to introduce a scheme or not.
- 4.8 It is considered that some area results were affected by respondents not understanding the proposals, i.e in Area C: 13 respondents complained that they would have to pay to park on Fawcett Street to take their children to school every day. This is not the case as the proposed 'limited waiting (except permit holders)' bays are free of charge. Also since the consultation, officers have worked with the School and the church in this

area to accommodate their needs and we are now recommending further changes to the scheme in line with their wishes.

- 4.9 Many of the objections received have been addressed with modifications to the scheme. All the comments and questions received during the consultation are set out in Appendix B, with officer responses and recommendations. Revised Plans TR/BN680/R-A1-F1 in Appendix C outline the changes we are recommending since the consultation.
- 4.10 As well as many general questions regarding the scheme operation which have been answered in Appendix B, the main local issues/concerns by 'Area' can be summarised as:
(numbers of respondents stating comment is stated in brackets)

Area A - main issues (Plan TR/BN680/R-A1)

- 4.11
- Shipton Street Car Park: Staff want to park all day in Shipton Street Car Park and there is a need for business visitors to park longer than the proposed 2 hour maximum stay.(business & staff x 5 including the Zest Centre)
 - Westmoreland Street: No problems parking so why introduce a scheme (x 3)
 - Yeoman's Road (end of): Can the double yellow line be reduced near my property (x 2)
 - Cleveland Road: Object to the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street (x 2)
 - Daniel Hill made four separate comments regarding the proposals; where are residents suppose to park?, this will have negative impact on my home/want permit bays, against the single yellow line, require short term parking for charity visitors, should have one way system.

Recommendations:

- 4.12
- To resolve these issues it is recommended that we extend the maximum parking period in Shipton Street Car Park from 2 hours to 4 hours Pay & Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and could be reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many other areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (in permit holders only bays), on Uppertorpe Road (in 4 hour limited waiting bays (except for permit holders) or in permit holders only bays, on Daniel Hill and on Westmoreland Street (in permit holders only bays). All these locations are only a short walk from the shopping centre. The car park is restricted during the hours 8am – 4pm

- It is recommended that the double yellow line at the end of Yeoman's Road is retained in the TRO but not implemented on street. This arrangement would need to be monitored and reviewed after 6 months.
- It is recommended that the single yellow line on Cleveland Road is omitted. Vehicles currently park here without causing a problem, however this would be monitored and reviewed after 6 months to ensure no problems were being caused.
- Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
- On Daniel Hill outside properties numbers 32-42 there is an area that is proposed as unrestricted. Residents and businesses in this area have requested that this should have a restriction that benefits both residents and short term business users. It is therefore recommended that a 2 hour limited waiting (except for permit holders) restriction is progressed at this location by the advertisement of a new Traffic Regulation Order (TRO). This will provide further short term and residents parking provision in the Upperthorpe Centre in line with the wishes of local residents and businesses.

4.13 The Zest Centre had comments regarding the provision of disabled parking in Area A which they consider to be inadequate. They would welcome additional disabled parking in the pedestrianised area in front of the centre and also changes to the adjacent bus gate. Unfortunately, changing the pedestrianised area and the bus gate arrangement is beyond the remit of this permit parking scheme. Therefore their comments have been passed to the Central Community Assembly for their consideration. In the meantime, disabled blue badge holders are able to use the disabled bays on Upperthorpe and also the Pay & Display bays/limited waiting bays without charge or time limit.

Area B – main issues (Plan TR/BN680/R-B1)

- 4.14
- The permit charges are too high/ /residents should be given a free permit/s the commuters who cause the problem and the residents are expected to pay (x 1)
 - Against the scheme, why pay to park outside your own house (Morpeth Gardens) (x 1)
 - Netherthorpe Street : Can parking for the School be provided? Otherwise scheme is detrimental to the school (many reasons stated) (x 1)

Recommendations:

- It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in

permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to similar schemes in other cities.

- Since the TRO consultation, officers have met with the school to discuss how the scheme can accommodate the school requirements for parking. Details are in Appendix B.

Area C – main issues (Plan TR/BN680/R-C1)

- 4.15
- Fawcett Street/Finley Street: Will make it harder to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/impinge on the running of the school/infringe on running of church/I have had no problem with parking (x 13)
 - More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street (x 10)
 - Scheme not needed/no problem on my road (Fawcett Street x 2, Jericho St x 1)

Recommendations:

- 4.16
- Many comments were received from parents/carers associated with the School along with School Staff and Church staff in thinking that they would have to pay to park to drop/pick up their children from school/ attend events. Parking spaces close to the school/church were proposed as 2 or 4 hour limited waiting (except permit holders) which are free of charge. However comments also indicated that the time limit would be too restrictive for the school and church. It is therefore recommended to:
 - (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and
 - (ii) Change the 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.
 - The local TARA, based on Fawcett Street, fully supported the scheme in this area.

Area D – main issues (Plan TR/BN680/R-D1)

- 4.17
- Scheme is not needed/no problem on my road (Bramwell Close) (x 1)
 - Bramwell Close: Does not want the permit bays. Wants unrestricted OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road (x 1)
 - Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan) (x 1)

4.18 Recommendations:

Only three comments were received from Bramwell Close, all of which did not perceive a problem and did not want to see any permit holders only bays on this street. It is recommended that the proposed restrictions be left in the TRO but that all the residents on the Close are asked again whether they wish to see the restrictions introduced and a decision be made based on the outcome. If any problems arise the situation can be reconsidered during a 6 month review.

Area E – main issues (Plan TR/BN680/R-E1)

- 4.19
- Midvale Avenue: does not need double yellow lines (x 1)
 - Philadelphia Gardens: Can the double yellow line be reduced next to my property? (x 1)

Recommendations:

- 4.20
- No other comments have been received regarding the double yellow lines in the Midvale Avenue area and therefore they will remain as proposed.
 - The proposed double yellow line on Philadelphia Gardens be retained in the TRO but only 3 metres be introduced to accommodate the residents' request, the situation will be monitored and further lines introduced if problems arise.

Area F – main issues (Plan TR/BN680/R-F1)

- 4.21
- Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase speeds, cause an accident problem, traffic calming required) (x 5)
 - Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area (x 4)
 - Upperthorpe: against the double yellow line outside Nos 95-105 (does not want to be included in the scheme x 1, wants to be included in a scheme x 1)

Recommendations:

- 4.22
- Upperthorpe is currently unrestricted. It was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side in the daytime, however correspondence and observations indicate that the south side is used on occasions for additional parking in the evening and in special cases such as bad weather when other steep gradient roads in the area are impassable. Therefore it is proposed that the double yellow line on the south side is retained in the TRO but be introduced initially in reduced form and the situation be monitored and reviewed.
 - The proposed double yellow lines at junctions in this area have been assessed and where possible it is recommended to reduce them to maintain the maximum amount of parking space. However in some areas this is not possible as the restrictions protect facilities such as tactile dropped crossings.

- The double yellow line outside Nos 95-105 Uppertorpe is not there at present and current traffic conditions indicate no problem when vehicles are parked here. Therefore it is recommended that these lines be retained in the TRO but not be introduced initially and the situation monitored.

4.15 All the comments received for each area of the proposed permit parking scheme, have been included with an officers comment in Appendix A.

Other Issues

4.16 Sheffield Homes off-street car parking spaces were included within the Traffic Regulation Order and it is noted that no comments were received regarding these. Therefore these will remain in the TRO and become part of the scheme. A formal legal agreement will be written and signed if the scheme is approved.

4.17 The local Tenants and Residents Association (TARA) requested that further Sheffield Homes car parks in the Martin Street area be included in the scheme. This area is currently outside the scheme boundary and would require the advertisement of a new Traffic Regulation Order (TRO). This can be considered as part of the review of the scheme when it has been operational for 6 months.

4.18 The TARA asked that some residents on Addy Close (who currently park on Addy Street but are not within the scheme boundary) be able to obtain permits. They have concerns about displaced parking in this area. It is recommended that the boundary of the scheme remains as proposed but disabled bays implemented where required in Addy Close. Also that the parking spaces are marked out in the parking bays and that the situation is monitored. A quicker timescale for a review in this area can be considered if problems occur and should the majority of residents want to be included in the wider permit scheme.

4.19 The TARA also raised concerns about obstructive parking by the garages on Burlington Street. However, this area is not public highway and has been passed onto Sheffield Homes.

Petitions

- 4.18 Two petitions were received regarding the proposed scheme, both of which came from commuters who park in the area for work.
- Petition 1: (6 signatures, dated 26.04.12) "We, the undersigned wish to raise an objection to the proposed changes to on-street parking in the area around St Philips Road. We feel that it is necessary for people working in the area, primarily NHS and university to have access to parking nearby particularly when on unsociable shifts which are not necessarily served by public transport. Parking spaces may be free or metered: if metered then they should cover a length of time spanning a normal shift and not

the four hour maximum seen in the lower area of St Philips Road. Further there needs to be balance between generally available spaces and those for use by residents. Whilst some resident only parking areas are necessary they should adequately reflect demand and not, as in the lower part of St Philips Road/ Watery Street become an unused provision greatly in excess of local need.”

- Petition 2: (106 signatures, dated 09.05.12)“We, the undersigned object to SCC plan to introduce a permit parking scheme and associated waiting restrictions within the Uppertorpe and Netherthorpe area of the city and request that the proposals be abandoned. The introduction of the scheme will result in a large level of displaced parking throughout the surrounding area. Individuals currently parking in this area will not pay to park as the amount of space allocated and the time limited parking is unsuitable for the majority of people who choose to park there. This will result in very limited return for the Council in terms of parking revenue in comparison to the scheme set up and maintenance costs. Some of the roads included within the permit scheme, e.g. Mushroom Lane, Fawcett Street and Finley Street are subject to either permit only parking or 2/4 hr limited parking, however these are currently unused by residents to park as they are empty early mornings and at night, it appears areas have been subject to restrictions even when there are no parking issues.”

- 4.19 It is accepted that commuters who currently park in the area will not be in favour of the scheme. The primary aim of the proposals is to help residents and their visitors to be able to park close to their homes. It is hard to predict the levels of permits that will be required by residents and their visitors but this will be monitored. Parking surveys and observations have been used to design the scheme to enable residents to be able to park closer to their homes. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There is a total of 919 parking spaces within the scheme boundary. There will be approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only.
- 4.20 Permit parking schemes are generally reviewed after 6 months of operation, when parking patterns become established. This allows the type and level of parking to be adjusted to suit the area’s needs by making minor changes to the scheme. Where necessary, new parking issues arising outside the scheme boundary can also be addressed, if appropriate.
- 4.21 In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation

Order (TRO) but not be marked on street. This will allow areas to be monitored and demand for parking to be identified.

Relevant Implications

- 4.22 Implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000. A more detailed cost will be provided as part of the next stage of scheme development.
- 4.23 A legal agreement will be drawn up and agreed between the City Council and Sheffield Homes before the scheme is implemented on-street. This will set out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme.
- 4.24 An Equality Impact Assessment has been conducted and concludes that the measures proposed should be equality neutral in the main, although they should prove fairly positive for the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.25 Successful operation of the scheme will require effective enforcement. The Human Resources implications for Parking Services will be assessed once the Scheme has been approved and a date for it to become operational has been set. However, in principle, there is likely to be a need for additional Civil Enforcement Officers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.
- 5.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme, and these changes are outlined in Appendix B and on Plans TR/BN680/B/A1-F1 in Appendix C.
- 6.2 A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.

7.0 RECOMMENDATIONS

- 7.1 Approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1 to F1
- 7.2 Inform residents/businesses of the results of the consultation and that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.
- 7.3 Inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), of the committee decision. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
- 7.4 Seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME

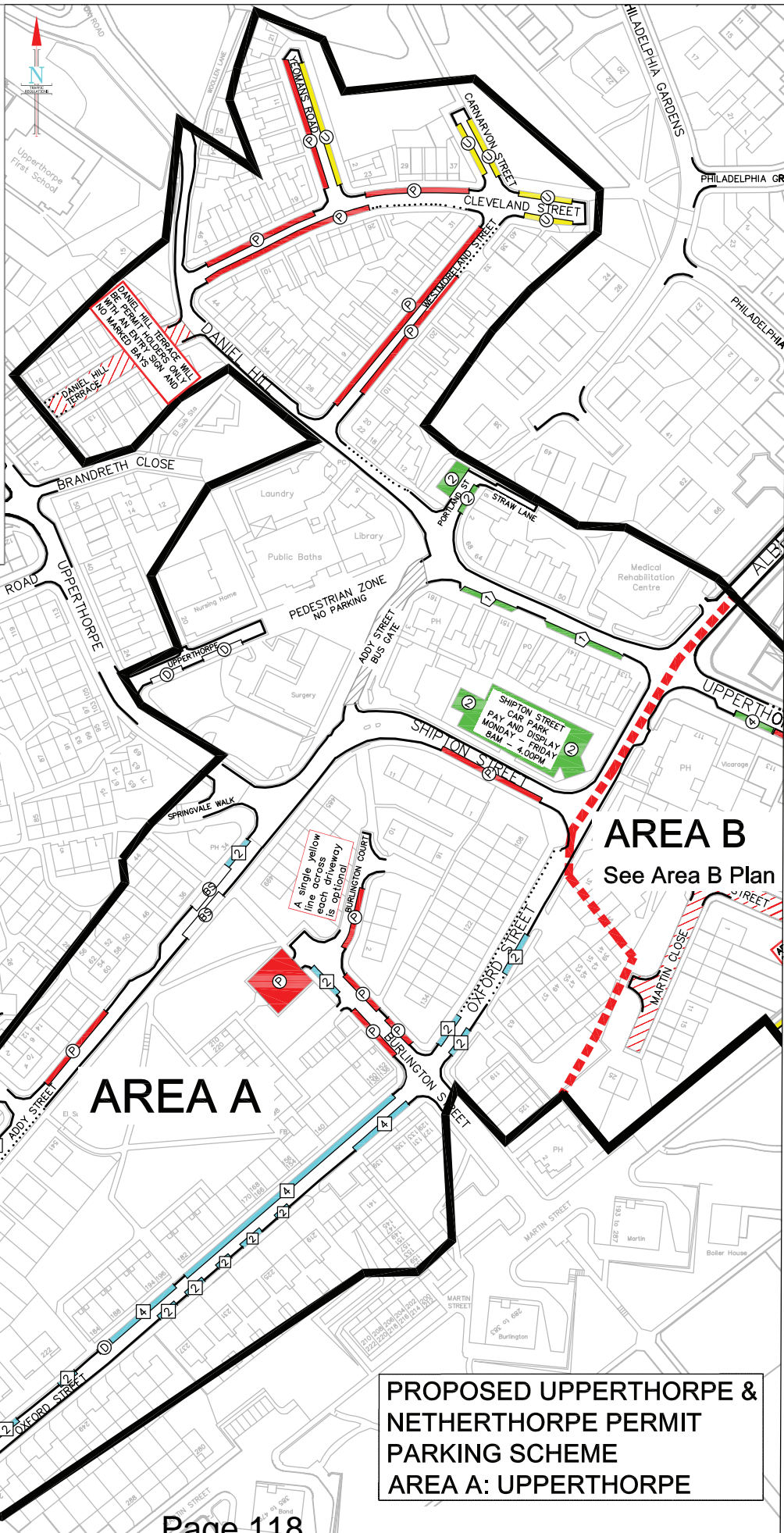
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

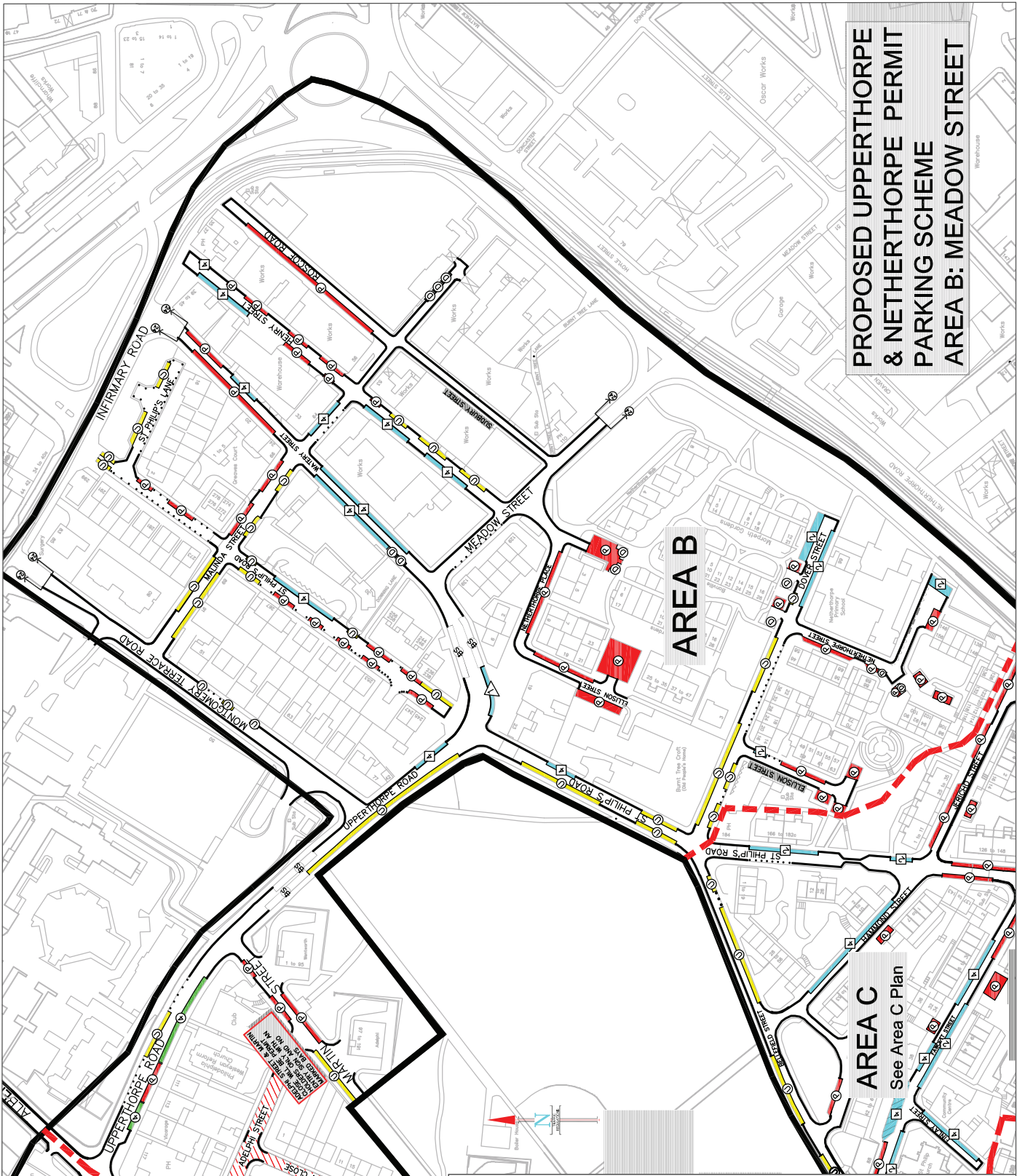


AREA A

AREA B
See Area B Plan

**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
AREA A: UPPERTHORPE**

PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA B: MEADOW STREET



UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
UPPERTHORPE MON-FRI 8.00AM - 6.30PM

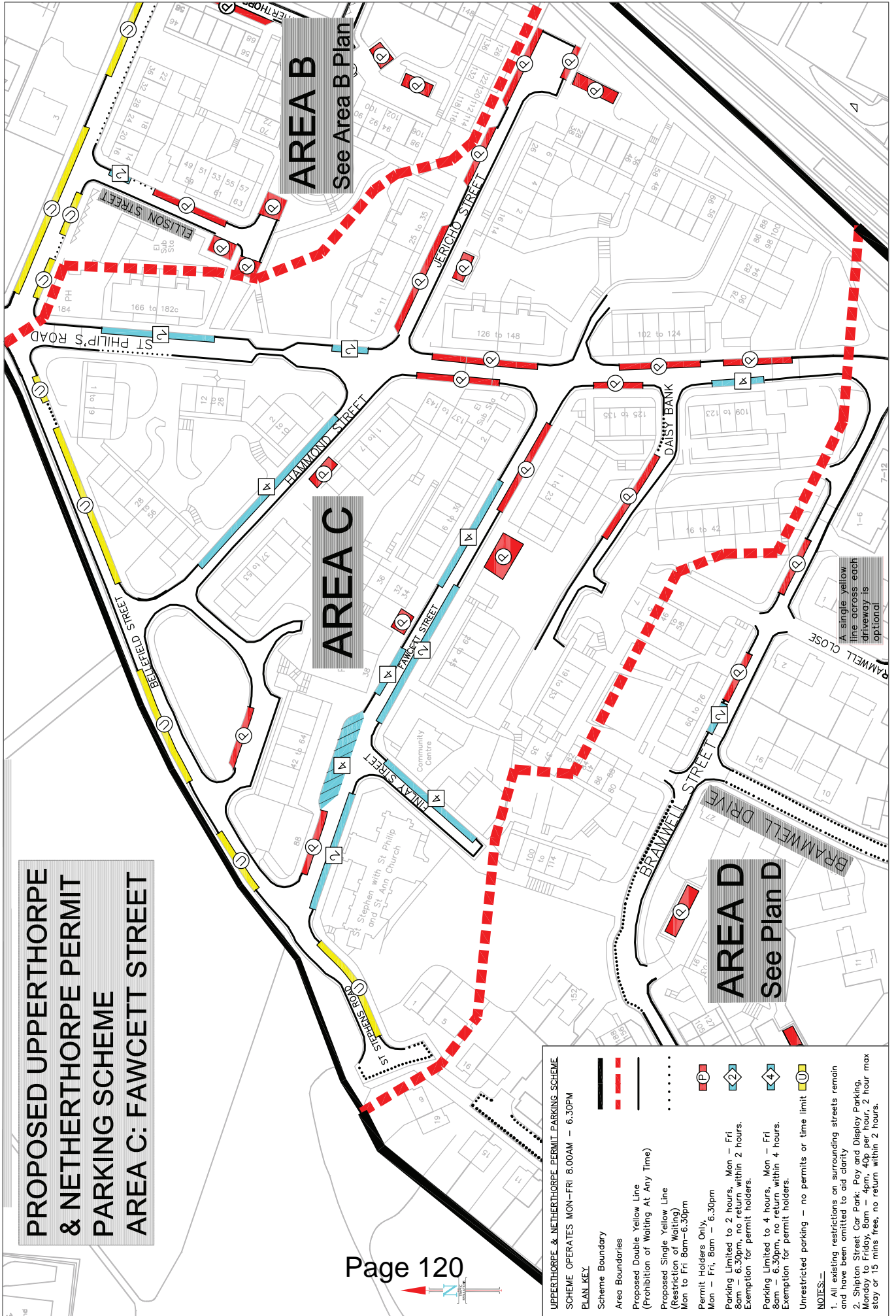
PLAN KEY

- Scheme boundary
- Area boundaries
- Proposed Probable Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Mon 6.30am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 1 hour, Mon - Fri 8am - 6.30pm, no return within 1 hour.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Permit Holders Only, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour
- Existing 24 hour clearway. No Waiting or Loading at any time

NOTES:-

- All existing restrictions on surrounding streets remain and have been omitted to aid clarity
- Shipton Street Car Park: Pay and Display Parking, Monday - Friday, 8am - 6.30pm, per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE
& NETHERTHORPE PERMIT
PARKING SCHEME
AREA C: FAWCETT STREET**



AREA B
See Area B Plan

AREA C

AREA D
See Plan D

A single yellow line across each driveway is optional

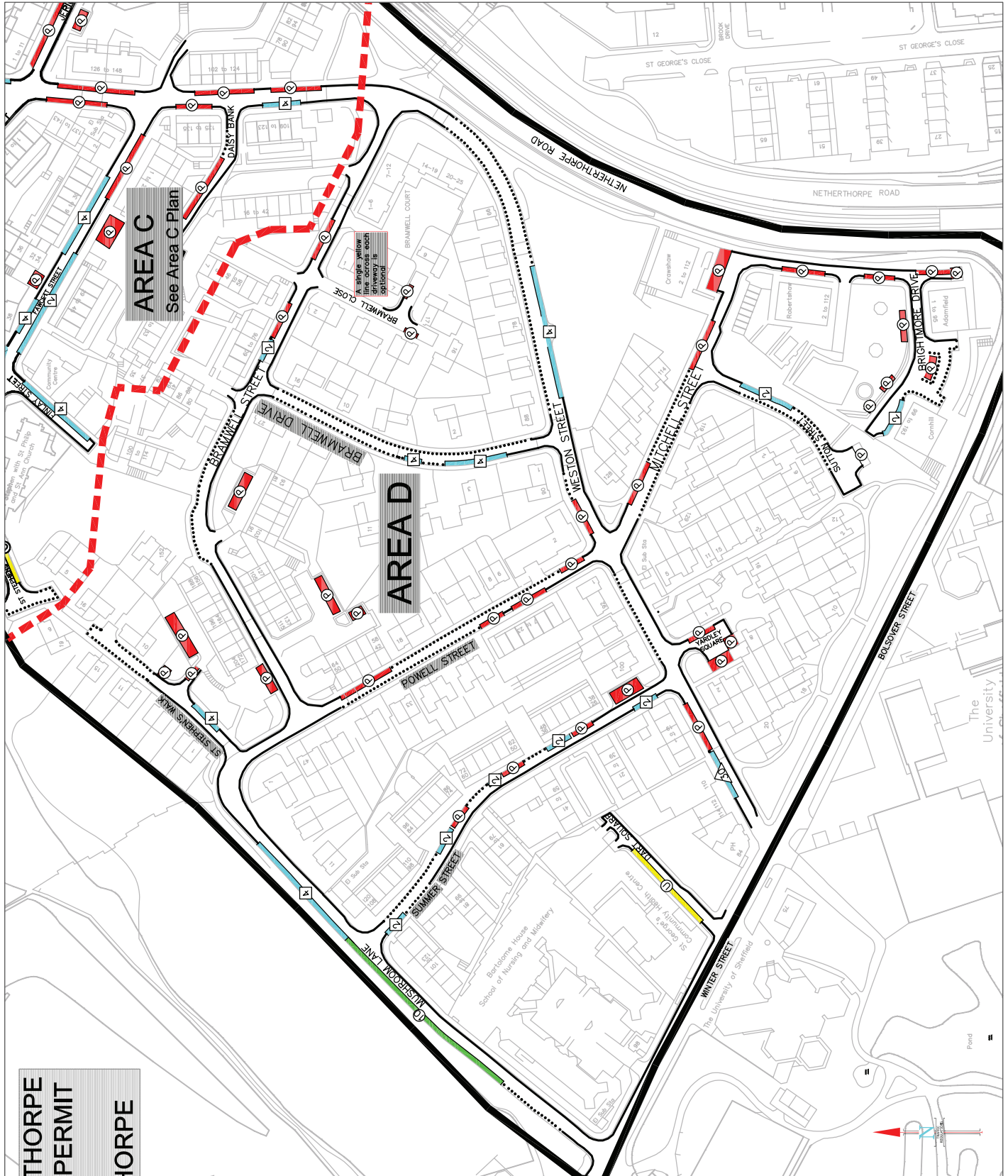
UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

- PLAN KEY**
- Scheme Boundary
 - Area Boundaries
 - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
 - Proposed Single Yellow Line (Restriction of Waiting)
Mon to Fri 8am-6.30pm
 - Permit Holders Only,
Mon - Fri, 8am - 6.30pm
 - Parking Limited to 2 hours, Mon - Fri
8am - 6.30pm, no return within 2 hours.
Exemption for permit holders.
 - Parking Limited to 4 hours, Mon - Fri
8am - 6.30pm, no return within 4 hours.
Exemption for permit holders.
 - Unrestricted parking - no permits or time limit

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE
& NETHERTHORPE PERMIT
PARKING SCHEME
AREA D: NETHERTHORPE**



AREA C
See Area C Plan

AREA D

single yellow line
prohibition of waiting
driveway is optional

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM – 6.30PM

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 30 minutes, Mon - Fri 8am - 6.30pm, no return within 30 minutes.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours.
- Exemption for permit holders, Mon - Fri 8am - 6.30pm, no return within 4 hours.
- Pay & Display Parking, Mon - Fri 8.30am - 6.30pm, no return within 4 hours, £5.50 - £6.30 per hour up to 4 hours, £1.50 - £1.70 per 15 minutes free, no return within 4 hours.
- Unrestricted parking - no permits or time limit

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 6.30pm, 2 hour max stay, 15 mins free, no return within 2 hours.

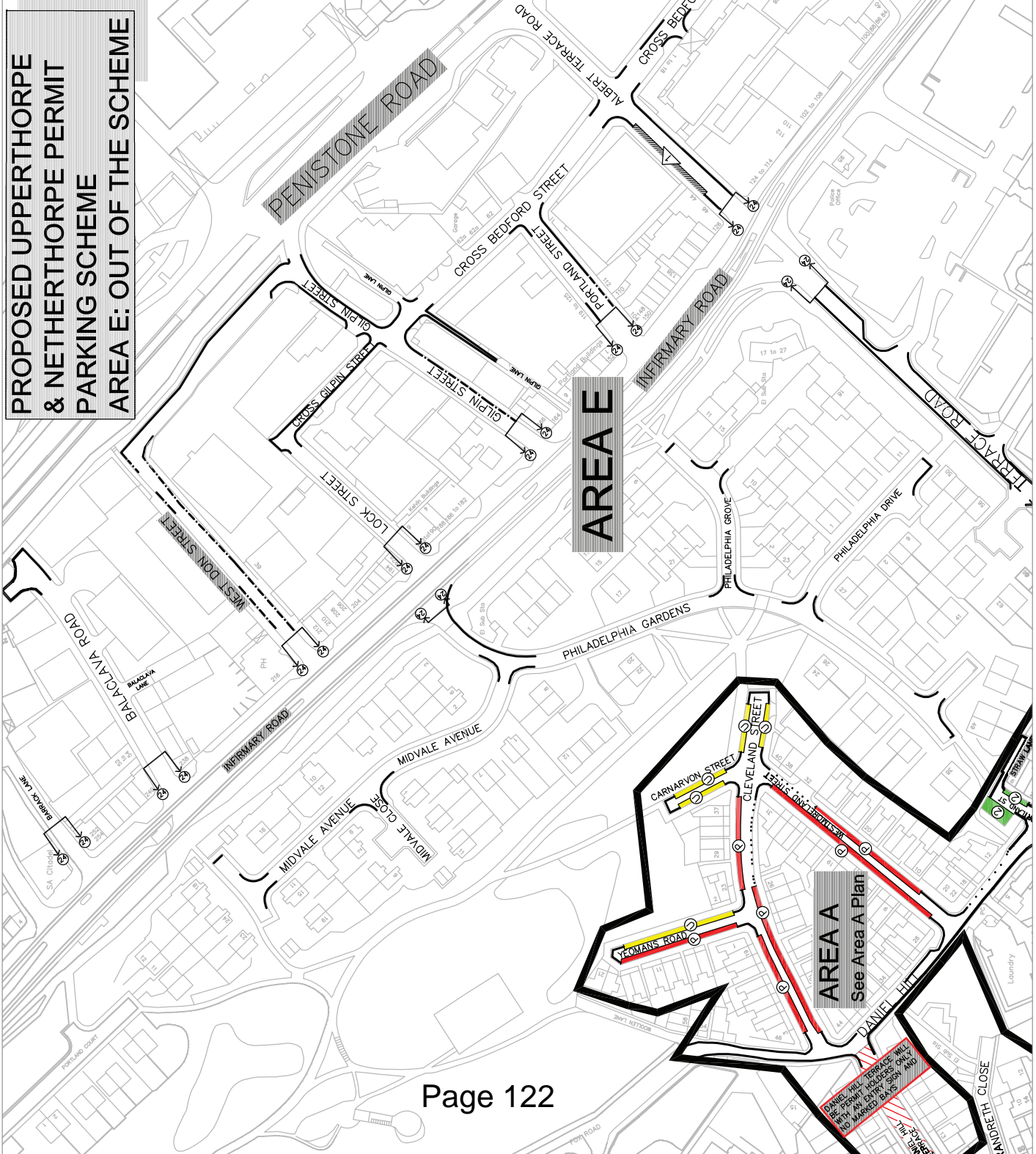
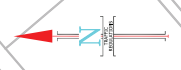
PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME PARKING SCHEME AREA E: OUT OF THE SCHEME

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

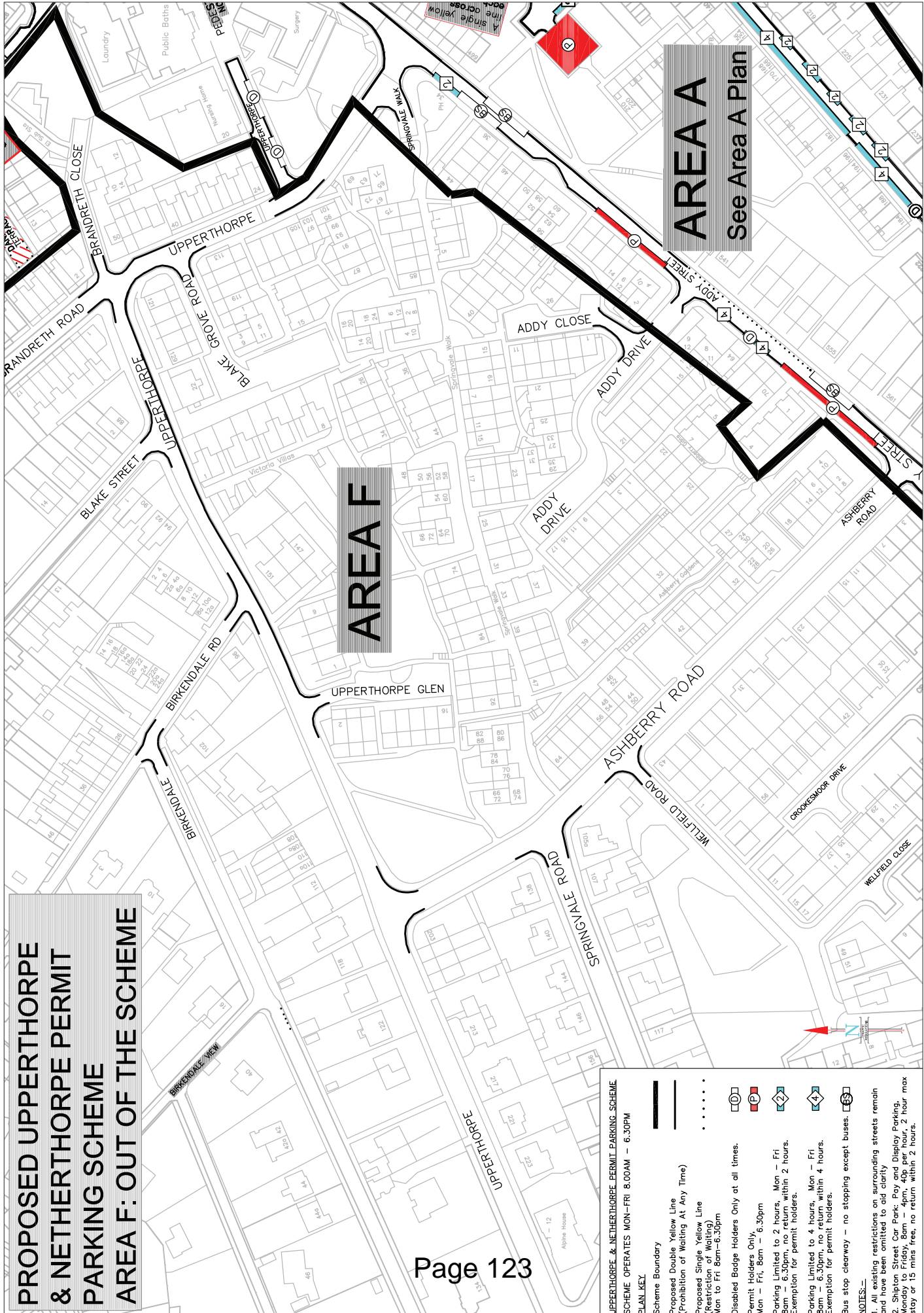
PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Proposed Single Yellow Line (Restriction of Waiting) Mon - Sat 8am - 6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Unrestricted parking - no permits or time limit
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay, or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Parking Limited to 1 hour, Mon - Sat 8am - 6.30pm, no return within 3 hours.
- Existing 24 hour clearway: No Waiting or Loading at any time

NOTES:-
1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.



PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA F: OUT OF THE SCHEME



AREA F

AREA A
See Area A Plan

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
- Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only.
- Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Bus stop clearway - no stopping except buses.

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to add clarity.
2. Shipton Street, Car Park, Pay and Display Parking, 2 hours, no return within 2 hours. Max stay of 15 mins free, no return within 2 hours.

APPENDIX B – RESPONSES FROM THE TRO CONSULTATION BY AREA

Area A: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question: How will the scheme work for me? Shipton Street Car Park: Want to park all day in Shipton Street Car Park (Business x3), more areas for staff parking all day (business & staff x2)	6	24	These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation To resolve these issues it is recommended that we extend the parking time period in Shipton Street Car Park to 4 hours Pay & Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (permit holders only bays), on Upperthorpe Road (in 4 hour limited waiting bays (except for permit holders) or permit holders only bays, on Daniel Hill and on Westmoreland Street (permit holders only) these locations are only a short walk from the shopping centre. The car park is only restricted during the hours 8am – 4pm so Business permit holders could park from 12 noon free of charge for 4hours until the restricted time period ends. This will be monitored and reviewed after 6 months if the scheme is approved
General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme	3	12	Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of

				transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Westmoreland Street: No problems parking so why introduce a scheme/why has a scheme been proposed here?	3	12		Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
Yeoman's Road (end of): Can the double yellow line be reduced near my property	2	8		This area was protected with a double yellow line to allow any turning manoeuvres but comments from resident's show that this is not needed or wanted and therefore this area will be left unrestricted and monitored to ensure there are no difficulties caused.
Scheme not needed/no problem on my road (Addy Street x1)	2	8		Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.
Cleveland Road: Object against the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street	2	8		No parking bays were proposed here as it was narrow, however the area has been further investigated and it will be left unrestricted to enable parking to occur and the situation will be monitored to ensure no difficulties arise.
Shipton Street Car Park: 2hrs Pay & Display parking is not enough time for many of my customers (business on Upperthorpe Road)	1	4		The length of stay will be extended to 4 hours Pay & Display in Shipton Street Car Park.
General Question: What surveys were done to design the scheme?	1	4		Parking surveys and observations have been undertaken throughout the area and there have been two residential consultations
Concern about costs to a charity based in scheme	1	4		The annual charge is to cover administration costs. Businesses will benefit from better parking opportunities in this type of scheme. The Council Travel

(business)				Plan Team will be able to work with businesses to find the best options for parking issues. The details will be forwarded onto them. There may be a case for 'special' permits to be issued for carers who go out into the community.
Concern that this is not good use of Council money/poor response rate	1	4		Consultation is delivered door-to-door as well as available and displayed in public places in the area as well as on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those you do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed good general support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City
Commuter objection	1	4		Objection noted. There is a mix of parking within the scheme, but residents do have priority in residential areas.
Make Yeoman's Road all permit holders only? The unrestricted spaces will cause a problem	1	4		Observations and surveys show that a mix of parking is required in this area, this can be monitored and reviewed if the scheme becomes operational
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Shipton Street x 1)	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme.
Parking restrictions will be detrimental to service provided by charity/can not afford permits	1	4		It is established Council policy that residents/businesses that benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that

				<p>the charges could not be held at previous levels. A mix of parking types is provided in the area to suit all parking needs including unrestricted parking where there is no charge or time limit. The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking. The Council Travel Plan team can help businesses with any parking issues.</p> <p>The area outside this house is unrestricted. It will be put forward in the report to advertise a further Traffic Regulation Order to make this area a 2hr limited waiting/permit holders parking bay to prevent any long term parking, allow turnover and provide parking spaces for the residents/businesses of Daniel Hill.</p>
Daniel Hill - where are residents suppose to park, as restricted, this will have negative impact on my home/want permit bays	1	4		<p>There is less unrestricted parking on Cleveland Road than existing at the moment. There are many areas within the scheme boundary and outside the scheme boundary where there is unrestricted parking so it is unlikely that there will be noted increase in traffic, however the situation will be monitored.</p> <p>Five disabled bays have been proposed on Upperthorpe. Disabled blue badge holders may also park in limited waiting bays and pay & display bays without time limit or charge. The normal exemptions for Disabled Badge Holders apply to the yellow lines in the Scheme. They will also be able to make use of the Shipton Street Car Park and there are plans to investigate improvements to Addy Street/precinct area as a separate scheme.</p> <p>It is proposed to leave this single yellow line out of the scheme and monitor the situation. This area could be considered for short term parking through the advertisement of another Traffic Regulation Order and this will be noted in the report.</p>
Cleveland Road: only unrestricted parking in the area will lead to an increase in traffic using the crescent of roads	1	4		
Upperthorpe Centre: more disabled parking required, on Addy Street/precinct	1	4		
Daniel Hill: against the single yellow line	1	4		
Daniel Hill Area: require short term parking for charity visitors	1	4		
Daniel Hill: should have one way system	1	4		
Upperthorpe Road: Church, need parking for funerals and	1	4		

events			parking near the church (the church will be able to buy business/visitor permits for use in these bays). It is proposed since consultation to change Shipton Street Car Park to 4hr Pay & Display and provide further 4hr limited waiting parking on Martin Street, which again will provide further of short term parking close to the church.
Uppertorpe Centre: Will be detrimental to the services the charity provides, staff, visitors & training course attendees will find it harder to visit	1	4	It is accepted that parking for businesses will be restricted under the proposed scheme. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There will be a total of 919 parking spaces within the scheme boundary. There are approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only. In the Uppertorpe Centre there are 1 hour pay & Display bays that also allow 15 minutes of free parking (machines will state details). It is now proposed to allow a 4 hour stay in Shipton Street Car Park and allow Business Permit holders to park with no time limit.
Burlington Court/Addy Street: Could the scheme not be implemented here/make it difficult to exit driveways	1	4	It is proposed to reduce the size of the parking bay at this location
Philadelphia Gardens: Object to scheme being implemented in this area	1	4	The scheme is not proposed in this area
Addy Street: Want double yellow lines at the junction with Addy Close to help visibility	1	4	Double yellow lines have been proposed at this location to help with access and visibility
Addy Close: Concern about displacement/included into scheme/mark out bays at end of Addy Close/boundary issues (TARA)	1	4	Addy Close is currently not included within the boundary of the scheme, however the situation will be monitored and if problems arise it can be considered at the review. The parking bays can be marked out in the cul-de-sac to ensure the efficient use of space

Burlington Street: include the Martin Street end Car Park (TARA)	1	4	This area is currently out of the scheme boundary but the situation will be monitored and if problems arise it can be considered at the review
Burlington Street: can the turning point by the garages be protected? (TARA)	1	4	This area is not public highway and therefore out of the remit of this scheme. The owner of this land will be able to introduce measures to prevent any obstruction.

Area B: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Morpeth Gardens x 1)	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Netherthorpe Street: Can parking for the School be	1	25	Since the TRO consultation officers have met with the school to discuss the proposals close to the school and how the scheme can accommodate the

<p>provided? Otherwise scheme is detrimental to school (Concerns about number of permits they could have, concerns regarding costs, request for a single yellow line in front of the sports hall with parking on the other side, 'School Keep Clear' marking request for it to be moved and another placed where the main entrance is?, enforcement of the scheme picking up/dropping off at inappropriate places, School Travel Work, Dover Street signs state residents permit holders only)</p>		<p>school requirements of parking (having no off street parking of its own). Officers from the Travel Plan Team have dealt with other schools with no on site parking (and businesses as well) in permit parking schemes, they look at current parking standards (planning policy), and determine how many parking spaces would be built if the school was built today. The current parking standard for schools ranges from 1 space for 1 staff member to 1 space per 6 staff members. Permits are then allocated on the difference between what you currently have (0) and what parking spaces you would have if built today. Typically it starts with a more generous ratio and over time reduce the permit allocation, the Council do take into account other factors including operational need, other transport options, where staff live, amount of unrestricted parking in the area. If the number of permits allocated turns out to be significant we may look to allocate some to specific roads - typically within a 5-10 min walk of the school</p> <p>In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further. In this area it is proposed not to mark the bays opposite the school back entrance and on the cul-de-sac end of Netherthorpe Street.</p> <p>The request for a single yellow line in front of the Sports Hall on Dover Road has been investigated. The request was to help with the transfer of children to the sports hall, but since the 2nd consultation the double yellow lines have been increased at the junction between Netherthorpe Street and Dover Street to provide a greater area with no parking to facilitate safer crossing to the sports hall so the request to change the parking in this area is not necessary. However, the situation could be monitored and if this remains a cause of concern the changes could be implemented.</p> <p>The request for the 'School Keep Clear' marking to be removed on Netherthorpe Street and another placed where the main entrance has been considered by the Road Safety Team but is not recommended as the current</p>
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<p>main entrance is opposite parking lay-bys. Provision of a school keep clear marking may give the impression that crossing the road at any point covered by the marking is encouraged. From a Road Safety point of view this is viewed as unsound in that there is a potential to lead pedestrians to cross into areas where drivers may be manoeuvring in the parking area. Risk is also increased as the pedestrian may be led to crossing the carriageway at its widest point. Therefore the existing double yellow lines, outside the school, are thought to be the most appropriate enforceable marking. The pedestrian build out is an ideal place to cross the road as the carriageway width is narrower for 5 metres and since the 2nd consultation the double yellow lines at the junction of Netherthorpe Street and Dover Road were extended to accommodate a safer area for children to cross going to/from school and to the sports hall. Since the 2nd consultation further 2 hour limited waiting (except for permit holders) parking bays have been implemented on Dover Street to accommodate any school related parking in a safer location where currently many all day commuters park so is unavailable at school times.</p> <p>In regard to the Schools concern regarding the enforcement of the scheme at school picking up/dropping off times and the parking in inappropriate places, this can be dealt with by active enforcement of the restrictions by the Councils Civil Enforcement Officers and by education, in the form of work with the school on their School Travel Plan to educate parents and children about the issues relating to parking inappropriately and encourage better behaviour. This is also backed up by the proposal to introduce short 2 hour limited waiting (except for permit holders) parking bays on Dover Street which provides more parking spaces close by the school that parents can use. Any issues raised through the School Travel Plan could be included in the 6 month review of the scheme.</p>			
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Area C: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
<p>Fawcett Street/Finley Street: Will make it harder for me to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/infringe on the running of the school/infringe on running of church/I have had no problem with parking</p>	13	65	<p>Many comments from parents/carers associated with the School along with School Staff and Church staff were received. Parking spaces close to the school/church were proposed as limited waiting for either 2 or 4 hours which are free of charge. However comments indicate that the time limit would be too restrictive for the school and the church it is therefore proposed to (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and (ii) Change 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.</p>
<p>More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street</p>	10	50	<p>See comment above</p>
<p>Scheme not needed/no problem on my road (Fawcett Streetx2, Jericho St x1)</p>	3	15	<p>Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The local TARA supported the scheme in this area. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.</p>
<p>General question: How will the scheme work for me?</p>	2	10	<p>These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation</p>
<p>General Questions: What are</p>	2	10	<p>The scheme is being proposed as two previous consultations in the area have</p>

<p>the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme</p>			<p>indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and improve the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.</p>
<p>General question: Where can carers and ambulances park?</p>	1	5	<p>Carers are able to purchase a special permit for £5 that allows them to park within schemes. Further details will be provided to residents if the scheme is implemented. Ambulances will be able to pick up and drop off passengers within the scheme without the need for a permit.</p>
<p>Will just move the problem somewhere else</p>	1	5	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.</p>
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	1	5	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. I appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.</p>
<p>I don't like street furniture</p>	1	5	<p>The Council always tries to keep street furniture to a minimum when implementing all its schemes and will use existing post or site new furniture appropriately</p>
<p>Unnamed access Road off St Stephens Road: Can some residents parking be implemented here as it gives</p>	1	5	<p>It is proposed to reduce the double yellow lines in this area and provide two unrestricted parking spaces along with changing the permit holders only bay in the lay-by on this street to unrestricted parking (three spaces).</p>

a level access to the back of the properties located here				
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Area D: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question: How will the scheme work for me?	1	25	These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation
Scheme not needed/no problem on my road (Bramwell Close)	1	25	
Bramwell Close: Does not want the permit bays. Wants unrestricted (1x OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road	1	25	Three comments received from Bramwell Close, all of which did not perceive a problem on this road and therefore it is proposed to not provide any permit holders only bays on this street but retain the double yellow lines at the junctions. If any problems arise the situation can be reconsidered during the review.
Does not want the single yellow line outside their house (Bramwell Close)	1	25	
Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan)	1	25	It is proposed to keep the double yellow line at this location
Junction of Crookes Valley Road and Mushroom Lane requires more double yellow lines to the right	1	25	These requests have been forwarded to the Central Community Assembly as a small scheme request as it is out of the remit of this scheme

Pedestrian crossing requires on Crookes Valley Road	1	25
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Area E: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question; Is my road in the scheme? Where is the boundary	2	40	This has been answered directly and a plan supplied
Philadelphia Gardens: Object to scheme being implemented in this area	1	20	No scheme is proposed in this area
Midvale Avenue: does not need double yellow lines	1	20	No other comments have been received regarding the double yellow lines in this area and therefore they will remain as proposed
Philadelphia Gardens: Can the double yellow line be reduced next to my property?	1	20	The double yellow line will be reduced by 3 metres at this location to accommodate the residents request, the situation will be monitored

Area F: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase	5	36	Many comments have been received regarding the double yellow line on the south side of Upperthorpe. The road here is currently unrestricted, it was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side, especially in the daytime, however correspondence and observations indicate the south side is used on occasions for additional

speeds, cause an accident problem, traffic calming required)				parking in the evening and in special cases such as bad weather when other steep roads in the area are inaccessible. Therefore it is proposed to reduce the length of the double yellow line on the south side and the situation will be monitored and reviewed during the review.
Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area	4	29		The proposed double yellow lines in this area have been assessed and where possible reduced to maintain the maximum amount of parking in the area. However in some areas this is not possible due to the restrictions covering facilities such as tactile dropped crossings.
Upperthorpe: against the double yellow line outside No's 95-105 (does not want to be included in the scheme x1, wants to be included in a scheme x1)	2	14		The double yellow line is not there at present and current traffic conditions indicate no problem when vehicles are parked here, therefore the proposal will be omitted and the situation monitored.
General question: How will the scheme work for me?	1	7		This comment was directly responded to and relates to the general terms and conditions of the scheme that required further explanation
General question: Can I have a disabled bay?	1	7		A disabled bay application form has been sent
Will just move the problem somewhere else	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Upperthorpe: Can the grassed area off Upperthorpe become a car park for residents?	1	7		This area is not public highway so the land owner would need to be contacted
Scheme will cause more people to park where I live (Addy Close x1, which is not in the scheme) leaving me no where to park.	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Blake Street: Against the scheme on Blake street	1	7		Blake Street is not included in the scheme
Birkendale: wants a double	1	7		This restriction can be monitored and if a problem the situation will be

yellow line rather than single yellow line opposite the driveway			reviewed
Upperthorpe Centre: need more parking - why not use the medical centre car park?	1	7	This is not public highway and the land owner would need to be contacted.

All Areas: Comments made concerning all areas	No. of times comment made	% of Areas Comments	Officers Response
Commuter objection	5	62.5	Objection noted. There is a mix of parking within the scheme to meet differing parking needs
General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme	2	25	Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Does the Council have any plans to introduce alternative parking within the vicinity of this area? /Where else can I park? (Commuters)	2	25	We do try to provide a mix of parking types of parking in our schemes. This does include some unrestricted parking which allows all day parking on a first come first served basis. (The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking) It is hoped that others will consider alternative modes of transport but we do accept that not

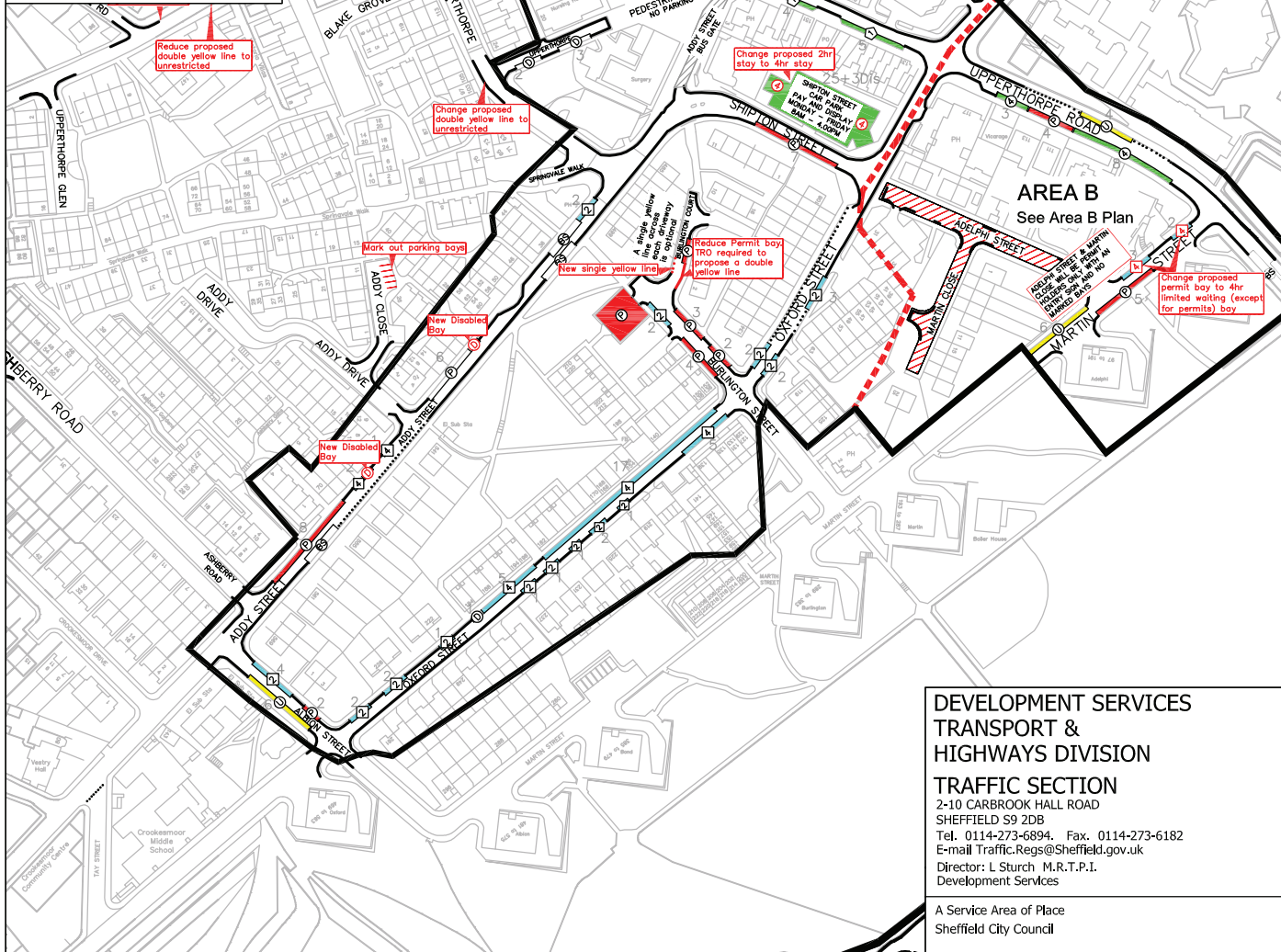
			<p>everyone will shift from cars onto public transport. However, if some commuters do make a change then that frees up capacity for those that don't wish to change. Again the scheme review will indicate whether changes to the parking mix are required. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
<p>Will just move the problem somewhere else</p>	<p>2</p>	<p>25</p>	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas. Changes can be made if it is felt that we have not got the balance right.</p>
<p>Concern that this is not good use of Council money/poor response rate</p>	<p>2</p>	<p>25</p>	<p>Consultation is delivered door-to-door as well as available and displayed in public places in the area and on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those who do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City. The TRO consultation undertaken gives residents the opportunity to let us know whether they are in favour of the scheme or not.</p>
<p>Why does the scheme start at 8am and not 9am? (commuter)</p>	<p>1</p>	<p>12.5</p>	<p>Our parking schemes generally operate between 8.00am and 6.30pm. These are recognised hours for a working day restriction. We can and do change the operating hours to reflect local conditions, the most common change being to extend the hours into the evening. Not much would be gained by moving the start time to 9.00am.</p>
<p>Why don't you introduce no time limits but payment, so allow for commuters</p>	<p>1</p>	<p>12.5</p>	<p>It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay & Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them if needs arise at the 6 month review. Further bays could be considered at this time. Also, further unrestricted spaces have been provided within the area since the consultation and in the</p>

			interim it is planned to include some bays in the TRO but not mark them begin with to allow areas to be monitored whilst demand for parking types is determined further.
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	12.5	We accept that when we advertise parking schemes there will be some opposition from residents to having to pay for permits. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This will be taken into account when a decision is made on whether to proceed. The charges contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels.
Fawcett Street: Need some unrestricted parking (commuter)	1	12.5	Further unrestricted areas are to be introduced in areas where there is less residential demand, please see post consultation plans.
St Phillips Road: Residents bays should reflect need and not be in excess as designed	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled
St Phillips Road Area: Need longer metered parking (10hrs) rather than 4hrs or unrestricted	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
Mushroom Lane: what does the 10hr parking achieve? It is not demand management, doesn't provide turnover, just revenue (commuter)	1	12.5	It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay & Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them is needs arise at the full review.
Why not review all waiting restrictions in area - could provide additional parking. Leaflet states that double	1	12.5	As part of the scheme design process all existing waiting restrictions are revisited to see if they are still required and changes made as appropriate. What we have advertised is what we consider to be appropriate. However the TRO consultation allows the public to question the extent and nature of the

<p>and single yellow lines have been provided to protect junctions and accesses to improve safety and visibility - is there an accident problem in the area?</p>			<p>restrictions we are proposing and they can be amended. If the schemes proceeds then we usually carry out a full review after 6 months and any changes necessary can be considered to improve the scheme. These schemes are not primarily intended to deal with accident issues. However, we are aware that inappropriate parking can cause potential problems between motorists and pedestrians and so we tackle those issues by keeping junctions clear and protecting accesses. We consult emergency services when designing parking schemes and they are generally supportive of measures that improve access into and through an area.</p>
<p>The needs of residents has been fulfilled but not other users who will be displaced (commuter)</p>	<p>2</p>	<p>25</p>	<p>Parking schemes help residents to park near to their homes. It is accepted that some parking will be displaced This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs (42% permit holders only parking, 24% long term parking and 34% short term parking) and it is hoped that this mix will reduce any displacement into other areas. All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled</p>
<p>How many parking spaces are there now and in the proposed scheme? How many will there be in areas D and C?</p>	<p>1</p>	<p>12.5</p>	<p>There are 385 No. permit holders only spaces, 83 No. 2 hour limited waiting (except for permit holders) spaces, 155 No. 4 hour limited waiting (except for permit holders), 4 No. 30 minute limited waiting bays, 4 No. 1 hour limited waiting bay, 9 No. 1hour Pay & Display bays, 24 No. 4 hour Pay & Display bays, 4 No. 2 hour Pay & Display (except for permit holders) bays, 11 No. 4 hour Pay & Display (except permit holders) bays, 15 No.10 hour Pay & Display (except for permit holders) bays, 200 No. unrestricted and 25 No. disabled bays. The total amount of legal spaces within Areas does not change significantly with the introduction of the scheme. There are less unrestricted spaces. However in the interim it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
<p>The report mentions that residents have requested free permits - does this not suggest that people are</p>	<p>1</p>	<p>12.5</p>	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall</p>

<p>reluctant to pay and therefore permit bays not used and no return rate?</p>			
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	<p>1</p>	<p>12.5</p>	<p>financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This is taken into account when a decision is made on whether to proceed.</p>
<p>Some of the roads are permit only parking and/or 2/4 hour limited parking, but these are unused by residents so there are no parking issues e.g. Mushroom Lane, Fawcett Street and Finley Street</p>	<p>1</p>	<p>12.5</p>	<p>Parking Surveys and observations were used to design the scheme; this was later modified after the 2nd consultation to produce the final design approved by the Board in December 2010. Since the Traffic Regulation Order consultation further amendments have increased the mix of different types of parking in the area including increasing long term parking in certain areas. If the scheme goes ahead all waiting restrictions will be monitored and if the design requires changes this will be investigated at a full review once the scheme is operational. Also in the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>

- PLAN KEY**
- Scheme Boundary
 - Area Boundaries
 - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
 - Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am - 6.30pm
 - Disabled Badge Holders Only at all times.
 - Permit Holders Only, Mon - Fri, 8am - 6.30pm
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated.
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated.
 - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated.
 - Unrestricted parking - no permits or time limit
 - Bus stop clearway - no stopping except buses.
 - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
 - Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
 - Existing 24 hour clearway: No Waiting or Loading at any time
- Additional Note:-**
 Permits not valid in the 30min limited waiting bays on Weston Street, 1 hr limited waiting bays on Watery Street, the Pay & Display bays on Upperthorpe Road or Shipton Street Car Park.
 All existing restrictions on surrounding streets remain and have been omitted to aid clarity.
FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket. The normal 40p per hour charge applies to parking periods in excess of 15 minutes.
On Street Parking Bays and Shipton Street Car Park - Pay & Display Tariff
 up to 1 hour - 40p
 up to 2 hours - 80p
 up to 4 hours - £1.60
 up to 10 hours - £2.00



**DEVELOPMENT SERVICES
 TRANSPORT &
 HIGHWAYS DIVISION**
TRAFFIC SECTION
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB
 Tel. 0114-273-6894. Fax. 0114-273-6182
 E-mail Traffic.Reg@Sheffield.gov.uk
 Director: L Sturch M.R.T.P.I.
 Development Services

A Service Area of Place
 Sheffield City Council

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Client	SHEFFIELD CITY COUNCIL	
Scheme	UPPERTHORPE PERMIT PARKING SCHEME	
Drawing Title	AREA A PERMIT PARKING CENTRE	

Drawing No.	TR/BN680/C1	
Scale	1 / 2000	A3

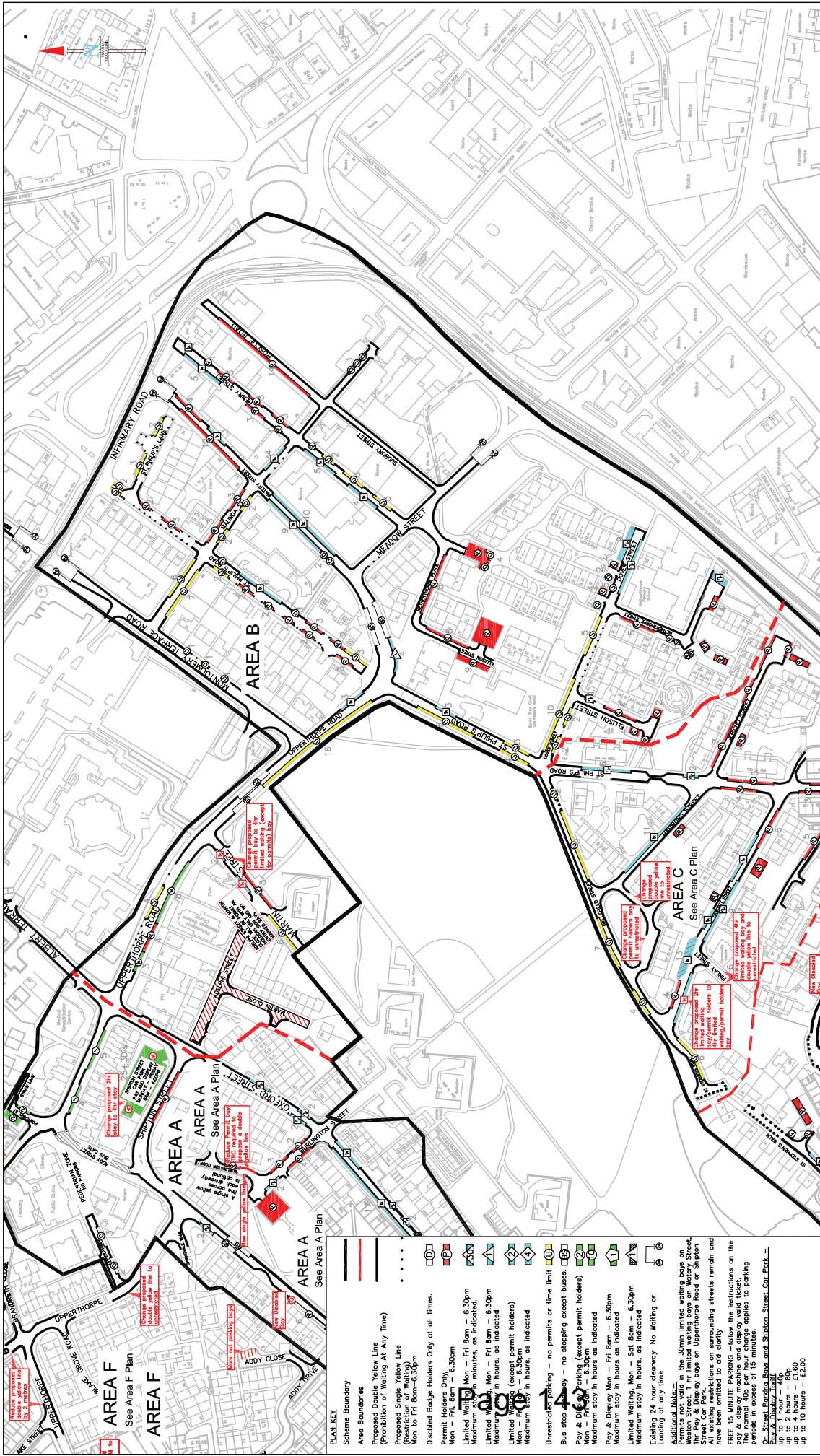


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 December 2011

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TRAFFIC REGULATIONS



DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB
 E-mail Traffic.Reg@Sheffield.gov.uk
 Director: L.Sturch M.R.T.P.I.
 Development Services

A Service Area of the Directorate of Place
 Sheffield City Council

TRAFFIC REGULATIONS

Drawing No. **TR / BN680/B1**

Scale **1 / 2500**

A3

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 Millimetres
 Date **December 2010**

SHEFFIELD CITY COUNCIL

UPPERTHORPE PERMIT PARKING SCHEME

AREA B - MEADOW STREET
 Area B

Client

Scheme

Drawing Title

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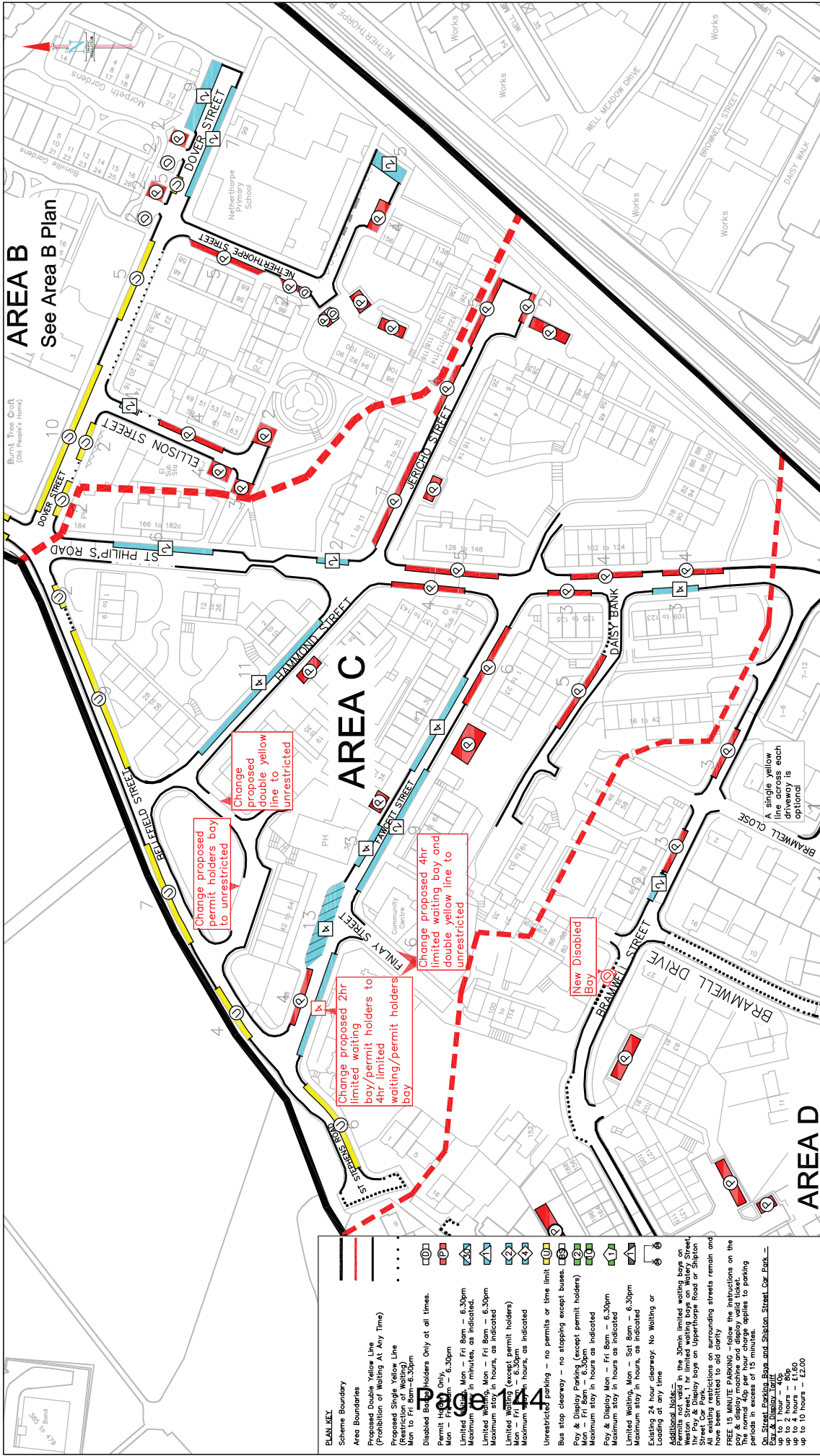
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December 2011

Page 140

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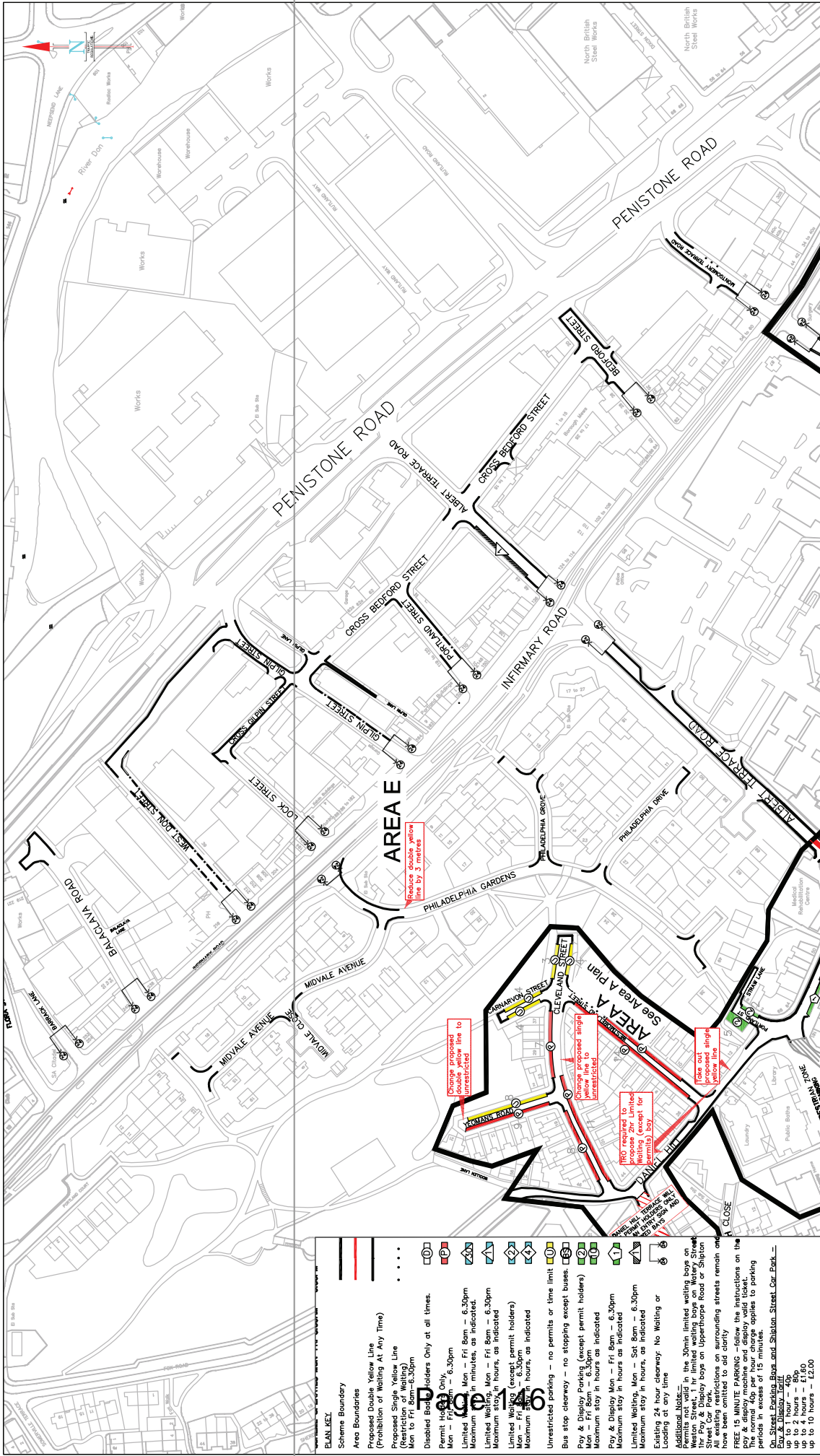


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A Service Area of the Directorate of Place Sheffield City Council	Drawing No. TR / BN680/C1	Scale 1 / 1250	Drawing Title UPPERTHORPE PERMIT PARKING SCHEME AREA C - FAWCETT STREET	Drawing No. TR / BN680/C1	Scale 1 / 1250	Drawing Title UPPERTHORPE PERMIT PARKING SCHEME AREA C - FAWCETT STREET	Drawing No. TR / BN680/C1



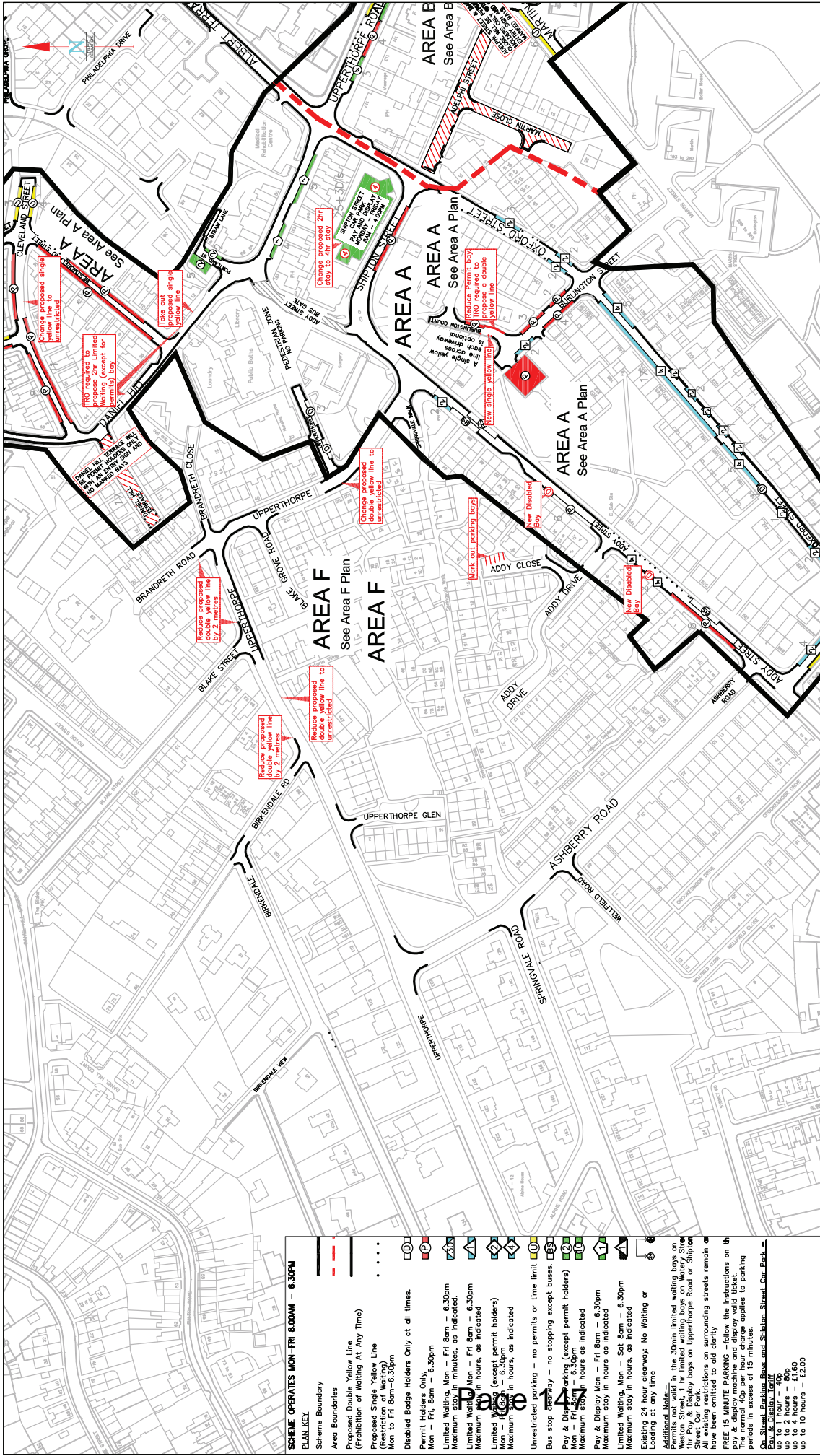
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	Scheme Upperthorpe Permit Parking Scheme	Scale 1 / 2000	A3
Drawing Title AREA D - NETHERTHORPE	Drawing No. TR / BN680/D1	Scale 1 / 2000	A3
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A Service Area of the Directorate of Place Sheffield City Council	Drawing Title AREA D - NETHERTHORPE	Scale 1 / 2000	A3

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 - Permit Holders Only. Mon - Fri 8am - 6.30pm
 - Limited Waiting, Mon - Fri 8am - 6.30pm. Maximum stay in minutes, as indicated.
 - Limited Waiting, Mon - Fri 8am - 6.30pm. Maximum stay in hours, as indicated.
 - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm. Maximum stay in hours, as indicated.
 - Unrestricted parking - no permits or time limit
 - Bus stop zone - no stopping except buses.
 - Pay & Display parking (except permit holders)
 - Pay & Display, Mon - Fri 8am - 6.30pm. Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm. Maximum stay in hours, as indicated
 - Existing 24 hour clearway. No Waiting or Loading at any time
- Additional Notes:**
- The 30m limited waiting zone on West Street, 1 hr limited waiting zone on West Street, 1 hr limited waiting zone on West Street, 1 hr limited waiting zone on West Street. All existing restrictions on surrounding streets remain and have been omitted to aid clarity.
 - FREE 15 MINUTE PARKING** - follow the instructions on the signs. The normal 15p per hour charge applies to parking periods in excess of 15 minutes.
 - On Street Loading, Buses and Station Street Car Park** - up to 1 hour - 4.00 up to 2 hours - 4.60 up to 10 hours - 12.00



		TRAFFIC REGULATIONS	
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		Date	
December 2011		December 2011	
SHEFFIELD CITY COUNCIL		UPPERTHORPE PERMIT PARKING SCHEME	
Client		Drawing Title	
AREA E - OUT OF SCHEME Previously Areas 1 & 2		Scheme	
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December 2011		December 2011	
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 - Existing 24 hour clearway. No Waiting or Loading at any time
 - Additional Notes: In the 30min limited waiting zone on West Street, 1 hr limited waiting zone on Watery Street, the Pay & Display zone on Uppertorpe Road or Shipton Street. All existing restrictions on surrounding streets remain on foot. FREE 15 MINUTE PARKING - follow the instructions on the normal 40p per hour charge applies to parking periods in excess of 15 minutes.
 - On-Street Parking Bays and Station Street Car Park - up to 1 hour - 40p up to 2 hours - 80p up to 10 hours - £2.00



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate of Place Sheffield City Council</p>		<p>SHEFFIELD CITY COUNCIL</p> <p>Upperthorpe Permit Parking Scheme</p> <p>AREA F - OUT OF THE SCHEME Previously areas 2 and 3</p>		<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: Upperthorpe Permit Parking Scheme</p> <p>Drawing Title: AREA F - OUT OF THE SCHEME Previously areas 2 and 3</p>		<p>Drawing No. TR / BN680/F1</p> <p>Scale: 1 / 2000</p> <p>A3</p> <p>Millimetres 0 10 20 30 Date: December 2010</p>		<p>TRAFFIC REGULATIONS</p>	
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- SCHEME OPERATES MON-FRI 8.00AM - 6.30PM**
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 - Maximum stay in hour, as indicated.
 - Unrestricted parking - no permits or time limit
 - Bus stop clearway - no stopping except buses.
 - Pay & Display (except permit holders)
 - Mon - Fri, 8am - 6.30pm
 - Maximum stay in hours as indicated
 - Pay & Display, Mon - Fri 8am - 6.30pm
 - Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm
 - Maximum stay in hours, as indicated.
 - Existing 24 hour clearway. No Waiting or Loading at any time
- Additional Notes:**
- 15 MINUTE PARKING - follow the instructions on the sign.
 - 1 HOUR LIMITED WAITING BOYS ON WATER STREET, WESTON STREET, 1 HR LIMITED WAITING BOYS ON WATER STREET, SHIPTON STREET & DISPLAY BOYS ON UPPERTHORPE ROAD & SHIPTON STREET.
 - All existing restrictions on surrounding streets remain in force.
 - FREE 15 MINUTE PARKING - follow the instructions on the sign.
 - FREE 1 HOUR LIMITED WAITING BOYS ON WATER STREET, WESTON STREET, 1 HR LIMITED WAITING BOYS ON WATER STREET, SHIPTON STREET & DISPLAY BOYS ON UPPERTHORPE ROAD & SHIPTON STREET.
 - Pay & Display 40p per hour charge applies to parking periods in excess of 15 minutes.
 - On-Street Parking, Bus and Shuttle Street Car Park -
 - Pay & Display, 1hr
 - up to 2 hours - £1.60
 - up to 4 hours - £1.60
 - up to 10 hours - £2.00

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SHEFFIELD CITY COUNCIL Agenda Item 13

Cabinet Highways Committee

Report of: Executive Director, Place

Date: 13 December 2012

Subject: Responses to a proposed Traffic Regulation Order associated with the Smithy Wood Crescent Prohibition of Driving Scheme for the South Community Assembly

Author of Report: S. Collier

Summary: The report sets out the public response to the advertised Traffic Regulation Order (TRO) to legalise the 'Prohibition of Motor Vehicles Except for Access' signs which have been installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road to prevent non-residential traffic using it as a through route.

Reasons for Recommendations:

- The Traffic Regulation Order is necessary to enable enforcement of the restriction to be carried out with a view to resolving problems which have been raised by local residents.
- Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents' concerns and aspirations.

Recommendations:

- Overrule the objection to the traffic regulations on Smithy Wood Crescent and the restriction be introduced as shown in the plan in Appendix A to this report.
- Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- Inform the objector and other respondents accordingly.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Nadine Wynter
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 Area 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

RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER FOR SMITHY WOOD CRESCENT ON BEHALF OF THE SOUTH COMMUNITY ASSEMBLY

1.0 SUMMARY

1.1 The report sets out the public response to the advertised Traffic Regulation Order (TRO) to legalise the 'Prohibition of Motor Vehicles Except for Access' signs which have been installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road to prevent traffic using it as a through route.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The scheme outlined in this report responds to requests from residents of Smithy Wood Crescent for some action to be taken to prevent traffic using their road as a through route, particularly at peak times.

2.2 The proposed access restrictions, once they are enforced, should have a positive impact on road safety on Smithy Wood Crescent and generally improve manoeuvrability and access for residents, motorists and other road users.

2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' outcome contained within the Corporate plan '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.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The scheme contained in this report should meet the objectives of addressing the issues which have been raised by residents.

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

Scheme Information

4.1 Earlier this year, 'Prohibition of Motor Vehicles Except for Access' signs were installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road for the purpose of deterring motorists from using this road as a through route, particularly at busy times. A TRO has recently been formally advertised to make the signs legally enforceable by South Yorkshire Police.

4.2 The advertising was carried out between 3 August and 24 August 2012 and consisted of a notice in the 'Sheffield Star' newspaper on 3 August 2012, notices posted on street and letters delivered/posted to all the properties (58) in this section of Smithy Wood Crescent directly affected by the proposals. The TRO is being promoted by the South Community Assembly.

TRO Advertising/Consultation Results

- 4.3 Eight responses were received, all from consulted residents. Seven of the responses support the proposal and there is one objection.
- 4.4 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals on 3 August 2012. No objections were received.

Details of Supportive Responses

- 4.4 The seven residents supporting the proposals all have similar views and are in favour of any measures which will make their road safer and prevent speeding vehicles using it as a cut through when there are traffic queues on Chesterfield Road. The residents have suffered minor accidents as a result of this practice and they feel that a serious accident will occur if nothing is done. One resident states that the amount of through traffic has increased to such an extent that it is no longer safe to allow children to walk down or cross the road. There is also verbal abuse from the motorists when residents are trying to get into and drive away in their cars and this often takes 10-15 minutes because of the volume of traffic.
- 4.5 Some of the residents, however, have questioned what measures are in place to enforce this Traffic Regulation Order as they claim that the installation of the signs has made very little difference and a large number of vehicles are still using this narrow residential road as a cut through, in effect ignoring the signs. The most common time is during the evening rush hour, when vehicles are queuing on Chesterfield Road and they use Smithy Wood Crescent as an alternative route. They consider that if the signs are not actively enforced and the offending drivers start to realise this then the situation will remain the same. Some of the residents are therefore sceptical that just legalising the signs will make no difference to the day to day situation. One resident feels that if the scheme is not enforced then the Council might as well save the money on this scheme and put it towards something that will work. Another resident has asked if any consideration has been given to introducing a 'No Right Turn' restriction from Chesterfield Road into Smithy Wood Crescent.

Details of Objection

- 4.6 The objector considers that this proposal is an inadequate solution to a dangerous situation. He has made reference to the previous correspondence he received explaining that access only signs were being considered and he tried on numerous occasions to challenge this without receiving a positive response.
- 4.7 He states that Smithy Wood Crescent is a typical cut through by motorists using Chesterfield Road and Woodseats Road and at peak times it is not only 'horrendous' but dangerous with vehicles speeding and often coming close to near misses and sometimes collisions with moving and stationary vehicles. Heavy goods vehicles which are not suitable for this type of road also drive through resulting in collisions with stationary vehicles and stand-offs with other motorists.

- 4.8 He does not think that residents have had any say in the way that Smithy Wood Crescent should be used or any input into possible traffic safety or calming measures. He says that the signs have been in place several months and have had no impact in stopping or preventing non-residential traffic using the road and the problem is still severe and dangerous.
- 4.9 He also finds it hard to believe that the local police will monitor this street to ascertain if vehicles are using it legitimately or not, and does not believe it will be high on their priorities. He considers it to be an inadequate, poor and cheap decision to use access only signs.

Officer Assessment and Recommendation

- 4.10 While the greater majority of the residents who have replied are supportive of the legalisation of the existing access only signs on Smithy Wood Crescent, there are nevertheless concerns regarding the extent of the enforcement which will take place and whether this will be enough to make any considerable improvement to the current situation. This is borne out by the various points made by the objector who feels that the proposed Traffic Regulation Order(TRO) will make very little difference and will not resolve what he considers to be a dangerous situation.
- 4.11 Enforcement of this restriction is currently the responsibility of the Police and they have agreed to carry this out once the TRO comes into operation. It is assumed that the enforcement will only be possible on an occasional or ad-hoc basis but even so this should act as a deterrent and hopefully have the desired effect of dissuading offending motorists from running the risk of action being taken against them. In addition, discussions have been held with the Government about bringing in Section 6 of the Traffic Management Act 2004, which would allow the City Council to undertake enforcement, probably with cameras. This may be available within a year.
- 4.12 On balance, we consider that the objection should be overruled and the proposed TRO be made as advertised. However, we do share some of the reservations of the residents with regard to whether it will be possible to carry out sufficient enforcement to completely alleviate the current problems on Smithy Wood Crescent.

South Community Assembly Recommendation

- 4.13 The relevant Ward Members of the South Community Assembly have been forwarded details of the responses, 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 this scheme.
- 4.14 Ward Members have confirmed their unanimous support for overruling the objection and implementing the proposals as detailed in the advertised scheme plan included in Appendix A.

Relevant Implications

- 4.15 The scheme specified in this report has been approved by the South Community Assembly from their Small Highway Schemes budget. There are no financial implications.
- 4.16 All local people will benefit from the proposed measure. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all 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 people with disabilities.
- 4.17 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can prohibit the use of roads by through traffic.
- 4.18 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.
- 4.19 As an objection has been received, the Council is under an obligation to consider it and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this circumstance. Therefore the Council can, but is under no obligation to hold a public inquiry.
- 4.20 On the basis that the Council has properly considered the objection internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications ; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 to drive a motor vehicle along Smithy Wood Crescent except for access purposes.

5.0 ALTERNATIVES CONSIDERED

- 5.1 This scheme has been designed to meet local needs/priorities as identified by South 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 Assembly.
- 5.2 One supporter suggested a 'No Right Turn' restriction on Chesterfield Road. This type of restriction is also enforced by the Police and no greater enforcement could be expected.
- 5.3 Other measures, such as traffic calming and junction closures, have been explored by the Community Assembly to prevent through traffic from using Smithy Wood Crescent, but these were beyond their budget.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Order for this scheme is necessary to enable enforcement of the restriction to be carried out with a view to resolving problems which have been raised by local residents.
- 6.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

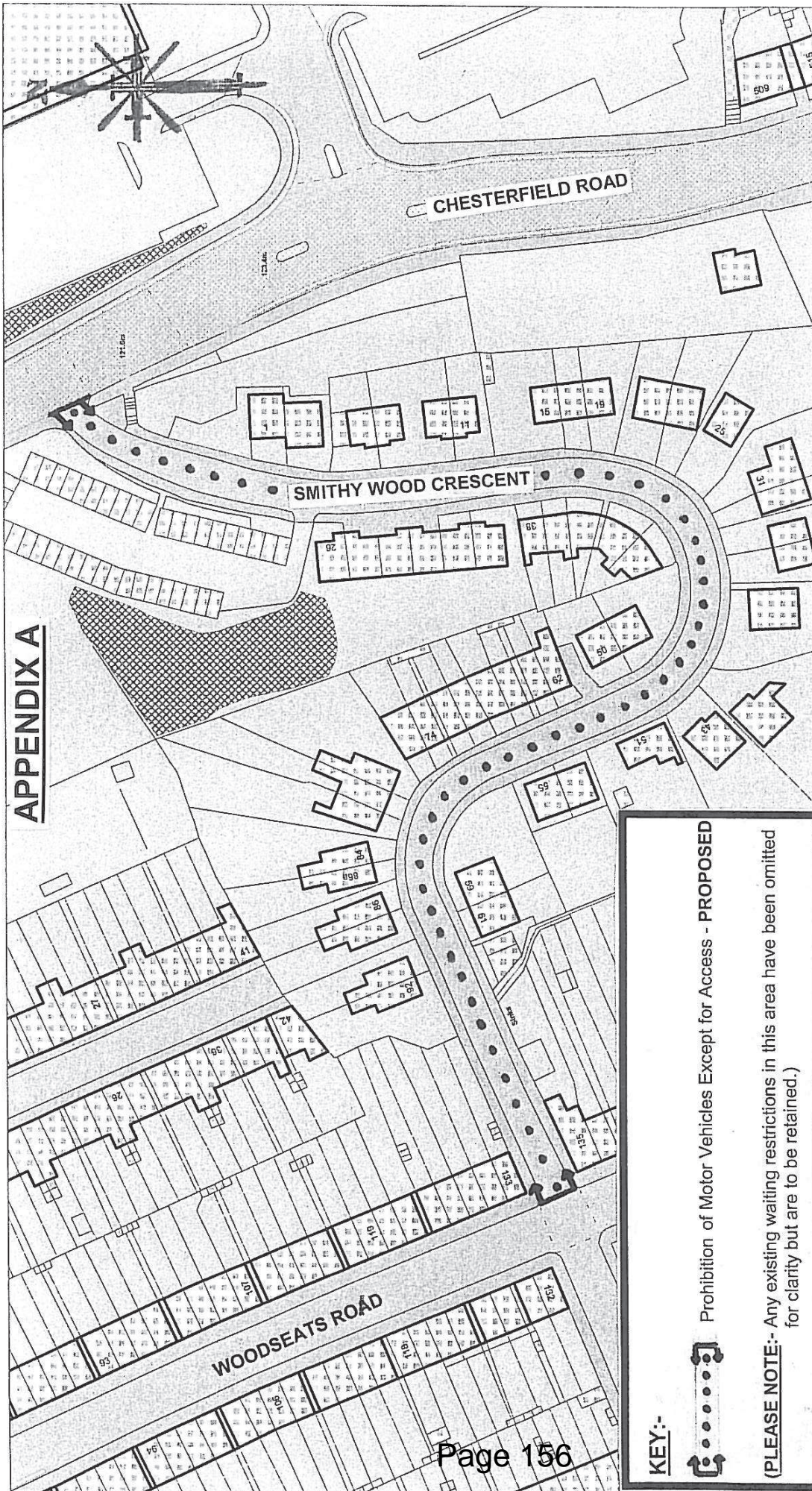
7.0 RECOMMENDATIONS

- 7.1 Overrule the objection to the proposed traffic regulations on Smithy Wood Crescent and introduce the restriction as shown in the plan in Appendix A to this report.
- 7.2 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- 7.3 Inform the objector and other respondents accordingly.

Simon Green
Executive Director, Place

8 November 2012

APPENDIX A



KEY:-

Prohibition of Motor Vehicles Except for Access - PROPOSED

(PLEASE NOTE:- Any existing waiting restrictions in this area have been omitted for clarity but are to be retained.)

SCALE	1 : 1000
DATE	12/04/2012
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**SMITHY WOOD CRESCENT-
 PROPOSED PROHIBITION OF DRIVING
 TRAFFIC REGULATIONS DRAWING**

