

Highway Cabinet Member Decision Session

**Thursday 12 September 2013 at 10.00
am**

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

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

Sheffield

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

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 can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

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

The Cabinet Member's 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 4014 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.

**HIGHWAY CABINET MEMBER DECISION SESSION
12 SEPTEMBER 2013**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 12)
Minutes of the Session held on 11 July 2013
- 4. Petitions** (Pages 13 - 16)

 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Responses to a Proposed Traffic Regulation Order Associated with the Former Central Community Assembly Small Highway Schemes** (Pages 17 - 40)
Report of the Executive Director, Place
- 6. Mosborough Key Bus Route: Birley Spa Lane/Springwater Avenue and Mansfield Road** (Pages 41 - 60)
Report of the Executive Director, Place
- 7. Northern General Hospital Area - Proposed Waiting Restrictions** (Pages 61 - 84)
Report of the Executive Director, Place
- 8. Date of Next Session**
The next session will be held on 10 October 2013

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.

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 (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

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 DPIs 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>

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

This page is intentionally left blank

Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 11 July 2013

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
John Bann, Head of Transport, Traffic and Parking Services
Simon Nelson, Traffic Engineer

.....

1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the Session held on 9 May 2013 were approved as a correct record and, arising therefrom, the Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, reported that, following the last session he had met with officers who had informed him that the 2 metre width for cyclists in relation to the Highway Improvement Scheme, Sainsbury's Superstore, Wadsley Bridge, requested by the members of the public, could be accommodated and the members of the public had been informed that this was the case.

4. OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN HIGH GREEN

4.1 The Executive Director, Place submitted a report outlining the receipt of objections to the introduction of a 20mph speed limit in the High Green area and setting out the Council's response.

4.2 Representatives of the High Green Community Action Team attended the meeting to make representations to the Cabinet Member. Gill Green commented that she was not opposed to the scheme in principle but was concerned about the lack of consultation and the location proposed.

4.3 Ms Green further commented that she believed the scheme would be a waste of public funds as the City Council had acknowledged that speeds were already low and there had been no reported injury accidents in the area. As such there wouldn't be fewer accidents, as stated in the consultation leaflet, as there hadn't been any accidents in the first place.

4.4 Other areas in the locality were more in need of a 20mph limit such as Thompson Hill, Foster Way, Greengate Lane, School Lane and Mortomley Lane. Two petitions

- had already been submitted to the Council in relation to speeding on Greengate Lane.
- 4.5 The consultation results showed that only 5 people out of 680 were in favour of the scheme. The report and consultation appeared to suggest that the scheme was a foregone conclusion and nothing could be done by objecting. Residents were also not given an opportunity to suggest alternative roads for the scheme.
- 4.6 Barry Bellamy further stated that there had been a serious accident on Wortley Road, west of Westwood Road, the previous Saturday due to speeding and this was an area which had a greater problem with speeding. It was impossible to speed past the school as the parked cars and the number of buses using the road prevented this.
- 4.7 Mr Bellamy believed that the rest of Wortley Road, Cottam Road, Potterhill Lane and Thompson Hill should be made a 20mph limit as these were more appropriate locations with speeding problems.
- 4.8 James Booker referred to an article in the Star Newspaper on 10 July 2013 which suggested the scheme had already been agreed and he believed this was pre-emptive. The issues of speeding were not the locations where the scheme was proposed and there were greater problems in other locations nearby.
- 4.9 In response John Bann, Head of Transport, Traffic and Parking Services, commented that all objections to a scheme are considered, even objections past the deadline when made to the Cabinet Member for decision, as in this instance. The Council has a policy of introducing 20mph speed limits on all residential roads in the City.
- 4.10 Mr Bann added that all Community Assemblies had been asked to identify priority areas for the first stage of the policy. He acknowledged the issues raised on Wortley Road West but using guidance from the Department for Transport the Council considered that the speed limit on this should remain at 30mph, due to the more rural nature of the area.
- 4.11 Simon Nelson, Scheme Designer, added that all Community Assemblies' had been presented with the accident information for their area. A centrally held budget had been allocated to fund the first seven 20mph speed limits, one per Community Assembly area. The Northern Community Assembly had chosen to nominate the Spink Hall area of Stocksbridge. The High Green scheme was funded from Northern Assembly's own allocated budgets.
- 4.12 The guidance from the Department for Transport makes it clear that speed limits need to be logical and appropriate to the road conditions. In the South of High Green there were no logical boundaries to treat one part over another.
- 4.13 Councillor Bramall commented that he had some sympathy with the views of residents in that they believed other locations would be more suitable. However, Community Assemblies had been set up to give local areas their say. This scheme was not to be funded centrally but from the Assembly's own Highways and

Discretionary Budget. He believed that there would have to be something fundamentally unjust with a scheme for him to overrule the views of local Members and residents.

4.14 The Assembly could afford the scheme and the proposal was in accordance with the Council's 20mph Speed Limit Strategy He believed that the fact that the consultation showed only 5 people in support of the proposals and 5 people against was not necessarily reflective of levels of support as people did not generally write in if they supported something and objectors were more likely to make their views known. The new Local Area Partnerships may be consulted on the next round of 20mph schemes and the South of High Green may be on the list for that, although that was not confirmed at this stage.

4.15 **RESOLVED:** That:-

- (a) the High Green and Greaves Lane 30mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the concerns of the Police be noted and speeds on the roads within the 20mph area be monitored; and
- (d) the proposed 20mph and 30mph speed limits be introduced.

4.16 **Reasons for Decision**

4.16. Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
1

4.16. Having considered the objections to the introduction of a 20mph speed limit in High Green the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.
2

4.16. A transitional 30mph speed limit on part of Greaves Lane was required to encourage drivers to moderate their speed as they approached the 20mph area from the north.
3

4.17 **Alternatives Considered and Rejected**

The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

5. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE STEEL BANK AREA AND SCHOOL KEEP CLEAR TRAFFIC REGULATION ORDER AT WESTWAYS PRIMARY SCHOOL

5.1 The Executive Director, Place submitted a report outlining the receipt of objections to the introduction of a 20mph speed limit in the Steel Bank/Crookesmoor area and to a proposed Traffic Regulation Order (TRO) associated with the School Keep Clear markings outside Westways Primary School and setting out the Council's response.

5.2 Councillor Bramall requested an amendment to paragraph f on page 14 to amend the word 'wherever' to 'where' in the final sentence to read: 'The only signing would be small (300mm diameter) 30mph roundels, mounted where possible on existing lamp posts.'

5.3 **RESOLVED:** That:-

(a) the Steel Bank/Crookesmoor 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;

(b) the parking restriction Traffic Regulation Order outside Westways Primary and shown in Appendix B of the report, as amended by officers, be made in accordance with the Road Traffic Regulation Act 1984;

(c) the objectors be informed accordingly; and

(d) the proposed 20mph speed limit and parking restrictions be introduced.

5.4 Reasons for Decision

5.4.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

5.4.2 Having considered the objections to the introduction of a 20mph speed limit in Steel Bank/Crookesmoor the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph speed limit strategy.

5.4.3 Two residents of Western Road had objected to the advertised time when School Keep Clear markings would operate outside Westways School on Mona Avenue. Reference was made to the limited availability of parking for residents. Officers therefore recommended that the times of the no parking restrictions were reduced to Monday to Friday, 8.00am to 6.30pm, so that parking would be available for residents outside those hours, and had asked the Transport Planning team to reconsider the introduction of a permit parking scheme in the area.

5.4.4 Having considered the objections to the introduction of a prohibition of stopping traffic order at Westways Primary School as described in the report, the officer view was that the reasons set out in the report for making the Traffic Regulation Order, as amended by officers, outweighed the objections.

5.5 **Alternatives Considered and Rejected**

5.5.1 The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate, as outlined in paragraph 4.10 of the report.

6. **OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE CHARNOCK AREA**

6.1 The Executive Director, Place submitted a report outlining the receipt of an objection to the introduction of a 20mph speed limit in the Charnock area and setting out the Council's response.

6.2 **RESOLVED:** That:

- (a) the Charnock 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objector be informed accordingly;
- (c) the parking restriction Traffic Regulation Orders be made outside Charnock Hall Priimary School, as shown in Appendix B of the report, in accordance with the Road Traffic Regulation Act 1984;
- (d) the proposed 20mph speed limit and parking restrictions be introduced.

6.3 **Reasons for Decision**

6.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

6.3.2 Having considered the objection to the introduction of a 20mph speed limit in Charnock, the officer view was that the reasons set out in the report for making the Speed Limit Order outweigh the objection. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

6.3.3 No objections had been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Charnock Hall Primary School.

6.4 **Alternatives Considered and Rejected**

The objection related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

7. **OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE SPINK HALL AREA**

7.1 The Executive Director, Place submitted a report outlining the receipt of objections to the introduction of a 20mph speed limit in the Spink Hall area of Stocksbridge and setting out the Council's response.

7.2 **RESOLVED:** That:-

- (a) the Spink Hall 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the parking restriction Traffic Regulation Orders be made outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School and shown in Appendix B of the report in accordance with the Road Traffic Regulation Act 1984; and
- (d) the proposed 20mph speed limit and parking restrictions be introduced.

7.3 **Reasons for Decision**

7.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

7.3.2 Having considered the objections to the introduction of a 20mph speed limit in Spink Hall the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

7.3.3 No objections had been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School.

7.4 **Alternatives Considered and Rejected**

The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

8. **PETITION REQUESTING ROAD SAFETY SCHEME TO REDUCE VEHICLE SPEEDS IN CANNON HALL ROAD AREA**

8.1 The Executive Director, Place submitted a report considering a request by petitioners for measures to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road.

8.2 **RESOLVED:** That:-

- (a) the concerns of the petitioners be addressed by including their streets in a future 20mph speed limit area;
- (b) proposals be brought forward for a 20mph speed limit as part of the City-wide roll out of the Sheffield 20mph Speed Limit Strategy in accordance with the approved prioritisation method; and
- (c) the lead petitioner be informed of the decision.

8.3 **Reasons for Decision**

8.3.1 Funding identified for the delivery of 20mph speed limit schemes during the 2013/14 financial year had been fully allocated to the installation of seven 20mph areas.

8.3.2 In future years funding will be allocated in accordance with the Sheffield 20mph Speed Limit Strategy. Scheme selection will be prioritised according to the accident record and delivery will be coordinated with the Streets Ahead maintenance programme.

8.3.3 There were waiting restrictions currently being progressed for this area which will address issues around junctions, thus improving safety.

8.4 **Alternatives Considered and Rejected**

The report had investigated the requests made by the petitioners and had recommended that no immediate actions were needed. Under these circumstances no alternatives had been considered.

This page is intentionally left blank

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

SEPTEMBER 2013

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	11	Transport Planning	Individual Cabinet Member Decision (ICMD)	Crossing request added to TTAPS Central Enhancement Scheme List for assessment. Lead petitioner informed.
2.	750	Mr Chris French, Riverside Café 80 Catchbar Lane Hillsborough S6 1TA	11	10	12	Transport Planning	ICMD	This request for changes to existing waiting restrictions will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process
3.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11	10	12	Transport Planning	ICMD	This request for changes to the existing restrictions in the Highfields Permit Parking. This will be given consideration via the assessment of Permit Parking scheme request allocation.
4.	1490	Safe pedestrian access between Wincobank and Meadowhall	11	10	12	Transport Planning	ICMD	Pedestrian crossing facility being added to the existing signalised junction at Tyler Street / Barrow Road has been constructed. Works will begin on the second crossing further along Tyler Street shortly. Lead petitioner has been informed.
5.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8	11	12	Transport Planning	ICMD	This request will be given consideration via the assessment of Permit Parking scheme request allocation.
6.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Transport & Traffic Design & Delivery	ICMD	Wellbeck Road restrictions are part of a TRO the Council is about to advertise as part of the Central Assembly small scheme requests for 2012/13. Report to ICMD in

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

SEPTEMBER 2013

								September.
7.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05	12	12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
8.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05	12	12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
9.	9	Objecting to speeding vehicles on Walkley Bank Road	14	02	13	Transport & Traffic Design & Delivery	ICMD	Report to ICMD in September.
10.	16	Requesting more parking spaces on Bellhouse Road (Epetition).	18	02	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.
11.	178	Requesting a pedestrian crossing on Hutcliffe Wood Road.	05	03	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.
12.	72	Objecting to parking restrictions on Fern Road (Epetition).	21	03	13	Transport Planning	ICMD	Report to be taken to ICMD in September.
13.	157	Requesting alterations to the parking facilities at the shopping precinct at Westwick Crescent	26	03	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.
14.	344	Requesting road safety measures around Woodhouse West Primary School, Coisley Hill.	24	04	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.

INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

SEPTEMBER 2013

15.	12	Request for speed bumps and 20mph zone on Blackbrook Road	18	06	13	Transport Planning	ICMD	This request will be given consideration via the Transport Planning Streets Ahead Enhancement assessment process.
16.	196	Petition objecting to the lack of parking provision in Batemoor	03	07	13	Transport Planning	ICMD	Under Investigation – Referred to Sheffield Homes as the land in question is owned by Sheffield Homes.

This page is intentionally left blank



Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills and Development

Date: 12 September 2013

Subject: Objections to a proposed Traffic Regulation Order proposing parking restrictions at Chesterwood Drive (Broomhill), Orchard Road (Walkley) and at the junction of Fern Road with Welbeck Road (Walkley).

Author of Report: S Collier – 0114 2736209

Summary: The report sets out the proposed response to objections received to the advertised Traffic Regulation Order(TRO) to introduce parking restrictions at three locations for small highway schemes being promoted by the former Central Community Assembly.

Reasons for Recommendations:

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

Recommendations:

- Uphold in part the objections to the proposed traffic regulations for Chesterwood Drive, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley and introduce the revised proposals as shown in the plans included in Appendices E-1, E-2 and E-3 to this report.
- Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984: and
- Inform all the respondents accordingly.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Matthew 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
Broomhill and Walkley
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER PROPOSING PARKING RESTRICTIONS AT CHESTERWOOD DRIVE (BROOMHILL), ORCHARD ROAD (WALKLEY) AND AT THE JUNCTION OF FERN ROAD AND WELBECK ROAD (WALKLEY)

1.0 SUMMARY

- 1.1 The report sets out the proposed response to objections received to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions at three locations for small highway schemes being promoted by the former Central Community Assembly.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes outlined in this report respond to requests for action from local residents.
- 2.2 The proposed waiting restrictions should have a positive impact on road safety by improving visibility, manoeuvrability and access for motorists, residents and pedestrians.
- 2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals in response to the comments/views which have been expressed.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The various schemes included in this report should meet the objectives of addressing the issues which have been raised by 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

- 4.1 A TRO to prohibit parking at Chesterwood Drive, Broomhill, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley in order to facilitate traffic movements on narrow residential roads and to improve safety and visibility at junctions was formally advertised/consulted upon between 1st and 22nd March this year. The advertising consisted of a notice in the 'Sheffield Star' newspaper, notices posted on street and letters delivered/posted to properties immediately adjacent to the proposals. The TRO is being promoted by the former Central Community Assembly. Objections from members of the public have been received for all three locations.
- 4.2 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals. No objections have been received.

- 4.3 The relevant Ward Members of the former Central Community Assembly were contacted regarding the objections, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows local Ward Members to advise officers on their preferred way forward with regard to these schemes. Ward Members are recommending that the restrictions should be revised in view of the objections/responses which have been received.
- 4.4 The details of the responses received for each of the three schemes is set out in Appendices A, B and C, the original proposed scheme plans are set out in Appendix D and the recommended revised proposal plans are shown in Appendix E.
- 4.5 In summary the concerns expressed by residents are :

Chesterwood Drive

- (a) The restrictions are excessive and will lead to problems for residents finding somewhere to park because of the limited number of available parking spaces.
- (b) A resident with mobility problems will find it difficult to find a parking space at a close distance from her property if all the restrictions are introduced.
- (c) The proposals will have an adverse effect on property values as one of the main benefits is the availability of nearby parking spaces.
- (d) The proposals may result in residents having to park their vehicles some distance away on the opposite of a major road which would be very inconvenient, particularly for elderly residents.

Orchard Road

- (a). The loss of convenient on-street parking spaces nearby, for residents without off-street parking facilities, and whose properties front a busy urban clearway which is subject to parking/loading restrictions. Similar concerns apply to visitors/shoppers to the area.
- (b) There is insufficient parking space to meet the current demands and these proposals will exacerbate the parking problems for residents/visitors.
- (c) They will be forced to park on roads on the opposite side of Walkley Road and this will make it more hazardous for parents with young children to cross this busy road.
- (e) The lack of any proposed alternative parking facilities to compensate for the spaces which will be lost by these proposed restrictions.
- (f) Pavement parking is a widespread problem and other solutions should be found to prevent this rather than parking restrictions which are detrimental for residents/motorists.
- (g) Property prices will be devalued by the lack of accessible parking spaces.

Fern Road/Welbeck Road

- (a) Proposals are totally unjustified at a location where there have been no reported accidents.
 - (b) The proposed restrictions will remove valuable parking spaces, particularly for the directly affected residents, adjacent to their properties.
 - (c) The resulting transfer of parking will cause additional road safety problems and congestion at both ends of Fern Road and may lead to a greater risk of crime/damage to parked vehicles.
 - (d) The proposals will have an adverse effect on property values and car insurance premiums.
- 4.6 In response, officers have adjusted the proposed waiting restrictions by reducing their length in an effort to lessen their impact on the affected residents without compromising the desired benefits of the schemes.

Relevant Implications

- 4.7 The schemes specified in this report have all been approved by the former Central Community Assembly from their small highway schemes budget allocation for the financial year 2012/13 which has been carried over to the current financial year 2013/14 . There are no other known financial implications at this stage.
- 4.8 All classes of road user will benefit from the proposed measures. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with mobility problems.
- 4.9 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 parking on the highway.
- 4.10 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.
- 4.11 As objections have been received, the Council is under an obligation to consider them and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.
- 4.12 On the basis that the Council has properly considered the objections 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 for a motor vehicle to wait on the sections of highway which are the subject of this report.

5.0 ALTERNATIVES CONSIDERED

- 5.1 These schemes have been designed to meet local needs/priorities as identified by former 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 former Assembly.
- 5.2 The schemes have since been amended, where necessary, to try and address the concerns raised by residents/businesses.

6.0 REASONS FOR RECOMMENDATIONS

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

7.0 RECOMMENDATIONS

- 7.1 Uphold in part the objections to the proposed traffic regulations for Chesterwood Drive, Broomhill, Orchard Road, Walkley and Fern Road/Welbeck Road, Walkley and introduce the revised proposals as shown in the plans included in Appendices E-1, E-2, and E-3 to this report.
- 7.2 Make the Traffic Regulation Order, as amended, in accordance with the Road Traffic Regulation Act, 1984.
- 7.6 Inform all the respondents accordingly.

Simon Green
Executive Director, Place

16 August 2013

APPENDIX A

Summary of TRO Advertising/Consultation Results for Chesterwood Drive

Scheme information

1. The purpose of the proposed additional parking restrictions on Chesterwood Drive are to prevent vehicles parking on both sides of this narrow residential cul-de-sac causing access problems for residents and other road users, particularly emergency and refuse collection vehicles. The restrictions are also designed to prevent vehicles parking partly on the pavement making it difficult for residents to pass. A plan of the advertised scheme is included in Appendix D-1.

TRO Advertising/Consultation Results

2. Nineteen responses were received, all from consulted residents. Fourteen are in support of the proposals, one partly supports them, two are objecting to the proposals and two have concerns.

Details of Supportive Responses

3. All the respondents consider that the proposed restrictions are long overdue and will alleviate the current access problems caused by vehicles belonging to non-residents parking on both sides of this very narrow cul-de-sac and obstructing the pavements. As a result pedestrians are forced to walk in the road making it dangerous, particularly for parents with prams and wheelchair users.
4. The current parking practices also make it difficult for delivery, refuse collection and emergency vehicles, particularly ambulances to reach the residents of the apartments at the end of the cul-de-sac. On numerous occasions residents of the apartments have had to endure the undignified act of being stretched the full length of the road to a waiting ambulance on the junction of Manchester Road.
5. The Police have also had to be called on several occasions to remove offending vehicles which are causing an obstruction. One resident considers that the congestion problems are entirely due to parents dropping off and picking up their children from Ashdell School who show no regard for pedestrians, cyclists or residents who need to use the road to access their properties.
6. The resident states that the majority drive large 4x4 vehicles which exacerbates the problem and is concerned that they will continue to flout the double yellow lines even if they are extended. The resident also feels that it may be a good idea to consider some signage or communication with the School emphasising the importance of keeping this junction unobstructed. The resident would also like to see what the School's opinion would be on promoting alternate forms of transport for the school run.
7. Staff at Ashdell School have previously been contacted by the City Council with a view to developing a travel plan in 2009/10 but there has been very little interaction

with them since that time and it is assumed that they may have written a plan in line with government deadlines but have failed to implement it. The school also haven't been involved in the Council's annual review and accreditation scheme (STARS) for these plans. Surveys carried out in 2009/10 revealed that around 80% of pupils travelled to the school by car and it is assumed that this figure will have stayed the same. With it being an independent fee paying school it does not have a specific catchment area and therefore pupils may be travelling from some distance away.

8. The resident sent a copy of his reply to the school and they have responded by stating that they would be sending out a newsletter to parents pointing out the concerns which have been raised. In response to the suggested alternative forms of transport for the school run, the school felt it was important to remember that a large proportion of the pupils are under 5 years old but nevertheless stated that there was no excuse for parking on double yellow lines.

Details of Part Supportive Response

9. A resident of one of the flats agrees with the additional double yellow lines being introduced adjacent to No 2 Chesterwood Drive but does not agree with the proposed lines adjacent to the apartment block housing properties Nos 1-6. The resident considers that, as there is a slight recess in front of this block, vehicles can park there without causing an obstruction to other road users. Instead, the resident feels that a better option would be to introduce double yellow lines on the opposite side adjacent to No.3 Chesterwood Drive.
10. The resident considers that motorists will be forced to park here immediately adjacent to the entrance to the apartment garages and this will result in the visibility and access for motorists being extremely limited when manoeuvring at this corner.

Details of Objections

11. The two objectors live in the apartment block Nos. 1-6. One of them agrees that double parking is an issue and needs to be addressed but they feel that the proposed double yellow lines are excessive and will lead to problems for residents finding somewhere to park.
12. They state that there is currently an issue with parking for residents as there are not enough parking spaces or garages for the number of residents which is exacerbated by residents not using their garages and several flats having occupants each with several vehicles.
13. One of the objectors is registered disabled and a blue badge holder and is currently able to park close to her property. However, if these restrictions are introduced it is considered that parking will not be available within an appropriate distance from the property.
14. This resident also considers that additional restrictions should be introduced on the corner adjacent to No.3 Chesterwood Drive in support of the suggestion made by the resident above.

15. One of the objectors feels that the proposals will have an adverse effect on property values as one of the main benefits is the availability of nearby parking spaces. This objector also considers that the proposals will create more problems than it solves and as a resident of Chesterwood Drive for more than decade is unaware of any obstruction problems that need solving. In the light of this he requests that the proposals are not proceeded with.

Details of Responses with Concerns

16. The two respondents are also residents of the apartments on Chesterwood Drive and they both make similar points to those made by the objectors i.e. that there are a very limited number of parking spaces available within the site for residents without garages and these are quickly taken leaving parking on the road as the only alternative.
17. If the restrictions are introduced this would result in there not being enough room for all the resident parking as both sides of the road are required to meet the demand. It would also result in residents having to park further away on streets on the opposite side of Manchester Road which would be an inconvenience, particularly to older residents of the flats who need to park as close as possible.
18. One of the residents claims that there is a lot of commuter parking on Chesterwood Drive with cars being left during the day by people going to work in town. He continues by suggesting that any proposals should be for the benefit of the local residents and public service vehicles and he considers that the additional parking restrictions will not stop the non-residential parking, it will merely make it more difficult for the residents to find somewhere to park.
19. He therefore feels there is a good case for the introduction of a permit parking scheme on Chesterwood Drive for local residents only.

Officer Assessment and Recommendation

20. Although the majority of the respondents are in favour of introducing the proposed restrictions as advertised, It is felt that the points raised by the resident who partly supports the proposals and the other four residents with objections and concerns about the proposals have merit. A site inspection has revealed that there is a slight recess adjacent to the block of apartments Nos. 1-6 and that allowing parking here would not cause an obstruction to passing traffic.
21. It is therefore considered that there is a good case for removing the proposed restrictions at this location. This would provide a valuable parking area for the residents of this block, particularly the resident with disabilities.
22. With regard to the requested introduction of additional restrictions on the corner adjacent to No. 3 Chesterwood Drive, this appears to be something which merits further consideration. It is not possible to include any further restrictions in the current scheme as this is beyond the scope of the advertised order. This would have to be considered as a completely new request and would be subject to the Council's assessment process alongside the other many outstanding requests for transport and highway measures.

23. In response to the suggested introduction of a residents permit parking scheme for Chesterwood Drive, it is felt that this area would not currently meet the criteria adopted by the City Council for the implementation of such schemes.

Former Central Community Assembly Recommendation

24. The relevant Ward Members of the former Central Community Assembly have been forwarded details of the responses and they have stated that they wish to support the officers' recommendation for the implementation of the revised proposals as detailed in the plan included in Appendix E-1 to this report.

APPENDIX B

Summary of TRO Advertising/Consultation Results for Orchard Road

Scheme Information

1. A request was received in August 2011 from a resident of Orchard Road requesting the introduction of additional parking restrictions on this short narrow cul-de-sac to prevent vehicles parking on both sides and causing access problems for other road users, particularly emergency and refuse collection vehicles. The restrictions have also been requested to stop vehicles parking partly on the pavement obstructing the passage for pedestrians, particularly disabled people with mobility scooters. A plan of the advertised scheme is included in Appendix D-2 of this report.

TRO Advertising/Consultation Results

2. Sixteen responses were received, all from consulted residents. Ten are objections, five have concerns and one supports the proposals.

Details of Objections

3. Parking in this area is already severely limited due to existing double yellow lines and the urban clearway restrictions (No waiting/Loading Mon-Fri 7.30 – 9.30am and 4.00-6.30pm) which are in place on Walkley Road. The proposed restrictions will remove valuable parking spaces for use by residents of Walkley Road who feel they have no option but to park in the limited number of parking spaces on this short section of Orchard Road. It is claimed that there is only space for 8-10 vehicles and 2 of the spaces are currently reserved for use by disabled residents. These limited number of parking spaces are used by 19 properties as well as staff/visitors to Walkley Library and shoppers. Each property has at least one car and some have two.
4. As a result there is insufficient space to meet the current demand and these proposals will cause severe parking problems for both residents and shoppers. Residents are therefore questioning where they are supposed to park when the proposed restrictions are introduced as this will mean the loss of 7/8 parking spaces. They claim they would have nowhere to park except on roads some distance away which are already congested with parked vehicles. This would be particularly difficult for parents with young children and make it more hazardous for them if they have to cross the busy Walkley Road. One objector considers that this is a ridiculous proposal which will create far greater problems than it is intended to resolve.
5. One objector is astonished that the proposed restrictions are motivated by the need to provide unrestricted access for mobility scooters who, in the four years he has lived in the area, has not been aware there was such a problem. The objector has submitted photographs to illustrate the fact that the residents observe the

utmost level of courtesy when parking their vehicles to make the best use of the extremely limited parking spaces on Orchard Road, including both sides of the access road which are now subject to the proposed restrictions.

6. He states that passage along the carriageway of the access road is maintained at all times and he feels that there would not be undue risk for the mobility scooters to also use the carriageway to reach Walkley Road. He continues by stating that many of the residents are working people who rely on their cars to commute to their places of work in other towns and cities on a daily basis.
7. He considers that these proposals will force most of the residents to find alternative parking further away from their properties. In conclusion he feels that this is a disproportionate approach to dealing with a few complaints to the detriment of the majority of law abiding residents and wonders if it is our ultimate intention to drive normal working people out of this neighbourhood.
8. It has been pointed out that one of the footways has no drop kerbs and therefore is not accessible for use by disability scooters or prams and therefore there would appear to be no need for the proposed restrictions on this side of Orchard Road.
9. A resident of Walkley Road considers that reducing the accessible parking will devalue property prices and will be seeking legal advice if the Council go ahead with the proposals.
10. An objector considers it is ludicrous to consider that several residents are potentially being made to suffer to suit the needs of one or two people with mobility scooters. It is considered absurd that the Council feels it is necessary to go ahead with these proposals when there is currently an unrestricted access at the top of Orchard Road so that mobility scooters can be taken safely down this quiet cul-de-sac. They have yet to see one person struggle to be mobile in this area, be it a pedestrian, mobility scooter, parent with pushchair or otherwise.
11. A resident and tradesman who has recently moved into a property on Walkley Road states that he would have looked elsewhere if there had been parking restrictions on Orchard Road as it provides a useful parking place for him to load/unload tools from his van as he is unable to do this on Walkley Road because of the parking/loading restrictions in place on there. He feels that future house buyers will feel the same if the restrictions go ahead.
12. Two residents of Walkley Road have sympathy with the pavement parking issue because they have had first-hand experience with their double buggy and have had to use the carriageway as an alternative. However, they feel that the real issue is inconsiderate parking and not parking on the road. They consider that rather than introduce parking restrictions and lose 7 valuable parking spaces, the Council should encourage people to park more responsibly.
13. They state that pavement parking is a common problem in Sheffield and most side roads in Walkley suffer from this issue and they consider that the highway authority should be looking at more flexible means to deal with the problem. They are suggesting that a system similar to one they understand exists in London

could be adopted whereby lines are painted on pavements to indicate the boundaries for vehicles to park and leaving sufficient space for pedestrians.

14. They feel it would be better to have a trial period for such measures rather than overreacting and causing other problems. They also consider that if Orchard Road is to have parking restrictions then many roads in Walkley should be treated the same but feel this would be unreasonable. They say that if their suggestion is a non-starter, as a compromise, they consider that restrictions on one side of the road would achieve what is required.
15. They state that the Council should not be using their time and money on this short sighted and frankly ridiculous idea but should concentrate on improving the terrible road surfaces in Walkley as this would be of greater benefit to the community as a whole.
16. Unless there is another proposal to increase the parking facilities for all residents, library and local businesses, this is a very short sighted and biased order.

Details of Responses with Concerns

17. The majority of these responses contain similar points to those raised by the objectors but a summary of the additional views put forward are as follows:-
18. From a safety point of view one resident of Walkley Road considers that the parked vehicles on Orchard Road actually slow motorists entering the junction and therefore putting in the restrictions will have the opposite effect and increase speed and the potential for accidents.
19. Cannot see any benefit for putting in the restrictions but can see several reasons for keeping them as parking spaces for residents. The resident also considers that additional spaces could be created in the area by converting the disabled space on Orchard Road which is never used into a parking space. The non-use of this bay has also been mentioned by several other respondents. He also feels that removing some of the restriction on Walkley Road to provide three or four parking spaces would not unduly affect traffic flow and would slow down traffic emerging from Compton Street and make the junction safer during the rush hour.
20. Concern that users of Walkley Library will be put off visiting the library if the restrictions are introduced on Orchard Road as this is a convenient place for them to park. This would not help the library in its fight to prevent its closure. Similarly concerned that home care visitors for the many elderly residents living in the flats on Orchard Road will not be able to park close by and this will have an adverse effect on the time they can spend with their clients.
21. A resident who lives in a property on Walkley Road opposite Orchard Road is concerned that the proposed restrictions on Orchard Road will result in a transfer of parking from there to the only unrestricted area adjacent to his property. This will cause problems for him and his neighbours who have five vehicles between them. In particular, as a blue badge holder he needs to have his vehicle parked in front of his property. He has suggested that to lessen the impact on the parking

situation in the area could restrictions only be introduced on one side of Orchard Road.

22. One resident has noted that 4/5 vehicles, including campervans/vans/work vehicles, move and are left in the parking bay at the top of the cul-de-sac on a permanent basis. He has suggested that a residential permit parking scheme for 1 car only per household may stop this practice and free up much needed parking spaces. He has also suggested that only one side of the road is subject to restrictions to reduce the number of spaces lost and if the restriction could be reduced to a working day restriction so that working people could park there during the night but the pavements would be free for use by pedestrians and, in particular, mobility scooters and parents with prams during the day time.

Details of Supportive Response

23. A resident and his wife of one of the consulted flats on Orchard Road are in total agreement with the proposals but are concerned where the transfer of parking is going to be once the restrictions are in place. They state that vehicles who park in this section of Orchard Road mainly belong to residents of Walkley Road, some with two vehicles and at least two camper vans parked for at least 8 months of the year. They feel that they will park in the car park on the next section of Orchard Road and this will result in a fight for parking spaces and therefore they would be reluctant to move their car knowing that there would be no spaces when they returned. They question whether Councillors have visited Orchard Road in the evening or at weekends to see how congested it really is.

Officer Assessment and Recommendation

24. These proposals have generated a considerable amount of response from the local community, the majority being from residents of Walkley Road who depend on this short section of Orchard Road to park their vehicles in view of the peak hour parking restrictions in front of their properties. Officers feel that the proposed restrictions could be reduced, as detailed below without unduly compromising the proposed benefits of the scheme.
25. One of the pavements does not have dropped kerbs to allow wheelchair access and therefore officers feel it reasonable that some of the restriction on this side of the road can be deleted from the proposals. On the opposite side where wheelchair access is possible the proposed restrictions should be retained for the full length on this side. The severity of the restriction is also something which could be given some consideration and the restriction could be relaxed from a 'No Waiting at Any Time' to a working day restriction such as 8.00am – 6.30pm Monday – Friday which would allow full use of the pavement during the daytime but allow parking overnight for residents. It is considered that the first 10 metres on both sides of the road should have double yellow lines (No Waiting At Any Time) to endorse advice given to motorists in the Highways Code. However the remaining proposed restrictions on the side available to wheelchair access could be subject to the working day restriction. On the opposite side it is felt that after the first 10 metres the proposed restrictions can be omitted.

Former Central Community Assembly Recommendation

26. The relevant Ward Members of the former Central Community Assembly have considered revised proposals which have been recommended by officers. However, they have put forward alternative proposals, as detailed in the plan included in Appendix E-2 to this report, as their preferred option.

APPENDIX C

Summary of TRO Advertising/Consultation for Fern Road/Welbeck Road

Scheme Information

1. The proposal is to introduce parking restrictions (double yellow lines) on the junction of Fern Road/Welbeck Road to improve visibility, manoeuvrability and access for residents, motorists and other road users on this very sharp bend. A plan of the advertised scheme is included in Appendix D-3 to this report.

TRO Advertising/Consultation Results

2. 27 responses received – 24 objections including 3 petitions with 72, 25 and 12 signatures respectively, 4 responses supporting the proposals including a petition with 61 signatures and 2 responses with concerns about the proposals.

Details of Objection Responses

3. The 3 petitions are addressed to concerned residents, visitors and users of Fern Road and Welbeck Road and state that the TRO relates to an unnecessary double yellow line system in front of residential properties on Fern Road and on the junction of Fern Road and Welbeck Road. The petitioners also believe the reasons provided for these proposals are unfounded and totally unjustified as there have been no recorded accidents at this junction.
4. Several letters with strong objections have been received from the residents of Fern Road who will have the proposed restrictions immediately adjacent to their properties. Their views and comments about these proposals are summarised as follows:-
 - No knowledge of any injury road traffic accidents at this location for over 25 years having lived in this property and therefore cannot see any justification for these proposed restrictions.
 - Including our property seems overkill and I am amazed that we have been included.
 - We have several elderly relatives who are blue badge holders and frequent visitors who would be able to continue to park in the proposed restricted area. We also have other elderly non blue badge holders who would struggle if not allowed to park outside the property.
 - Where are the residents of the properties directly affected by the restrictions going to park their vehicles? Will you be providing additional alternative parking facilities.
 - Affected properties will lose value and will there be any compensation available.
 - Will affected residents be reimbursed for increased car insurance premiums caused by having to park their vehicles away from their properties.
 - As an alternative it is suggested that a more viable option would be to simply ban left turns into Welbeck Road from Fern Road and ban right turns from Welbeck Road into Fern Road. They feel that this would be a much safer option for all concerned and would remove the need to introduce the proposed parking restrictions which would have a severe impact on the lives of the affected residents.

- A resident has witnessed that the majority of vehicles can negotiate the sharp corner without having to perform a three point turn if they approach it properly.
 - Compared to the small inconvenience to the few residents of Welbeck Road there will be much greater inconvenience for those residents directly affected by the restrictions who will have to park their vehicles away from their homes which could lead to congestion elsewhere and a greater risk of crime to vehicles.
 - Profoundly object to restrictions being introduced in front of our property because as a family we have four vehicles to find room for and because there is insufficient off-street space for them all we have no option but to park one of the vehicles in front of our property. They state that this allows them ease of access and ensures the best possible degree of security for the vehicle parked on street. They state that vehicles parked further down Fern Road have been subject to vandalism. They also state that they have no objections to introducing the restrictions in the areas where there are no residential properties but feel the current proposals are wholly excessive and give little thought to the residents who would be severely affected. They also state that if money was no object ideally they would like to see physical changes to the junction but to solve the issue completely they support the suggestion of banning left turns from Fern Road on to Welbeck Road and right turns from Welbeck Road on to Fern Road.
 - 18 vehicles belonging to affected properties will need to be parked elsewhere on Fern Road and this will create significant traffic access problems and be detrimental to road safety as it will create other problems at the top and bottom of Fern Road which is a connecting road between Walkley Bank and South Road/Crookes.
 - Any transfer of parking to the top end of Fern Road will create problems for traffic entering Fern Road from Providence Road which will be forced to drive on the wrong side of the road on a blind bend.
 - There are accident blackspots of a much higher priority which would benefit from the funding which is proposed to be spent on this accident free junction.
7. 8 separate objections have been received from non-residents who simply state that their reasons for objecting are that as frequent visitors to Fern Road the proposals would severely restrict access and parking. In addition, one has stated that he cannot see who or what these restrictions would benefit and merely expecting people to park elsewhere just moves the problem on to another area and would cause more objection. Another has suggested that a simple solution would be for vehicles to avoid having to make the sharp turns at this junction by taking alternative routes which would be only slightly longer and take up very little extra time.
8. An elderly resident of Fern Road has objected to the restrictions going directly across her driveway as she would like it to be available for family/ friends to park so they can provide assistance should she need it. It would also help to park there during bad weather due to the steepness of the drive.

Details of Responses with Concerns

9. A friend of residents of Fern Road feels that the proposed restrictions will hinder them unfairly and directly and considers that there is no issue that needs addressing. However, if action is considered necessary he feels that fairer restrictions could be introduced to help the situation such as a no left/right turn on

the junction which with Welbeck Road being a dead end road would be subject to minimal traffic and therefore not affect too many motorists.

10. A resident of Welbeck Road who has no objection to the proposals is concerned that any compromises which are considered to appease the objectors may negate any possible benefits. For example, he feels that the Council could leave out the restrictions across the driveways to properties Nos. 43 to 49 Fern Road as a compromise and this would result in no improvement to the current situation and therefore would be a waste of Council funds. In the light of this, he considers that an 'all or nothing' outcome would be preferable to any compromises being made to the scheme.

Details of Supportive Responses

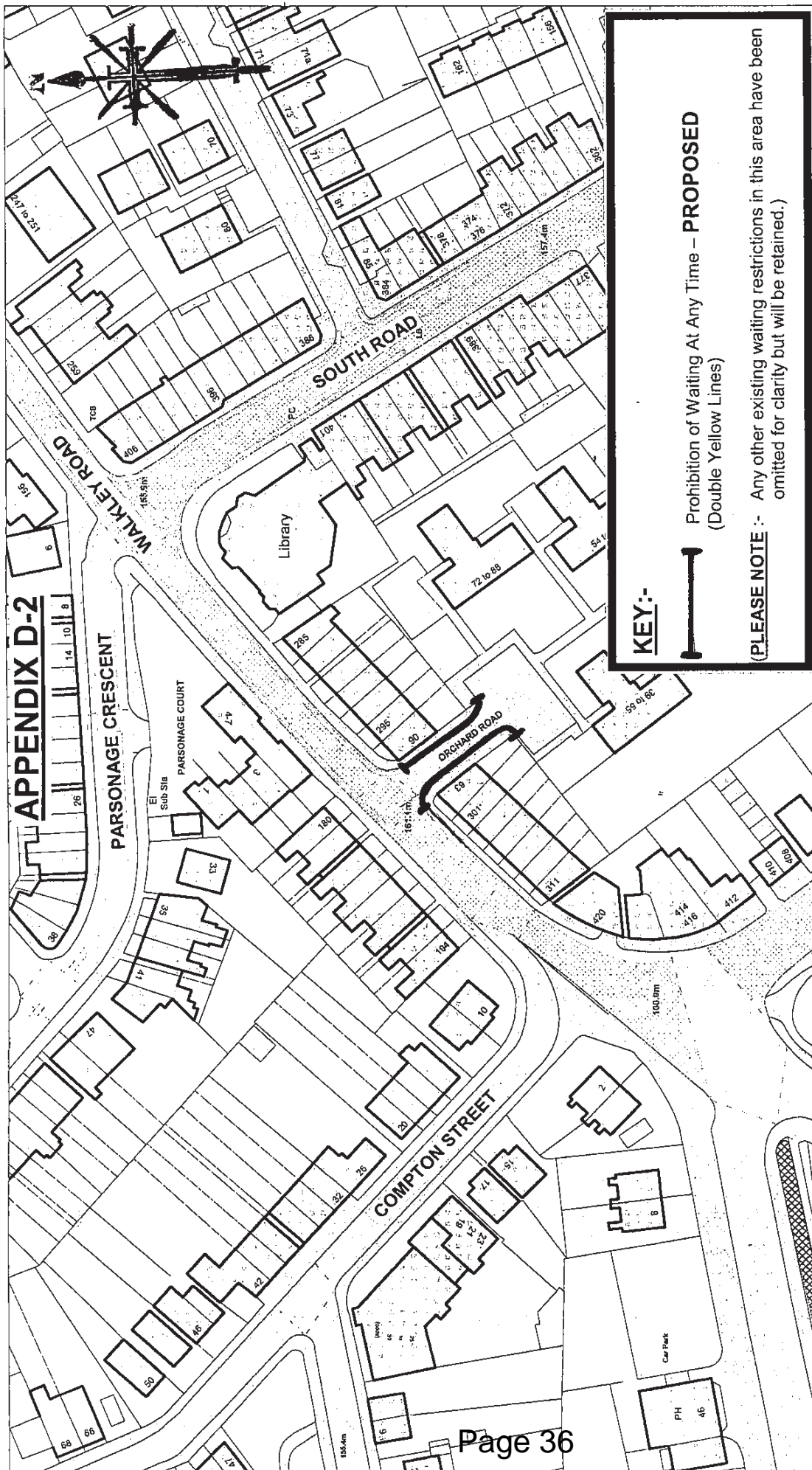
11. The resident of Welbeck Road who originally requested some action on this junction back in November 2010 has expressed her support for the proposals. The resident has also sent a further copy of a petition containing 61 signatures of residents of Welbeck Road who are supportive of the proposals and who feel on health and safety grounds that this proposal will secure the endorsement of their local Ward Councillors. Receipt of this petition was previously reported to the Cabinet Highways Committee at its meeting held on 8th November 2012.
12. Residents of an address on Welbeck Road which is directly affected by the proposals are strongly supportive of the proposals and think they are a fantastic idea. They say they have many issues moving their vehicles out of their driveway and turning into Fern Road due to parked vehicles.
13. A resident of Welbeck Road with mobility problems who is also directly affected by the proposals is very pleased that something is being done to stop the parking and sincerely hopes the restrictions are implemented. She uses the Community bus and the drivers have had difficulties getting round the corner due to parked vehicles belonging to residents of Fern Road parked in front of her property.
14. Residents of Welbeck Road not directly affected by the restrictions very much support and appreciate the proposals as it will mean they will not be subject to the fiasco of having to do a three point turn to enter or exit their road. They also say that it will be wonderful to be able to see down Fern Road without parked cars blocking their vision and flow of traffic will not be impeded by these obstacles. They say that they cannot thank us enough for our help in listening to their problems and acting on them. They also state that friends/relatives will appreciate the proposals as they have dreaded visiting them due to the road conditions.

Officer Assessment and Recommendation

15. It is apparent from the responses received that, while the residents of Welbeck Road, even those with the proposed restrictions immediately adjacent their properties are all in favour of the scheme being introduced, the residents of Fern Road who are directly affected by the proposals and are subject to the greatest impact are vehemently opposed to any action being taken to improve the traffic movements at this junction.
16. Because the restrictions are on a junction it is considered imperative that parking should not be allowed at any time and therefore would not recommend a less severe restriction. However, a reduction in the length of the restriction is an option which has been given further thought. The main area for consideration is the length of Fern Road adjacent to properties Nos. 43, 45, 47 and 49, which will be most affected by the proposals. Officers have personally carried out manoeuvres at this junction and this has revealed that it is not possible to negotiate the sharp bend/junction in one movement when vehicles are parked outside these properties. Nevertheless officers feel that there is scope to reduce the length of the restriction in this area without unduly compromising the benefits of the scheme. However, even with this reduction it is considered that the turn will still be very difficult and require vehicles to be on the wrong side of the road to carry out the manoeuvre.
17. In response to the objection made by the elderly resident of Fern Road whose property is on the periphery of the proposals officers feel that her request to remove the double yellow lines across the front of her driveway can be accommodated again without unduly compromising the scheme benefits. The plan included in Appendix E- to this report shows the revised restrictions which are recommended for introduction. Nevertheless, in light of the considerable objections to these proposals, the following alternatives proposals are options which could be considered by Members :-
 - (a) Ban the right turn from Welbeck Road into Fern Road and the left turn from Fern Road into Welbeck Road which has been suggested by several respondents. This would involve the cost of making a further Traffic Regulation Order and the installation of signing. Members may feel that this solution is unreasonable, particularly for the residents of Welbeck Road who have no alternative but to access/egress at this junction and would probably object to having their route options restricted in this way. Officers therefore do not consider this to be a viable option to be pursued. In practice, many residents are likely to abuse the restriction and it this type of restriction which receives only limited enforcement activity from the police.
 - (b) Do nothing at all in the light of the fact the residents of Welbeck Road do not have to make this manoeuvre and can take an alternative route via Providence Road.

Former Central Community Assembly Recommendation

18. The relevant Ward Members of the former Central Community Assembly have been forwarded details of the responses and have confirmed that they wish to proceed with the officers' recommended revised proposals as detailed in the plan included in Appendix E-3 to this report.



SCALE	1 : 1000
DATE	05/10/2012
DRAWING No.	TR/17/CENTRAL-OR
DRAWN BY	SC

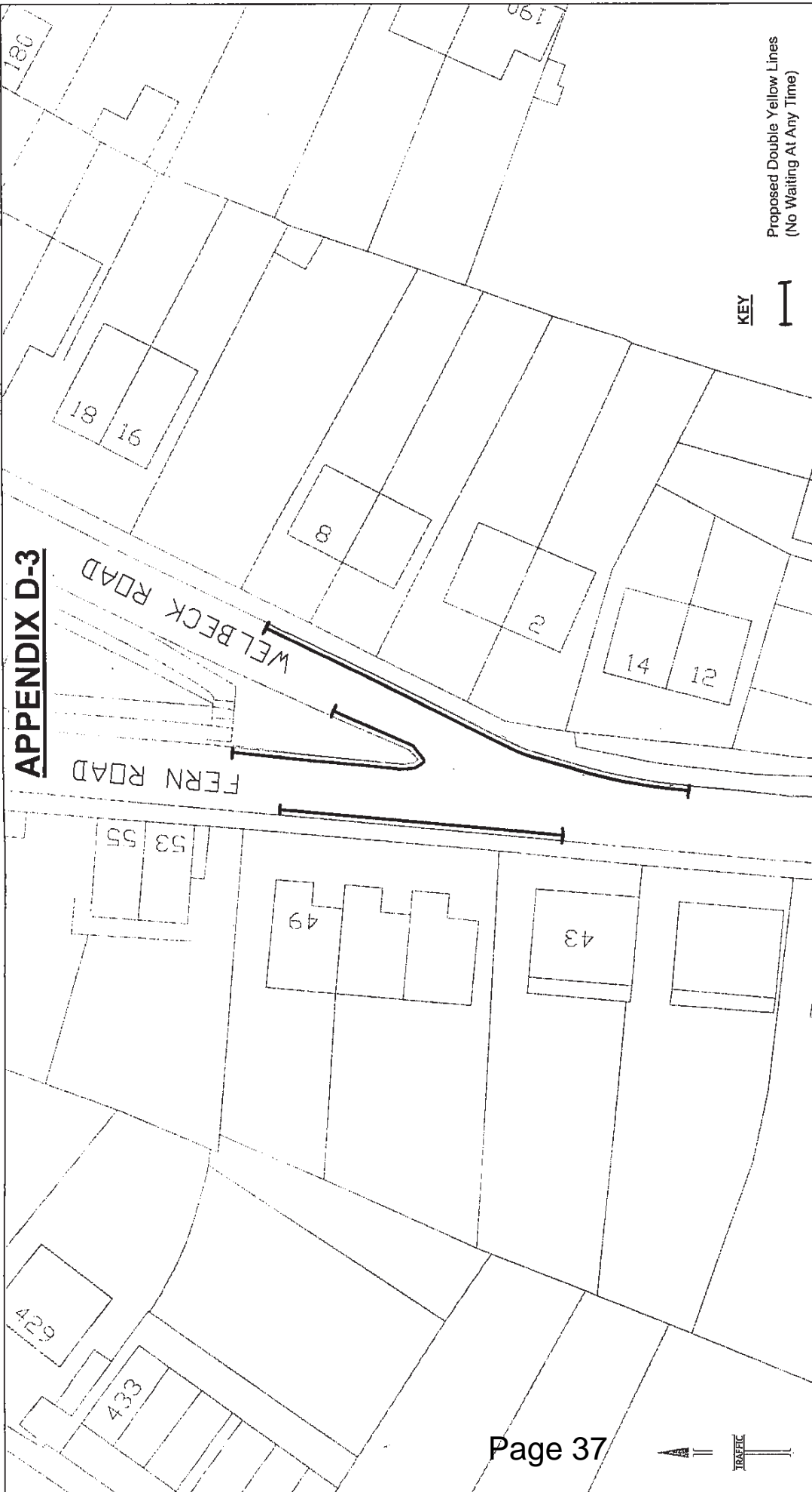
e Crown copyright. All rights reserved
 Licence No. 100016516 2010

**ORCHARD ROAD, WALKLEY -
 PROPOSED PARKING RESTRICTIONS**



TRAFFIC REGULATIONS DRAWING

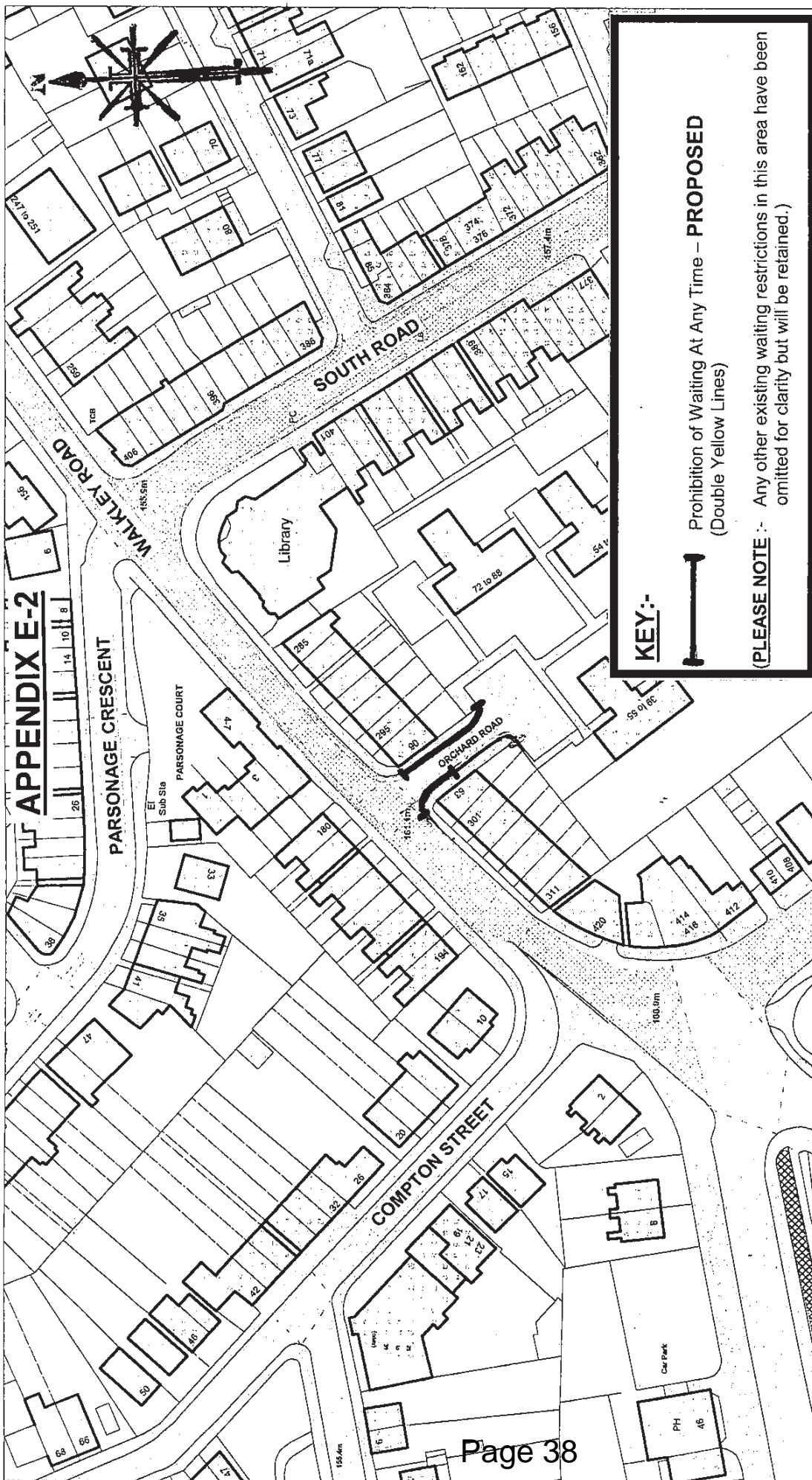
Sheffield
 City Council





APPENDIX D-3

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208 Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: I. Sturch M.A.T.P.I. Development Services</p>		<p>Sheffield City Council  SCHEME DESIGN</p>	
<p>Client: SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. SD-LT015-TRO4</p>	
<p>Scheme: Central Community Assembly</p>		<p>Scale: 1:500</p>	
<p>Drawing Title: Proposed Waiting Restrictions Welbeck Road/Fern Road</p>		<p>A4  Date: JANUARY 2013</p>	
<p>Do not scale from this drawing</p> <ul style="list-style-type: none"> Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2012 		<p>AUTHOR: _____</p> <p>CHECKED: _____</p>	
<p>Page 37</p>		<p>A Service Area of Place Sheffield City Council</p>	



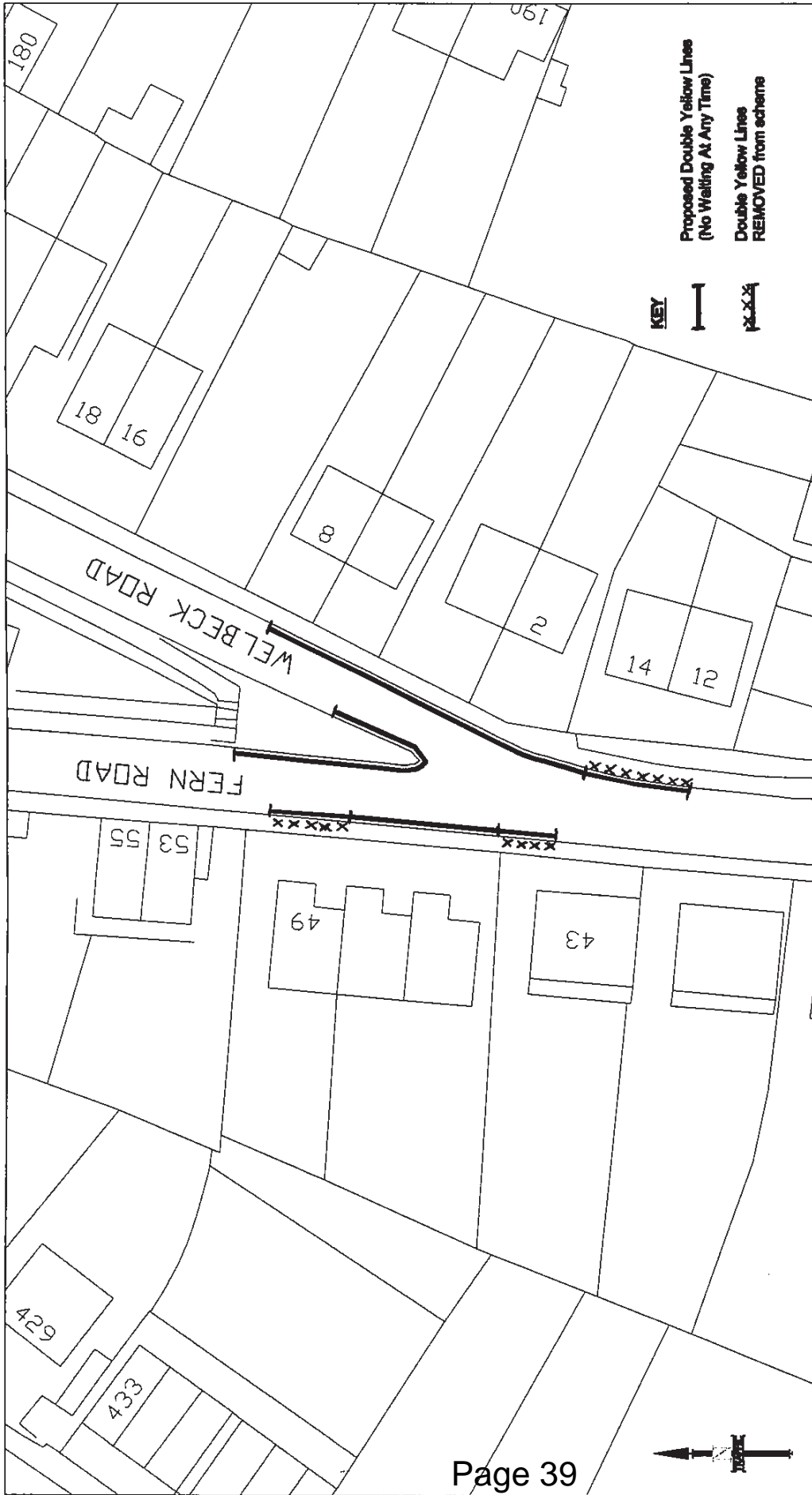
SCALE	1 : 1000
DATE	05/10/2012
DRAWING No.	TR/17/CENTRAL-OR
DRAWN BY	SC

c Crown copyright. All rights reserved
 Licence No. 100018816 2010

**ORCHARD ROAD, WALKLEY -
 PROPOSED PARKING RESTRICTIONS
 TRAFFIC REGULATIONS DRAWING**



APPENDIX E-3



KEY

Proposed Double Yellow Lines
(No Waiting At Any Time)

Double Yellow Lines
REMOVED from scheme

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CAMBRIDGE HALL ROAD SHEFFIELD S9 2DS TEL: 0114-273-6006, Fax: 0114-273-6102 E-mail: Traffic.Management@sheffield.gov.uk Director: I. Stuch, M.A., I.P.L. Development Services</p>		<p>Sheffield City Council</p>	
<p>CLERK SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. SD-LT015-TR04B</p>	
<p>SCHEME Central Community Assembly</p>		<p>Scale 1:500</p>	
<p>DRAWING TITLE Revised Waiting Restrictions Welbeck Road/Fern Road</p>		<p>SCHEME DESIGN</p>	
<p>NOTES</p> <ul style="list-style-type: none"> Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 1000130216, 2012 		<p>0 10 20 30 Inches MAY 2013</p>	
<p>AUTHOR JWB MAY 2013</p>		<p>CHECKED</p>	
<p>A Service Area of Plans Sheffield City Council</p>			

This page is intentionally left blank



SHEFFIELD CITY COUNCIL Agenda Item 6 Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 12th September 2013

Subject: Mosborough Key Bus Route: Objections To Traffic Regulation Orders Relating To The Mansfield Road Bus Lane And Birley Spa Lane/Spring Water Avenue Bus Stop

Author of Report: Cate Jockel

Summary:

This report reports the responses received to the advertisement of Traffic Regulation Orders for two proposed schemes on the Mosborough Key Bus Route at Mansfield Road and Birley Spa Lane. Appendix A is a Location Plan. The schemes are:

- the relocation of the Mansfield Road inbound bus lane and
- access improvements to the bus stop at Birley Spa Lane/Spring Water Avenue including the introduction of adjacent pedestrian facilities

Mansfield Road inbound bus lane approaching Manor Top: improving how this bus lane works, and enabling it to be consistently enforced, has been a high priority for some time and the Key Bus Route funding enables this to be progressed. The Traffic Regulation Order was advertised from 21st June to 12th July and affected properties were informed. One objection was received.

Birley Spa Lane/Spring Water Avenue bus stop: this bus stop proposal was developed alongside a proposal from the former South-East Community assembly for pedestrian crossing facilities at this location. The Traffic Regulation Order (TRO) was advertised from 14th June to 5th July and affected properties were informed. One petition with 15 signatures from 10 properties has been received.

Having considered the responses to the two TRO consultations, it is recommended that the reasons set out in this report for making the Traffic Regulation Orders outweigh unresolved objections.

Reasons for Recommendations:

Both proposed schemes are part of the Mosborough Bus Key Route – the 120 bus route – which is one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations.

Having considered the objections in the TRO consultations, it is considered that the reasons set out in this report for making the Traffic Regulation Orders outweigh the unresolved objections.

Recommendations:

Make the Mansfield Road Bus Lane TRO and implement the scheme. In response to the objection, reduce the DYL on the western side of Newlands Road at its junction with Mansfield Road to 5m.

Make the Birley Spa Lane/Spring Water Avenue Traffic Regulation Order and implement the scheme.

Inform the objector and the lead petitioner accordingly.

Background Papers: NONE

Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by:
Article II. 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
Economic impact
YES
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South-East (Richmond and Birley)
Relevant Cabinet Portfolio Leader
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?
YES
Press release
NO

MOSBOROUGH KEY BUS ROUTE: OBJECTIONS TO TRAFFIC REGULATION ORDERS RELATING TO THE MANSFIELD ROAD BUS LANE AND BIRLEY SPA LANE/SPRING WATER AVENUE BUS STOP

1. SUMMARY

- 1.1 This report reports the responses received to the advertisement of Traffic Regulation Orders for two proposed schemes on the Mosborough Key Bus Route at Mansfield Road and Birley Spa Lane. Appendix A is a Location Plan. The schemes are:
- the relocation of the Mansfield Road inbound bus lane and
 - access improvements to the bus stop at Birley Spa Lane/Spring Water Avenue including the introduction of adjacent pedestrian facilities.
- 1.2 **Mansfield Road inbound bus lane approaching Manor Top:** improving how this bus lane works, and enabling it to be consistently enforced, has been a high priority for some time and the Key Bus Route funding enables this to be progressed. The Traffic Regulation Order was advertised from 21st June to 12th July and affected properties were informed. One objection was received.
- 1.3 **Birley Spa Lane/Spring Water Avenue bus stop:** this bus stop proposal was developed alongside a proposal from the former South-East Community assembly for pedestrian crossing facilities at this location. The Traffic Regulation Order (TRO) was advertised from 14th June to 5th July and affected properties were informed. One petition with 15 signatures from 10 properties has been received.
- 1.4 Having considered the responses to the two TRO consultations, it is recommended that the reasons set out in this report for making the Traffic Regulation Orders outweigh unresolved objections.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 Both proposed schemes are part of the Mosborough Bus Key Route – the 120 bus route – which is one of the best-used public transport services in the City. It is high-frequency and operated by many low-pollution hybrid buses.
- 2.2 The proposed bus lane relocation on Mansfield Road aims to improve traffic management on this approach to Manor Top. The Birley Spa Lane proposal aims to make it easier for anyone with mobility difficulties to access this high frequency bus service, as well as make it easier for all pedestrians to cross this road.

3. OUTCOME AND SUSTAINABILITY

3.1 The project will contribute towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':

- better public transport provides socially-inclusive access to jobs;
- better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness;
- better public transport increases public transport use and contributes to the "sustainable and safe transport" objective.

4. REPORT

Introduction

4.1 The Mosborough Key Bus Route is part of the work being carried out through the Better Buses Area Fund (first round) which, in South Yorkshire, is based around the themes of:

- **Smart Ticketing:** multi-operator ticketing solutions and more cost-effective travel for young people looking to access work or training;
- **Smart Infrastructure:** making bus journeys on main routes faster and more reliable through infrastructure improvements; and
- **Smart Management:** ensuring that the network is effectively managed and enforced to improve journey times and efficiency at identified pinch points.

The development through to implementation (subject to normal processes) of the Key Bus Route proposals was approved by Cabinet Highways Committee on 11 October 2012.

4.2 The Better Bus Area Fund programme is co-ordinated by the South Yorkshire Passenger Transport Executive working closely with the City Council and the other Districts.

Mansfield Road Inbound Bus Lane

4.3 The existing lane layout, with the bus lane in the offside lane, is seen as confusing and difficult by all drivers and is much abused and difficult to enforce. The rationale for it was to ensure that buses were in the correct lane as they feed into a set of three junctions at Manor Top.

4.4 The proposed scheme moves the peak-hour bus lane from the off-side to the near-side, with a set of peak-hour traffic signals to enable buses to move into the correct lane for Hurlfield Road/Manor Top. These are similar to the pre-signals on Western Bank enabling buses to move into the correct lane for the Brook Hill roundabout. The scheme will enable the bus lane to be consistently enforced by camera.

- 4.5 The Traffic Regulation Order (TRO) was advertised from 21st June to 12th July and included extending the bus lane hours to start at 0730 in the morning peak and 1600 in the evening peak, as is now standard across the city. The TRO Plan (TM-LT067-TRO) is attached as Appendix B and the Consultation Plan, sent to affected properties, is attached as Appendix C.
- 4.6 One objection has been received from a resident on Newlands Avenue. The objection is unrelated to the main bus lane proposals. It relates to the proposed Double Yellow Lines (DYLs) around the junction of Newlands Road with Mansfield Road. Mansfield Road residents in this vicinity park overnight on the western side of Newlands Road and she is concerned that the DYLs will push this parking further to the south along Newlands Road, with implications for safety/visibility/congestion at the Newlands Avenue/Newlands Road junction. Although the Highway Code indicates that vehicles should not be parked within 10m of a junction, and this is the standard usually adopted when introducing DYLs, officers will look at objections received and any options available to resolve the situation and reach a suitable compromise. In this case, officers are prepared to fall back to 5m on the western side of Newlands Road, with 10m on the eastern side.
- 4.7 In addition to relocating the bus lane, the City Council's Intelligent Traffic Systems Group is working to develop a 'Strategic Toolkit Module' (STM) strategy for the Manor Top area. An STM strategy is an adaptive traffic management control system to co-ordinate traffic signals around an area in order to give selective priority to public transport (tram and buses in this case) while maintaining general traffic capacity. It is an innovative area-wide control system and Manor Top is intended to be the pilot area for the City. This is expected to 'go live' during 2014.

Birley Spa Lane/Spring Water Avenue

- 4.8 The Key Bus Route initiative is upgrading all bus stops along the route to allow buses to pull up level with the kerb and improve access. This will include bus stops boxes, raised kerbs and tactile paving, which will allow visually impaired and wheelchair users to use the bus, as well as making it easier for people with pushchairs and anyone with mobility difficulties. At this particular location, this could be achieved either by moving the bus stop out of the existing bus stop lay-by onto the carriageway or by extending the existing lay-by. In general, it is better for bus reliability if stops are on carriageway: however, this is not applied regardless of local circumstance.
- 4.9 In addition, at this location, there was an existing South-East Community Assembly proposal for pedestrian crossing points across Birley Spa Lane.
- 4.10 Two options were developed to combine the bus stop upgrade with the pedestrian improvements: one with the bus stop in the lay-by (TM-BN892-P4,

attached as Appendix D) and one with the bus stop on the carriageway (TM-BN892-P5, attached as Appendix E). Officers met onsite with Local Councillors and agreed to progress the carriageway option as this allows for the retention of more on-street parking space. The Traffic Regulation Order was advertised from 14th June to 5th July. The TRO Plan (TM-BN892-TRO) is attached as Appendix F and the Consultation Plan (TM-BN892-C2), sent to affected properties, is attached as Appendix G.

4.11 One petition with 15 signatures from 10 properties has been received. The properties are those most affected by the relocation of the bus stop at numbers 69 to 77 (odds) and 64 to 72 (evens). The petition raises several concerns:

- bus noise and youth disturbance associated with the stop and shelter would move from the current lay-by, which is in front of a grassed area, to a location more immediately outside residential properties;
- there would be increased overlooking of properties (nos.71 to 77) by people waiting at the stop;
- the lead petitioner is concerned about how the stop, with its raised kerb, would impact on the drive at no.75;
- the distance to walk to the bus stop would be longer for residents of Dyke Vale Close (via the footpath between nos.63 and 65) and Spring Water Avenue;
- road safety concerns about vehicles overtaking buses on this bend and the lack of protection for any pedestrians using the new crossing points.

4.12 Some of these concerns have been tackled through the scheme development process. The design has successfully passed through Stage 1 of the Road Safety Audit process. The bus stop is close to the adjacent access but the access will not be blocked by standing buses, although visibility would be affected. However, in view of the low dwell time at the stop, issues relating to the safe access and egress from no.75 are expected to be minor. The walking distance to the bus stop is likely to be slightly longer for more people than those for whom it would be shorter: however access to it would be more on the level.

4.13 The concerns raised by the petition highlight the difficulty of reconciling the three objectives of upgrading the bus stop, improving pedestrian crossing and maximising the amount of on-street parking space. In summary, if the bus stop is retained in an extended lay-by, with the pedestrian crossing points installed as desired by the Community Assembly, then there will be less on-street parking space. If the bus stop is moved onto the carriageway, with the pedestrian crossing points installed, then more parking space is retained for residents but the bus stop and shelter are closer to people's houses.

Summary

- 4.14 **Mansfield Road bus lane:** the one objection received from a resident on Newlands Avenue relates to the impact of proposed restrictions of Newlands Road: it is unrelated to the main bus lane proposals which can progress to implementation. The proposed restrictions on Newlands Road can be reduced to 5m on the western side.
- 4.15 **Birley Spa Lane/Spring Water Avenue bus stop:** Local Councillors are supporting the option that has been pursued and it is recommended that this be implemented.

Relevant Implications

- 4.16 **Financial:** scheme costs are in the order of £138,000 for the Mansfield Road bus lane and £60,000 for the Birley Spa Lane/Spring Water Avenue scheme. These cover detailed design and works costs, including traffic management, and commuted sum estimates. These figures may be more if there is any impact on statutory undertakers' equipment. The schemes are funded through the Mosborough Key Bus Route capital allocation. A contribution of £10,000 has been made by the South East Community Assembly towards the provision of the pedestrian facilities at Birley Spa Lane.
- 4.17 **Equalities:** an Equalities Impact Assessment has been signed off for the Key Bus Route as a whole as generally positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc and particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts were identified. This is attached as Appendix H.
- 4.18 **Legal:** the Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. 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. The Council should consider and respond to any public objections received.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 There are no alternative options for the relocation of the Mansfield Road bus lane. The alternative options for the Birley Spa Lane/Spring Water Avenue bus stop are laid out in paragraphs 4.8 to 4.13 of this report.

6. REASONS FOR RECOMMENDATIONS

6.1 Both proposed schemes are part of the Mosborough Bus Key Route – the 120 bus route – which is one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus

journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations.

6.2 Having considered the objections in the TRO consultations, it is considered that the reasons set out in this report for making the Traffic Regulation Orders outweigh the unresolved objections.

7. RECOMMENDATIONS

7.1 Make the Mansfield Road Bus Lane TRO and implement the scheme. In response to the objection, reduce the DYL on the western side of Newlands Road at its junction with Mansfield Road to 5m.

7.2 Make the Birley Spa Lane/Spring Water Avenue Traffic Regulation Order and implement the scheme.

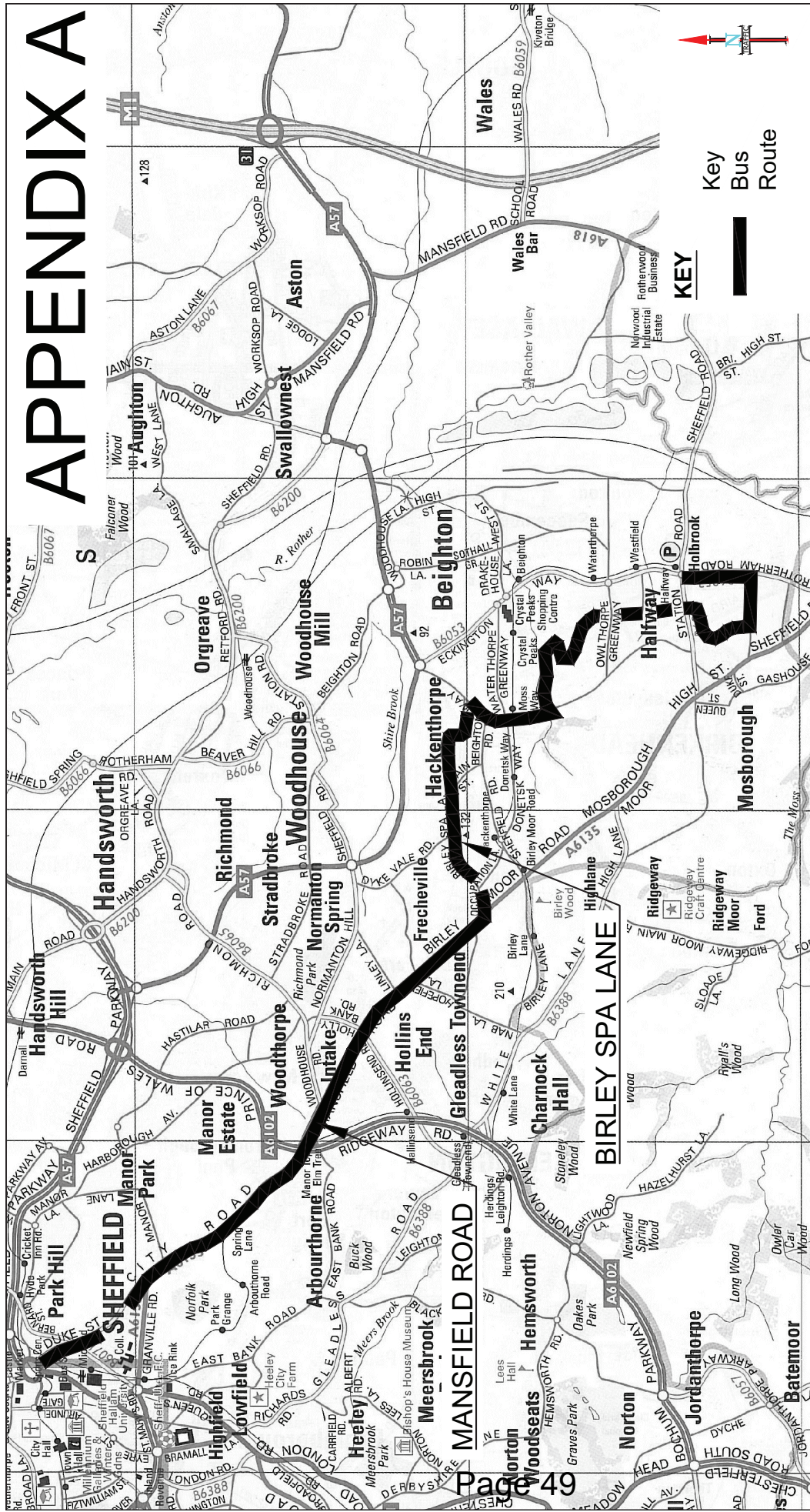
7.3 Inform the objector and the lead petitioner accordingly.

Simon Green

Executive Director, Place

22 August 2013

APPENDIX A



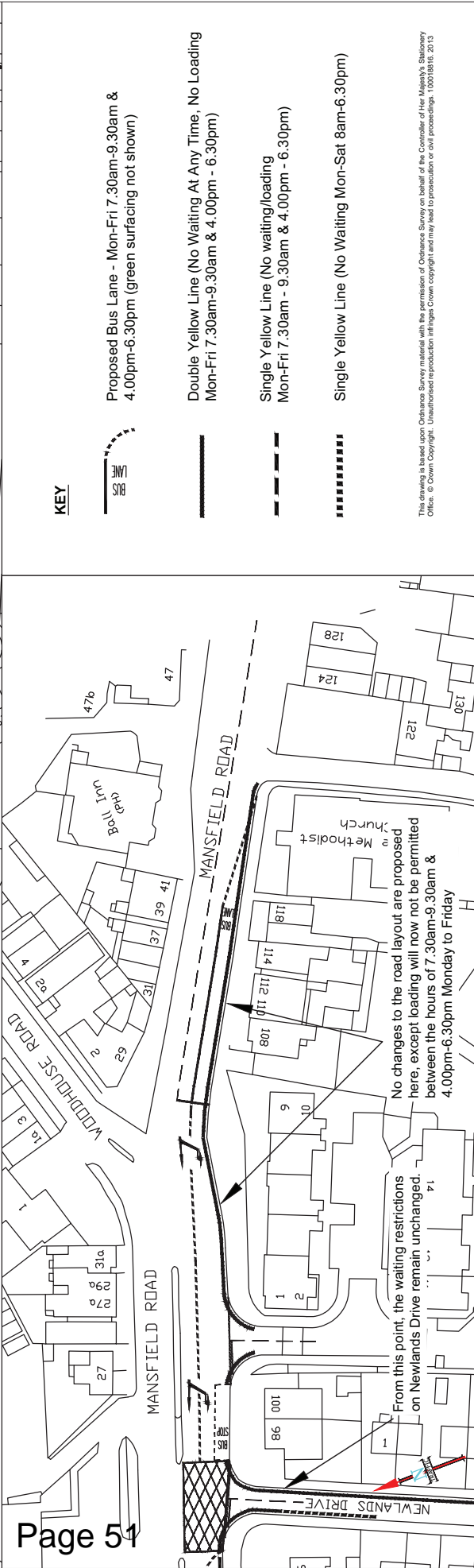
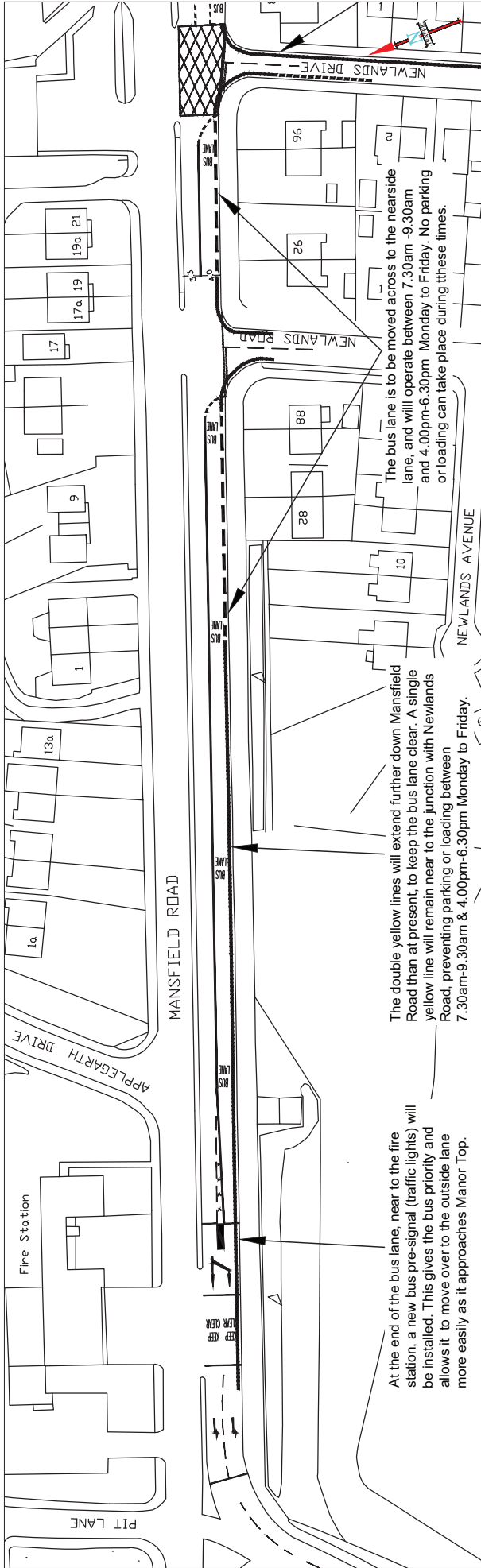
SHEFFIELD CITY COUNCIL Client	Drawing No. TM / LT063 / P1	SHEFFIELD City Council TRAFFIC MANAGEMENT
Scheme City Centre To Mosborough Key Bus Route	Drawing Title Route Map	Date AUGUST 2013
Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2011	DRAWN JWB AUG 2013	CHECKED
DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175 Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services	A Service Area of Place Sheffield City Council	



KEY

- Proposed Bus Lane - Mon-Fri 7.30am-9.30am & 4.00pm-6.30pm
- Proposed Double Yellow Line (No Waiting At Any Time, No Loading Mon-Fri 7.30am-9.30am & 4.00pm - 6.30pm)
- Existing Double Yellow Line (No Waiting At Any Time)
- Existing Single Yellow Line (No waiting/loading Mon-Fri 7.30am-9.30am & 4.00pm - 6.30pm)
- Existing Single Yellow Line (No waiting Mon-Sat 6am-6.30pm)

<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175, Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services</p>		<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. TM-LT067-TRO</p>		<p>Sheffield City Council TRAFFIC MANAGEMENT</p>	
<p>Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>		<p>Scheme Optio Orange - Sheffield to Halfway</p>		<p>Scale 1 / 1000</p>		<p>A3</p>	
<p>DRAWN JWB JUNE 2013</p>		<p>Drawing Title Mansfield Road Bus Lane & Pre-Signal Traffic Regulation Order Plan</p>		<p>0 50 Millimetres</p>		<p>Date JUNE 2013</p>	
<p>A Service Area of Place Sheffield City Council</p>							



KEY

- Proposed Bus Lane - Mon-Fri 7.30am-9.30am & 4.00pm-6.30pm (green surfacing not shown)
- Double Yellow Line (No Waiting At Any Time, No Loading Mon-Fri 7.30am-9.30am & 4.00pm - 6.30pm)
- Single Yellow Line (No waiting/loading Mon-Fri 7.30am - 9.30am & 4.00pm - 6.30pm)
- Single Yellow Line (No Waiting Mon-Sat 8am-6.30pm)

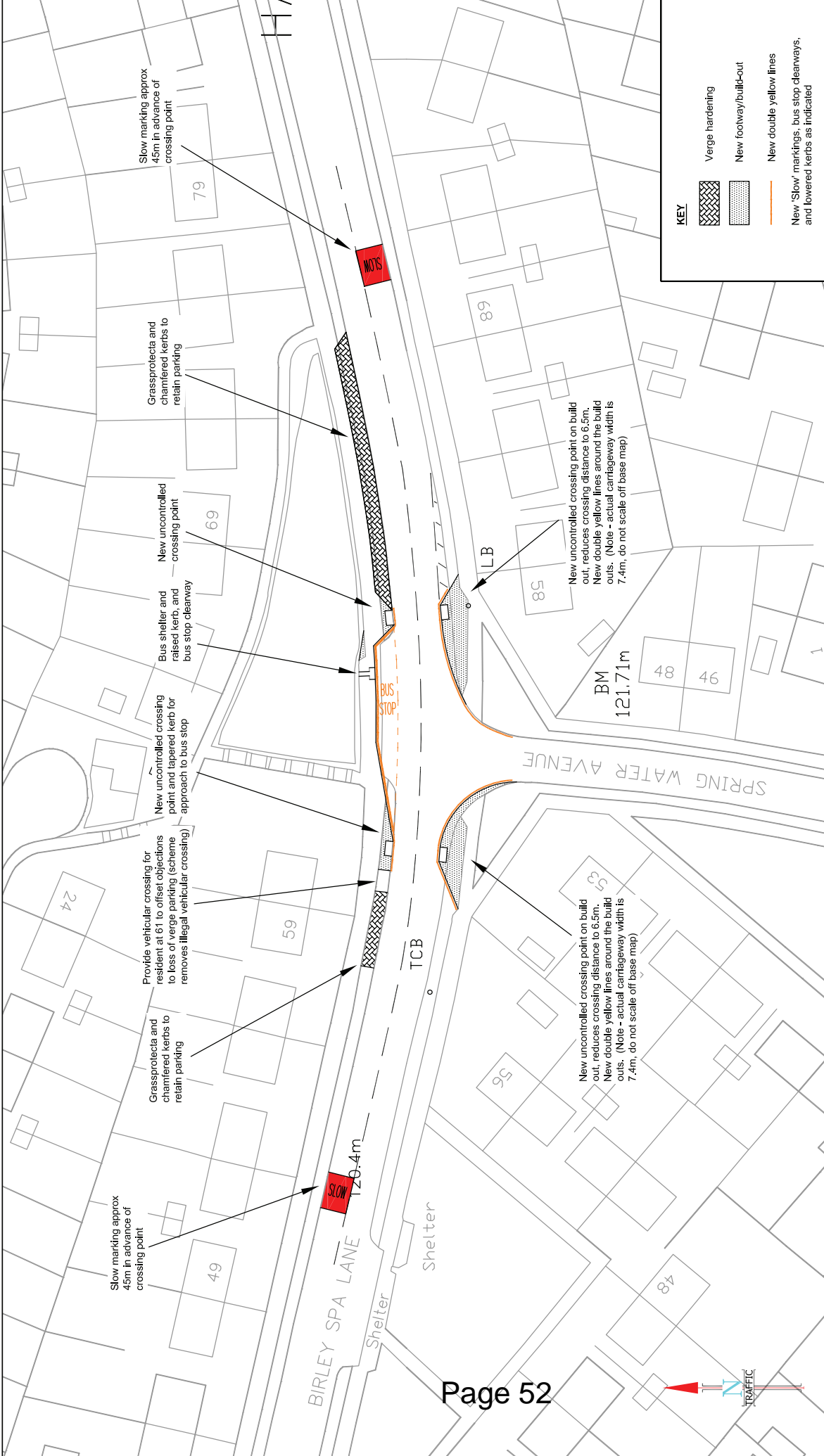
This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 1/0018816. 2013



NOT TO SCALE

JUNE 2013

SHEFFIELD TO HALFWAY - KEY BUS ROUTE
Mansfield Road Bus Lane - Proposed Scheme



KEY

- Verge hardening
- New footway/build-out
- New double yellow lines
- New 'Slow' markings, bus stop clearways, and lowered kerbs as indicated

Sheffield City Council

TM-BN892-P4

Scale: **1/500**

A3

0 50 Metres

Date: **FEBRUARY 2013**

SCHEME DESIGN

SHEFFIELD CITY COUNCIL

Client

South East Community Assembly & Optio Orange

Scheme

Birley Spa Lane / Spring Water Avenue Option 1

Drawing Title

Do not scale from this drawing

- Any errors/omissions to be reported Immediately
- If in doubt, ask
- This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2012

AUTHOR

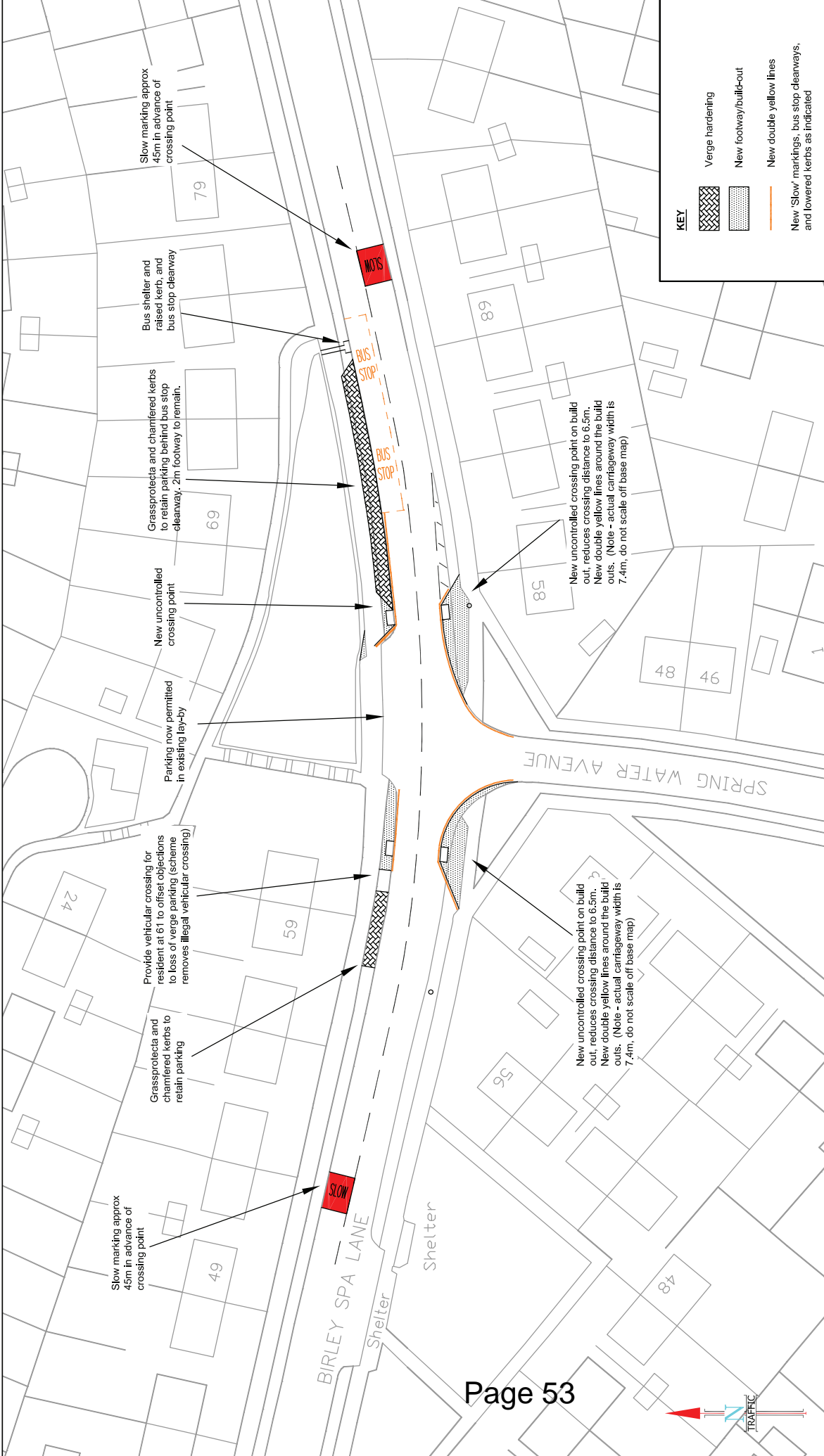
CHECKED

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION

SCHEME DESIGN

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
Tel. 0114-273-6208 Fax. 0114-273-6182
E-mail Traffic.Management@Sheffield.gov.uk
Director: J. Sturch, M.R.T.P.I.
Development Services

A Service Area of Place
Sheffield City Council



KEY

- Verge hardening
- New footway/built-out
- New double yellow lines

New 'Slow' markings, bus stop clearways, and lowered kerbs as indicated

Sheffield City Council

TM-BN892-P5

Scale **1/500**

A3

0 50 Metres

Date **FEBRUARY 2013**

SCHEME DESIGN

Drawing No.

SHEFFIELD CITY COUNCIL

Client

South East Community Assembly & Optio Orange

Scheme

Birley Spa Lane / Spring Water Avenue Option 2

Drawing Title

Do not scale from this drawing

- Any errors/omissions to be reported Immediately
- If in doubt, ask
- This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 100018816. 2012

AUTHOR

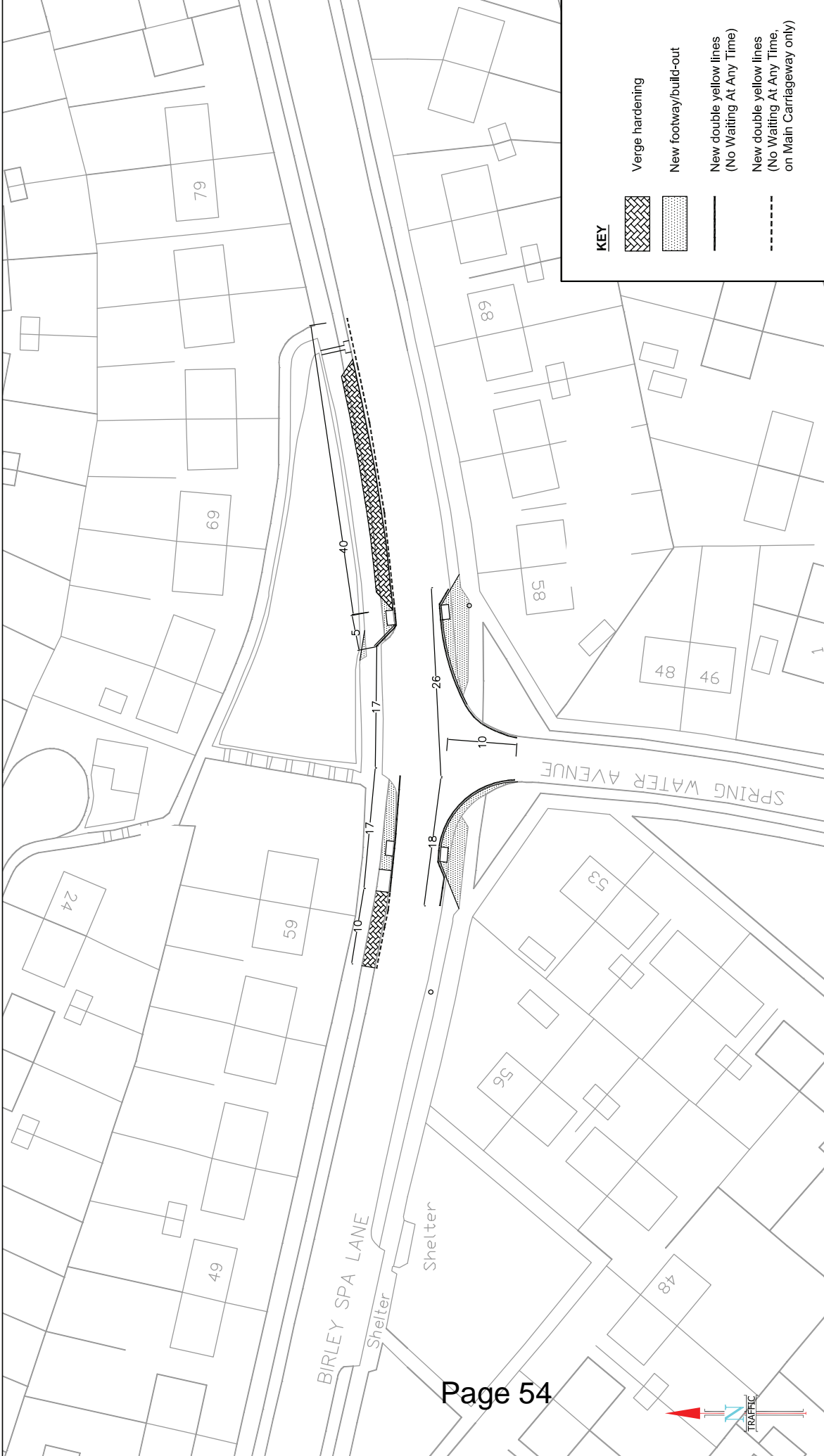
CHECKED

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION





SCHEME DESIGN


2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
Tel. 0114-273-6208 Fax. 0114-273-6182
E-mail Traffic.Management@Sheffield.gov.uk
Director: J. Sturch, M.R.T.P.I.
Development Services

A Service Area of Place
Sheffield City Council



KEY

-  Verges hardening
-  New footway/build-out
-  New double yellow lines (No Waiting At Any Time)
-  New double yellow lines (No Waiting At Any Time, on Main Carriageway only)



Drawing No. **TM-BN892-TRO**
 Scale **1/500**
A3
 Date **MAY 2013**

Client **SHEFFIELD CITY COUNCIL**

Scheme **South East Community Assembly & Optio Orange**

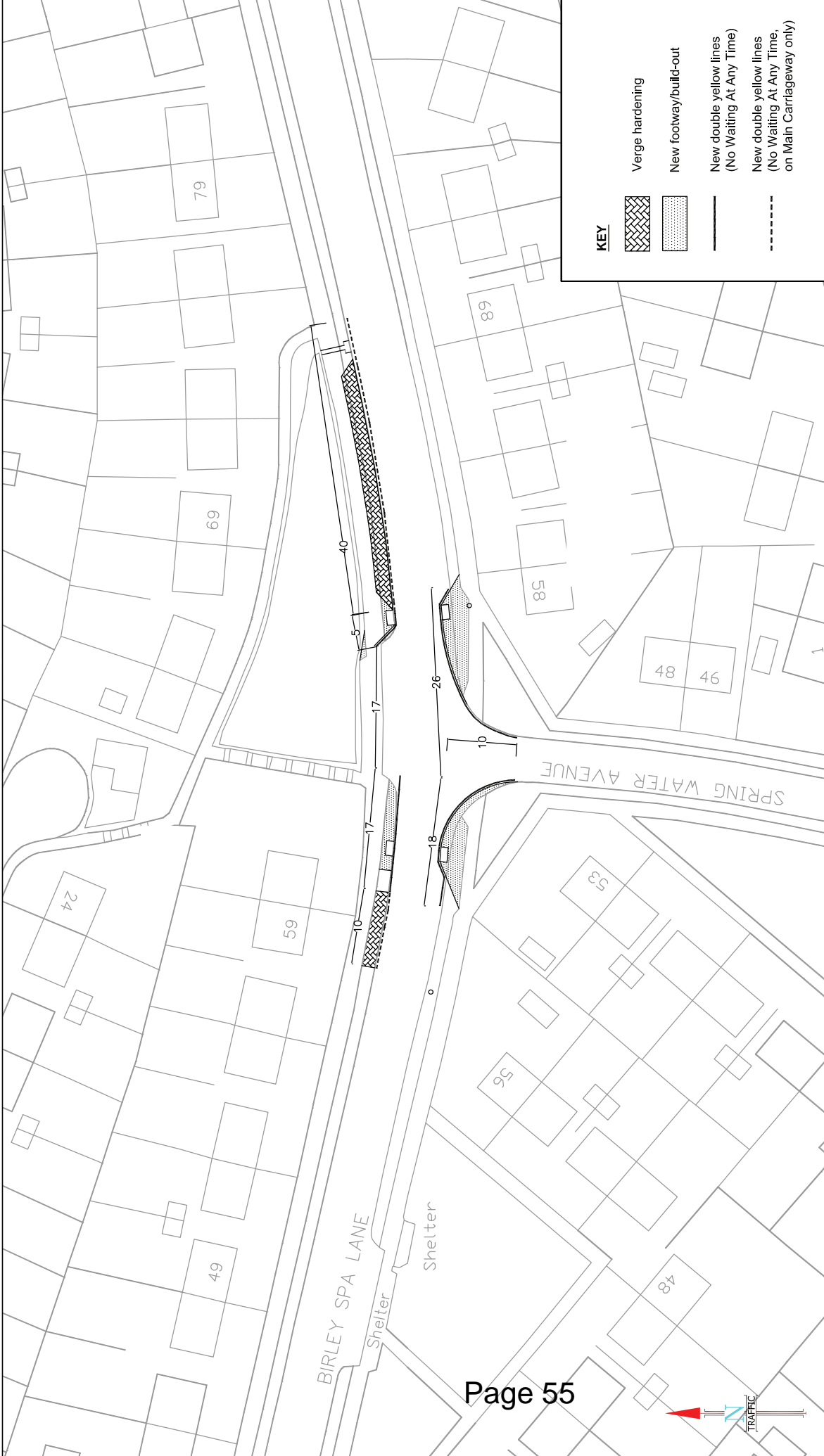
Drawing Title **Birley Spa Lane / Spring Water Avenue Traffic Regulation Order Plan**

Do not scale from this drawing
 Any errors/omissions to be reported immediately
 If in doubt, ask
 This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2012


AUTHOR **JWB**
 CHECKED **JWB**
 MAY 2013

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB
 Tel. 0114-273-6208 Fax. 0114-273-6182
 E-mail Traffic.Management@Sheffield.gov.uk
 Director: J. Sturch, M.R.T.P.I.
 Development Services

A Service Area of Place
 Sheffield City Council



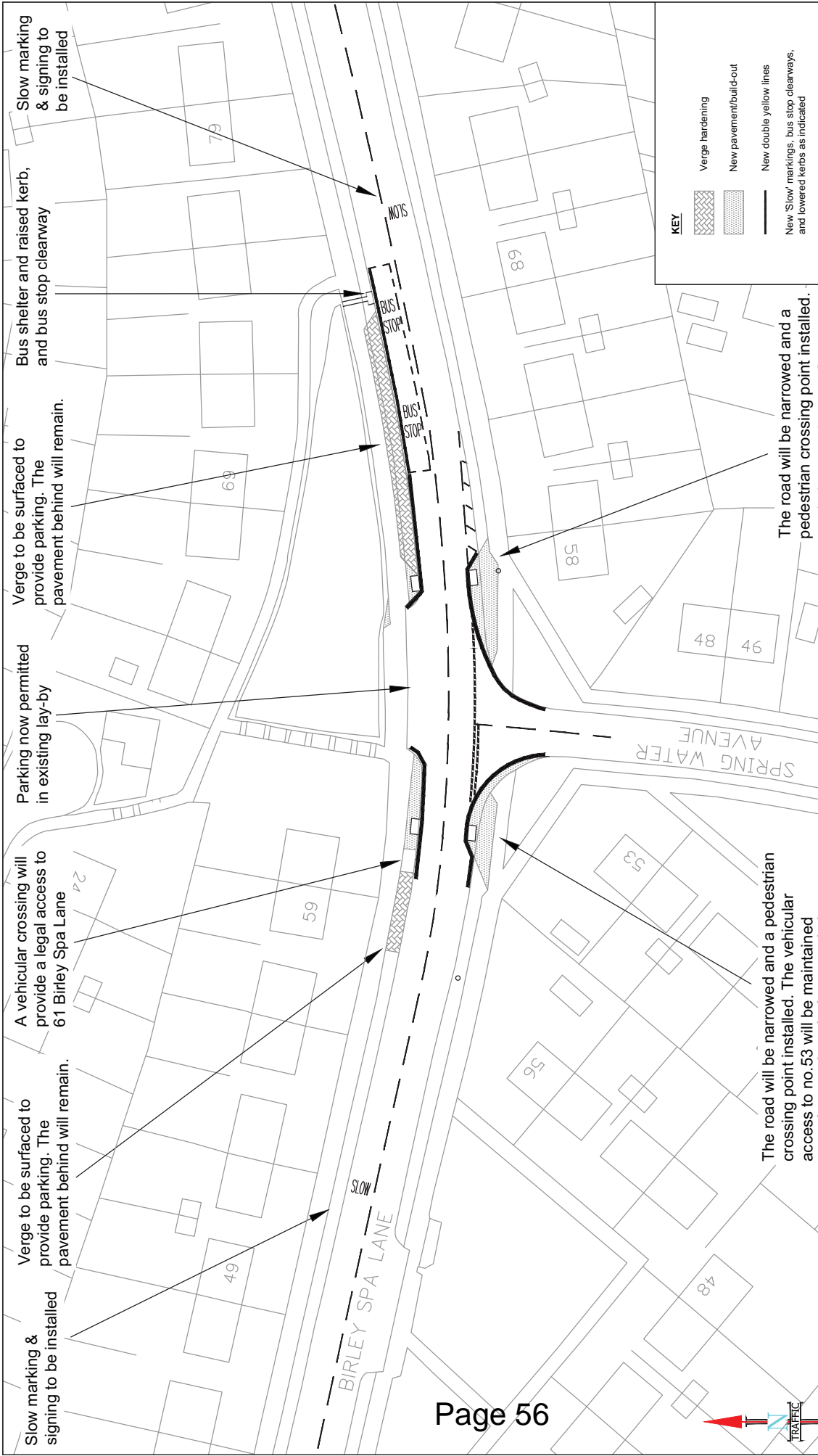
- KEY**
-  Verges hardening
 -  New footway/build-out
 -  New double yellow lines (No Waiting At Any Time)
 -  New double yellow lines (No Waiting At Any Time, on Main Carriageway only)

		SCHEME DESIGN	
Drawing No. TM-BN892-TRO		A3	
Scale 1/500		0 50 Millimetres	
Date		MAY 2013	

Client	SHEFFIELD CITY COUNCIL
Scheme	South East Community Assembly & Optio Orange
Drawing Title	Birley Spa Lane / Spring Water Avenue Traffic Regulation Order Plan

<ul style="list-style-type: none"> • Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2012 	CHECKED
AUTHOR	JWB
	MAY 2013

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208 Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: J. Sturch, M.R.T.P.I. Development Services	A Service Area of Place Sheffield City Council
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------



Slow marking & signing to be installed

Bus shelter and raised kerb, and bus stop clearway to be installed

Verge to be surfaced to provide parking. The pavement behind will remain.

Parking now permitted in existing lay-by

A vehicular crossing will provide a legal access to 61 Birley Spa Lane

Verge to be surfaced to provide parking. The pavement behind will remain.

Slow marking & signing to be installed

KEY

- Verge hardening
- New pavement/build-out
- New double yellow lines
- New 'Slow' markings, bus stop clearways, and lowered kerbs as indicated

Sheffield City Council

TM-BN892-C2

Scale: **NOT TO SCALE**

A3

0 50 Metres

Date: **JUNE 2013**

SCHEME DESIGN

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **Birley Spa Lane / Spring Water Avenue**

Drawing Title: **Proposed Crossing Points & Relocated Bus Stop Revised Scheme**

Do not scale from this drawing

- Any errors/omissions to be reported immediately
- If in doubt, ask
- This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 1 00018816. 2012

AUTHOR: **JWB**

CHECKED: **JWB**

JUNE 2013

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION

SCHEME DESIGN

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
Tel. 0114-273-6208. Fax. 0114-273-6182
E-mail Traffic.Management@Sheffield.gov.uk
Director: L Sturch, M.R.T.P.I.
Development Services

A Service Area of Place
Sheffield City Council

The road will be narrowed and a pedestrian crossing point installed.

The road will be narrowed and a pedestrian crossing point installed. The vehicular access to no. 53 will be maintained



Sheffield City Council Equality Impact Assessment



[Guidance for completing this form is available on the intranet](#)

Help is also available by selecting the grey area and pressing the F1 key

Name of policy/project/decision: Bus Key Route: City Centre to Halfway

Status of policy/project/decision: New

Name of person(s) writing EIA: Cate Jockel

Date: 10.09.12

Service: Development Services

Portfolio: Place

What are the brief aims of the policy/project/decision? To improve the City Centre to Halfway key bus route used by the high frequency 120 bus, in terms of reliability, accessibility, shelter and information.

Are there any potential Council staffing implications, include workforce diversity? No

Under the [Public Sector Equality Duty](#), we have to pay due regard to: “Eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations.” [More information is available on the council website](#)

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	Medium	Elderly will benefit from accessibility improvements in particular and also because they tend to have lower car ownership/use than the general population.
Disability	Positive	High	All bus stops will be improved to provide level boarding and tactiles, as well as a bus stop clearway, so that the bus can pull right in to the kerb.
Pregnancy/maternity	Positive	Medium	See disability.
Race	Neutral	-Select-	
Religion/belief	Neutral	-Select-	
Sex	Neutral	-Select-	
Sexual orientation	Neutral	-Select-	
Transgender	Neutral	-Select-	
Carers	Positive	High	See disability.
Voluntary, community & faith sector	Neutral	-Select-	
Financial inclusion, poverty, social justice:	Positive	Medium	The bus service will be more accessible and more reliable.
Cohesion:	Neutral	-Select-	
Other/additional:	-Select-	-Select-	

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)

Overall summary of possible impact (to be used on EMT, cabinet reports etc):

Fundamentally this proposal is positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. The project aims to improve the punctuality of the bus service; to provide better information (real-time) on its running; and make it easier to use for anyone with mobility difficulties including wheelchair users, people with pushchairs and people with visual impairments. No negative equality impacts have been identified.

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Review date: **Q Tier Ref** / **Reference number:** /

Entered on Qtier: Yes **Action plan needed:** -Select-

Approved (Lead Manager): **Date:**

Approved (EIA Lead person for Portfolio): Ian Oldershaw **Date:**

Does the proposal/ decision impact on or relate to specialist provision: -Select-

Risk rating: -Select-

Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
All groups		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		

Approved (Lead Manager): Date:

Approved (EIA Lead Officer for Portfolio): Date:

This page is intentionally left blank



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 16 August 2013

Subject: Proposed Waiting Restrictions - Streets adjacent to Northern General Hospital:
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

To report representations received in relation to proposed waiting restrictions in streets adjacent to the Northern General Hospital, following the advertisement of two Traffic Regulation Orders. The report sets out the Council's responses and recommendations.

Reasons for Recommendations:

The introduction of localised parking restrictions in streets adjacent to the Northern General Hospital will help minimise the impact of long stay parking in the area, providing further opportunities to park for residents and businesses.

Following the decision at the July 2010 meeting of Cabinet Highways Committee not to progress permit type restrictions, the developed scheme which has now been advertised is considered necessary to be able to manage parking practices in the area. The majority of the proposed restrictions have been suggested by residents during the 2009/10 permit parking consultation.

Officers have worked with residents / businesses of the area through two TRO consultations in 2013 and an open day event held at the local community centre to develop the final scheme proposals.

Having considered the initial representations to the first TRO consultation in February 2013 and made adjustments in line with resident suggestions, it is considered that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the proposed parking restrictions.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Matthew Bullock 19/08/13
Legal Implications
YES Cleared by: Nadine Wynter 22/08/13
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw 19/08/13
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
Norwood Road / Crabtree Road Area
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

STREETS ADJACENT TO NORTHERN GENERAL HOSPITAL:
REPRESENTATIONS MADE BY RESIDENTS / BUSINESSES IN RESPONSE
TO THE TRAFFIC REGULATION ORDER CONSULTATION.

1.0 SUMMARY

1.1 To report the receipt of representations made by residents / businesses in response to the introduction of parking restrictions in streets adjacent to the Northern General Hospital, as advertised in two Traffic Regulation Orders (TRO's). The report sets out the Council's responses and recommendations.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 Reducing the amount of long stay parking in streets adjacent to the Hospital is expected to provide further opportunities for local residents and their visitors to park closer to their properties. It is also anticipated that reducing the amount of inconsiderate parking at junctions will improve road safety thus helping to create '*safe and secure communities*'.

2.2 The proposals which have been amended by working with local residents and businesses over two TRO consultations and an open day event contributes to the 'working better together' value of the Council plan 'Standing up for Sheffield'. Officers have developed proposals which have responded to customer comments about parking conditions in the area.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
- Reduce the impact of long stay parking by staff at the hospital on the surrounding area.
 - Maintain and improve access for emergency and refuse collection vehicles.
 - Maintain and improve journey times on bus routes.
 - Improve road safety by removing inconsiderate parking on junctions and footways.
 - Better manage parking practices and competing demands.

4.0 REPORT

Introduction

- 4.1 For a significant period of time there has been an issue with traffic and off street parking generated by staff of, and to a lesser extent, visitors to, Northern General Hospital. This situation was exacerbated in the autumn of 2006 when the Hospital Trust applied stricter criteria to obtain staff parking permits and began charging for permits. The criteria used and subsequent charge pushed even more cars out into the local area.
- 4.2 Traffic Management measures were introduced shortly after parking started to cause problems for the bus, emergency vehicles and refuse vehicle access, which was widely reported in the press. Subsequently the Hospital Trust have relaxed the permit criteria but maintained the charge. Parking problems have therefore remained within the area.
- 4.3 Residents were consulted on a permit scheme to address the issues in 2009/10. Overall, 70% of the 465 questionnaires returned indicated that resident's felt they had parking problems but a permit scheme was not the answer. Four separate petitions were received from Hampton Road, Idsworth Road, Fairbank Road and Norwood Avenue objecting to permit type restrictions.
- 4.4 It was subsequently agreed at the meeting of the North East Community Assembly on 21 October 2010 and Cabinet Highways Committee on 8 July 2010, not to proceed with a permit scheme, but consult further with residents on localised restrictions to better manage parking practices.
- 4.5 The Council has now developed traffic management proposals based on the comments received in 2009/10 and subsequent complaints about parking. The measures include: double yellow lines, single yellow lines and time limited pay and display parking. The Hospital Trust has provided £30,000 to advertise and implement these measures.

TRO Consultation (4 February 2013)

- 4.6 A letter and plan detailing the proposed localised restrictions (see Appendix A) was delivered to approximately 275 properties. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star. An open day event was also held at the Norwood and Bishopsholme Community Centre on 13 February 2013. At this meeting residents were able to discuss the proposals with Council Officers in more detail. A mixture of views regarding the proposals was obtained. A list of comments and officer responses can be seen in Appendix 'B'.

Support

- 4.7 Residents responding to the consultation were generally in favour of the proposals to address long stay parking issues; however a number of

suggestions were received asking for the Council to make minor changes to the layout, times and type of restrictions to be implemented. Further requests were also noted during the open day event. Respondents were acknowledged and it was explained a further TRO would be required if the changes were feasible. Officers investigated all requests following the consultation.

Objections

4.8 A total of ten e-mails / letters of objection were received.

- **Norwood Road (Three objections).** Residents indicated that because they owned more vehicles than they could accommodate off street it would be an inconvenience to have to move their vehicles for an hour in the morning and then again in the afternoon.
- **Crabtree Road (Three objections).** Two of these related to waiting restrictions proposed for a driveway / access. One objected to the removal of a section of double yellow lines near Hallam Rock Flats. The objector indicated the removal would lead to double parking and increased noise levels due to car doors opening / closing and conversation levels.
- **Herries Road (Three objections).** Residents were strongly against the implementation of double yellow lines to protect driveways.
- **Fairbank Road (One objection).** This was in relation to the double yellow lines on one side of the road. The resident suggested a single yellow line (operational for two hours a day) on the opposite side to link up with existing restrictions, promoting parking only on one side.

Officer Responses

4.9 Following the consultation period officers reviewed all the requests and objections making adjustments to the design where feasible. By communicating with residents by letter / e-mail and talking with people at the open day event, five of the ten objections were resolved. The amendments were re-advertised in June 2013.

TRO Consultation (11 June 2013)

4.10 A letter and plan detailing the re-advertised restrictions (see Appendix C) was delivered to approximately 300 properties. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star. In total a further two objections and one letter of support were received (see Appendix D).

Support

- 4.11 During the first consultation (February 2013) one of the additional requests was from a number of residents of Crabtree Place asking for double yellow lines to be implemented at the junction of Crabtree Place and Crabtree Crescent to improve road safety. This proposal was added to the design and when advertised a further letter of support was received.

Objections

- 4.12
- **Norwood Road (One objection).** Objector indicated that because they owned more vehicles than they could accommodate off street it would be an inconvenience to have to move vehicles for an hour in the morning and again in the afternoon.
 - **Norwood Drive (One Objection).** This related to the length of a section of double yellow lines near to their property. Officers investigated the objection and responded (see Appendix D).

Other Consultees

- 4.13 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in February 2013 and then again once the amendments had been made in June. No objections were received.

Summary

- 4.14 Reducing the amount of long stay parking in streets adjacent to the Northern General Hospital is expected to provide further opportunities for local residents and their visitors to park closer to their properties. It is also anticipated that reducing the amount of inconsiderate parking at junctions will improve road safety and improve access for emergency and refuse vehicles.

The TRO consultation in February 2013 provided a total of 10 objections, 3 letters of support and 8 e-mails / letters indicated a general support for the proposals but with suggested further amendments.

The amendments to the proposals resulted in 7 outstanding objections which officers have been unable to resolve. The officer view is that these objections do not represent a significant opposition to proposals. It is therefore recommended that members consider the objections to the proposed Traffic Regulation Order and determine that the grounds for objection do not outweigh the need to make the Order to avoid danger to people or traffic.

Relevant Implications

Finance

- 4.15 The Northern General Hospital was awarded planning consent for a multi-storey staff / visitor car park in November 2008. Consent was given with a condition that the NHS Trust would contribute a sum of money to the capital set up costs of traffic management measures in the surrounding area. Due to financial reasons the trust has abandoned the multi storey car park proposal and is now pursuing more modest on-site parking improvements. The NHS trust has provided the Council with £30,000 to cover the cost of consulting on and implementing on street parking improvements.

Equality

- 4.16 An Equality Impact Assessment has been conducted and concludes that the scheme is equality neutral.

Legal Implications

- 4.17 The Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. 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.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have adjusted the proposals in response to suggestions from residents and businesses. Alternatives have therefore been discussed and investigated throughout two consultations.
- 5.2 Many residents have indicated that they would support the introduction of a 'Permit Parking Scheme' however a decision was made at the July 2010 meeting of Cabinet Highways Committee not to progress permit type restrictions after significant objections were received.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The introduction of localised parking restrictions in streets adjacent to the Northern General Hospital will help minimise the impact of long stay parking in the area, providing further opportunities to park for local residents and businesses
- 6.2 Following the decision at the July 2010 meeting of Cabinet Highways Committee not to progress permit type restrictions, after significant objections were received, the scheme which has now been developed is considered important to be able to manage parking practices in the area.

6.3 Officers have worked with residents / businesses of the area through two TRO consultations in 2013 and an open day event held at the local community centre to develop the final scheme proposals.

6.4 Having considered the initial objections in the first TRO consultation and made adjustments in line with resident suggestions, it is considered that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections.

7.0 RECOMMENDATIONS

7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984

7.2 Inform those who made representations accordingly.

7.3 Introduce the proposed parking restrictions.

Simon Green
Executive Director, Place

16 August 2013

APPENDIX A – TRO CONSULTATION LETTER / PLANS (FEBUARY 2013)

Development Services

Director: L Sturch, MRTPI

Scheme Design: 2-10 Carbrook Hall Road, Sheffield, S9 2DB

E-mail: andrew.marwood@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr A Marwood
Ref: TM/LT084/ATM/01

Tel: (0114) 273 6170
Date: 15 February 2013

The Occupier

Dear Sir/Madam

Traffic Regulation Order (TRO) Consultation Streets Adjacent to Northern General Hospital

In 2009/10 we asked your views on a proposal to introduce a permit parking scheme in streets close to the Northern General Hospital. The majority of respondents to the consultation indicated that they were not in favour of a permit scheme. We also received four separate petitions from your area objecting to the measures.

Many residents did however request action on a small number of individual streets. Suggestions included; double yellow / single yellow lines and time limited bays to better manage parking in the area.

The results of the consultation were reported to the July 2010 meeting of the Council's Cabinet Highways Committee. At this meeting the Committee decided not to proceed with a permit scheme but to consult further with residents on localised restrictions.

The proposals shown in the attached plan have been developed following a number of requests from local residents and are located near to your property. These can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process, you will see notices displayed on-street and detailed in the Sheffield Star.

If you wish to comment, either in support or otherwise, you need to do so in writing, to the address provided below, by **15 March 2013**:

Andrew Marwood
Scheme Design
Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

You are welcome to email your views to traffic.management@sheffield.gov.uk. Please put "Northern General Hospital" in the subject box.

If you wish to view the other proposals elsewhere in the area, they are available for viewing in the following locations:

- www.sheffield.gov.uk/northerngeneral
- At an open day event (location and details below) to be held on Monday 25th February 2013 between 10am – 1pm and 5pm – 8pm.

Norwood and Bishopsholme Community Centre
Bishopsholme Road
Sheffield
S5 7DF.





What happens next?

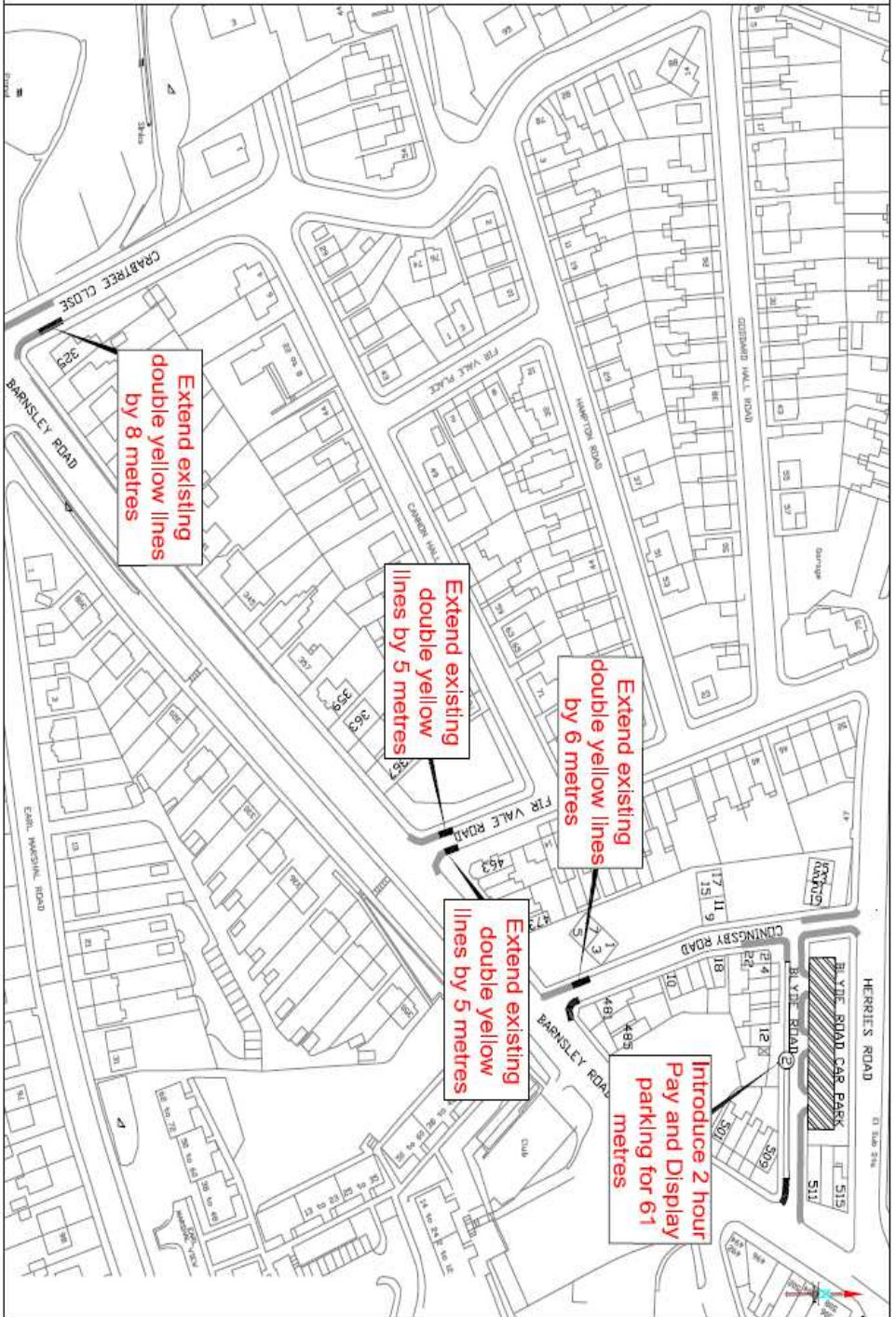
If objections are received, they would be reported to Councillors, who would make a decision on how to proceed. We would then notify all those who commented.

Yours faithfully

Andrew Marwood
Engineer, Scheme Design
Transport, Traffic & Parking Services

Key:-

-  Proposed Double Yellow Lines (Prohibition of Waiting At Any Time).
-  Proposed 2 hour Pay & Display (no return 2 hour Mon - Sat 8.00am - 6.30pm).
-  Existing Double Yellow Lines (Prohibition of Waiting At Any Time).
-  Byde Road Car Park is proposed to be 2 hour Pay & Display, no return within 2 hour, Mon - Sat 8am - 6.30pm



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2UB E-mail: Traffic.Reg@Sheffield.gov.uk Director: L. Sturton M.R.T.P.I. Development Services</p>		<p>- Do not scale from this drawing - Any errors/omissions to be reported immediately - If in doubt, ask - This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Britannic Majesty's Stationery Office. Copyright in the underlying material is hereby acknowledged and may lead to prosecution or civil proceedings. 100018816, 2010</p>	
<p>A Service Area of the Directorate of Place Sheffield City Council</p>		<p>DRAWN ATM January 2013</p>	<p>CHECKED</p>
<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Drawing Title Scheme Design Traffic Regulations Drawing</p>	
<p>Drawing No. TM-LT084-001</p>		<p>Scale 1:1250@A3</p>	
<p>Date JAN 2013</p>		<p>A3</p>	
<p>TRAFFIC REGULATIONS</p>		<p>Sheffield City Council</p>	

CAD FILE NAME: G:\DEL\DS\TrafficRegs\SCHEME FILES\PERMIT PARKING ZONES\Northern General Hospital\CAD








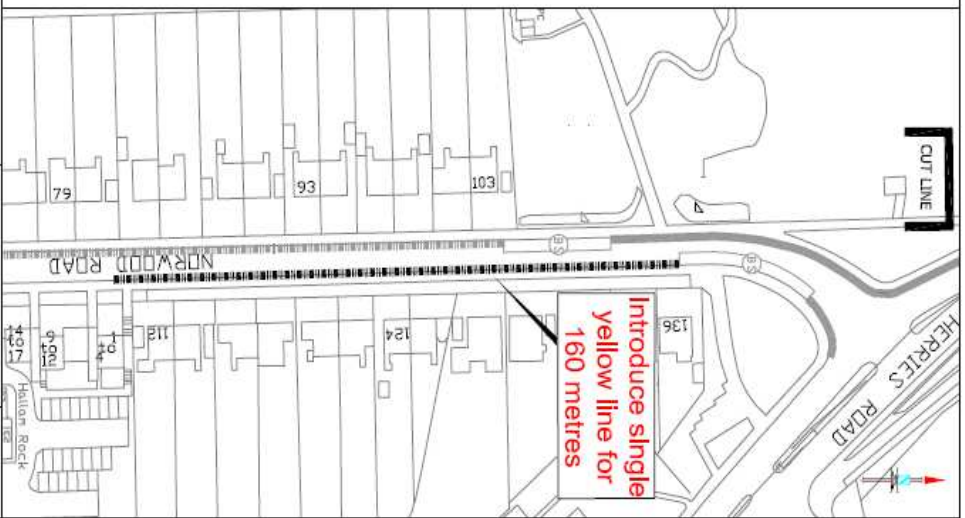
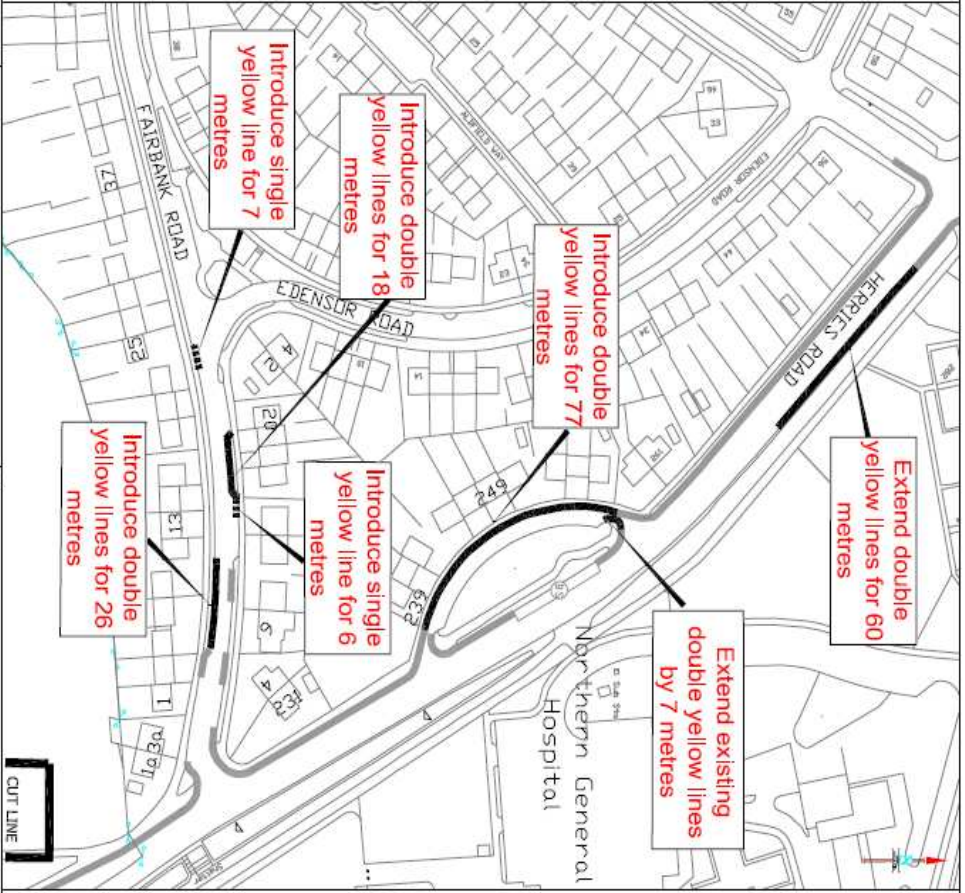
- Key:-**
- Proposed Double Yellow Lines (Prohibition of Waiting At Any Time).
 - Proposed Single Yellow Line (No Waiting Mon - Sat 10.00am - 11am and 2.00pm - 3.00pm).
 - Existing Double Yellow Lines (No Waiting At Any Time).
 - Existing Bus Stop (No Stopping except Buses).
 - Existing Single Yellow Line (No Waiting Mon - Sat 8.00am - 6.30pm).

<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION</p> <p>2-10 CARBONK HALL ROAD SHEFFIELD S9 2UB</p> <p>E-mail: Traffic.Reg@Sheffield.gov.uk Director: L. Stoun M.P., F.R.I.</p> <p>Development Services</p>	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 1000218616, 2010</p>	<p>Client</p> <p>SHEFFIELD CITY COUNCIL</p> <p>Scheme</p> <p>Northern General Proposed Parking Restrictions</p> <p>Drawing Title</p> <p>Scheme Design Traffic Regulations Drawing</p>	<p>Drawing No.</p> <p>TM-LT084-002</p> <p>Scale</p> <p>1:1250@A3</p> <p>A3</p> <p>TRAFFIC REGULATIONS</p>
<p>A Service Area of the Directorate of Places Sheffield City Council</p>	<p>DRAWN</p> <p>ATM</p> <p>January 2013</p>	<p>CHECKED</p>	<p>DATE</p> <p>Jan 2013</p>

CAD FILE NAME: G:\DEL\DSY\traf-reggs\SCHEME FILES\PERMIT PARKING ZONES\Northern General Hospital\CAD

Key:-

-  Proposed Double Yellow Lines (Prohibition of Waiting At Any Time).
-  Proposed Single Yellow Line (No Waiting Mon - Sat 10.00am - 11am and 2.00pm - 3.00pm).
-  Existing Double Yellow Lines (No Waiting At Any Time).
-  Existing Bus Stop (No Stopping except Buses).
-  Existing Single Yellow Line (No Waiting Mon - Sat 8.00am - 6.30pm).



**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**
2-x10 CARBROOK HALL ROAD
SHEFFIELD S9 2UB
E-mail: Traffic.Regulations@sheffield.gov.uk
Director: Lisa Joun M.B., F.R.T.S.
Development Services
A Service Area of the Directorate of Place
Sheffield City Council

Do not scale from this drawing
Any errors/omissions to be reported immediately
If in doubt, ask
This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright and may be used in accordance with the provisions of the Ordnance Survey Act 2003.
10001/8816, 2010

DRAWN ATM
January 2013
CHECKED

Client: **SHEFFIELD CITY COUNCIL**
Scheme: **Northern General Proposed Parking Restrictions**
Drawing Title: **Scheme Design
Traffic Regulations Drawing**

Drawing No. **TM-LT084-003**
Scale: **1:1250@A3**
Date: **28th 2013**

A3

TRAFFIC REGULATIONS

CAD FILE NAME: G:\DEL\DS\TrafficRegs\SCHEME FILES\PERMIT PARKING ZONES\Northern General Hospital\CAD

APPENDIX B - TRO CONSULTATION COMMENTS AND OFFICER RESPONSES (FEBRUARY 2013)

Responses from Norwood Road

- a) **Support but suggests further amendments.** Resident is in general support of the restrictions as they have previously experienced problems with their drive being blocked, however they would like a section of double yellow lines adding outside their property to further prevent issues with inconsiderate parking.
- b) **Objection.** Resident Objects to the proposed single yellow line which restricts parking between 10am and 11am and 3pm and 4pm, Monday to Saturday. They have a number of vehicles which cannot be accommodated on their drive – They need some on-street parking as well.
- c) **Support but suggests further amendments.** Thinks the proposals are a step in the right direction, however, would like to see the single yellow line extend past his block of flats (Hallam Rock).
- d) **Support.** Resident supports the proposed restrictions as currently it is difficult to get deliveries during the day when the street is fully parked.
- e) **Support but suggests further amendments.** In general resident supports the proposals but would like to see the single yellow line extended past their block of flats (Hallam Rock).
- f) **Support but suggests further amendments.** On behalf of all the residents living at Hallam Rock the owners / agents request that the restrictions are extended so that they cover the front of the flats. This will make parking easier for emergency vehicles, welfare support vehicles and delivery vans.
- g) **Objection.** Resident objects to the proposed single yellow line as they own a number of vehicles which cannot all fit on their drive. They also require on-street parking during the day and would find it inconvenient to continually move vehicles parked on Norwood Road.
- h) **Objection.** Resident objects to the single yellow line as they have a number of vehicles and cannot fit them all on their drive. The restriction would cause a number of problems during the day.
- i) **Support but suggests further amendments.** Resident is worried that once the single yellow line is in operation both residents and hospital staff will use the verge to the rear of the footway to park for long periods.
- j) **Support but suggests further amendments.** Resident is in general support of the single yellow restrictions to address parking issues, however they would like the line extending past Hallam Rock flats. They

also object to the restriction on a Saturday as this would impact on family and friends who usually visit.

Officer Response to comments from Norwood Road

From the comments received it is clear that a number of residents are in support of the restrictions advertised for Norwood Road, however they would like further adjustments making, in particular an extension of the single yellow lines so that they cover the frontage to Hallam Rock flats. Residents who requested additional measures were acknowledged and informed that any further measures would require a further Traffic Regulation Order (see TRO consultation – June 2013).

A number of residents mentioned that restricting parking on Saturday would be problematic not only for themselves but also their visitors. Limiting the restrictions to Monday to Friday was also added to the list of requests requiring a further TRO.

If residents have more vehicles than they can accommodate on their drive then the scheme will mean they will have to move the vehicles to another location for two hours (Monday to Friday). It is clear that this would be inconvenient to some people. It should be noted however, that on balance more people responding to the consultation are in favour of such restrictions.

Responses from Norwood Drive

- a) **Support but suggests amendments.** *Resident is in general support of the restrictions but would like slight adjustments making to the proposed sections of double yellow lines.*

Officer Response to comments from Norwood Drive

Residents who requested additional measures were acknowledged and informed that any further measures would require a further Traffic Regulation Order (see TRO consultation – June 2013).

Responses from Herries Road

- a) **Objection.** *Resident objects to the proposed double yellow lines outside their property. The lines will not only prevent hospital staff from parking but also residents who cannot find a space in the parking bays.*
- b) **Objection.** *Resident objects to the proposed double yellow lines outside their property. 'The lines are not an option and would add to the problem. Sometimes I need to park and block the road as there are no spaces, why should I have to park on another street'.*
- c) **Objection.** *Resident objects to the proposed double yellow lines outside their property. 'The new markings will only make it worse for residents'. Would like to see permit parking introduced.*

Officer Response to comments from Herries Road

From the comments received it is clear that residents from this section of Herries Road are against the implementation of double yellow lines outside their properties. A few residents have expressed their desire for permit type restrictions. After talking with two residents of Herries Road at the open day event which was held at the local community centre they welcomed the suggestion of white 'H' markings rather than double yellow lines to protect their drives. This was added to the list of requests (see TRO consultation – June 2013).

Responses from the Blyde Road Area

- a) **Support.** *Local Business supports the proposal for pay and display to be implemented on Blyde Road as they think the changes will assist their customers and staff.*

- b) **Support but suggests amendments.** *Resident of Herries Road near to the car park supports the proposals but would like the times of operation changing to Mon-Fri, 10am – 4pm so they can continue to park in the car park at weekends without charge and when the clearway is in operation on Herries Road from 4.30pm.*

Officer Response to comments from Blyde Road Area

The consultation in this area provided two letters of support; however one resident who lives on Herries Road requested that the times of the pay and display be adjusted. This was added to the list of requests (see TRO consultation – June 2013).

Responses from Fairbank Road

- a) **Objection.** *Resident objects to the implementation of double yellow lines outside their property. The double yellow lines would restrict parking at all times. To stop hospital staff only a single yellow line is required and this should be implemented at the other side of the road to meet up with the current restrictions in place. Only one side of the road needs restrictions.*

Officer Response to comments from Fairbank Road

The letter of objection requested that a single yellow line be implemented which is enforceable between 10am and 11am and 3pm and 4pm. This was added to the list of requests (see TRO consultation – June 2013).

Responses from the Crabtree Road Area

- a) **Objection.** *Resident objects to the implementation of double yellow lines next to their property. The lines will be over restrictive.*

- b) **Objection.** Resident objects to the implementation of double yellow lines outside their property. The lines will be over restrictive and will mean parking opportunities are reduced.
- c) **Objection.** Resident objects to the removal of double yellow lines on Crabtree Road. Allowing vehicles to park in this location will mean noise levels increase due to opening / closing of car doors and conversation levels. Further to that the proposal to remove the lines on a bend will cause this to be an accident black spot as cars will park on both sides of the road.
- d) **Support.** Four residents of Crabtree Place are in general support of the restrictions proposed for the area; however they would also like some double yellow lines for the junction of Crabtree Crescent and Crabtree Place to improve visibility and road safety.

Officer Response to comments from the Crabtree Road Area

The double yellow lines to which two of the above objections refer were proposed to protect a driveway and adjacent access. As they are considered to be over restrictive for residents they have been removed from the proposals (see TRO consultation – June 2013). Following the request from 4 residents of Crabtree Place to implement double yellow lines at the junction of Crabtree Place and Crabtree Crescent these were added to the proposals (see TRO consultation – June 2013).

Officers appreciate the concerns regarding road safety and anti-social behaviour from one of the objectors, however, by introducing restrictions to assist residents in the area it will also mean that there will inevitably be some displacement of parking to streets further away. To minimise the impact of this officers have looked to re-introduce unrestricted parking without directly affecting residential frontages. Where the Council is proposing to reduce the length of double yellow lines the road is very wide, visibility is good and traffic is light. It is recommended therefore that the double yellow lines are removed.

Development Services

Director: L Sturch, MRTPI

Scheme Design: 2-10 Carbrook Hall Road, Sheffield, S9 2DB

E-mail: andrew.marwood@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr A Marwood
Ref: TM/LT084/ATM/02

Tel: (0114) 273 6170
Date: 13 June 2013

The Occupier

Dear Sir/Madam

Traffic Regulation Order (TRO) Consultation Streets Adjacent to Northern General Hospital

Thank you to everyone who responded to the recent consultation regarding proposals to implement parking restrictions to address issues relating to the Northern General Hospital.

During the consultation and at the open day event held at the community centre we received a mixture of views about the proposals. A number of suggestions were also received asking if we could amend, remove, or add to the scheme. All these have been considered and where possible changes have been made. The attached plan shows the final proposals in the area close to your property.

The amended proposals can only be introduced following the making of another Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process you will also see notices displayed on-street and detailed in the Sheffield Star.

If you wish to comment on the final proposals, either in support or otherwise, you will need to do so in writing, to the address below by **8 July 2013**:

Andrew Marwood
Scheme Design
Sheffield City Council
2-10 Carbrook Hall Road
Sheffield
S9 2DB

You are welcome to email your comments to traffic.management@sheffield.gov.uk. Please put "Northern General Hospital" in the subject box.

If you wish to view the full scheme including the proposals elsewhere in the area, these are available to view on the Council's web site at:

www.sheffield.gov.uk/northerngeneral

What happens next?

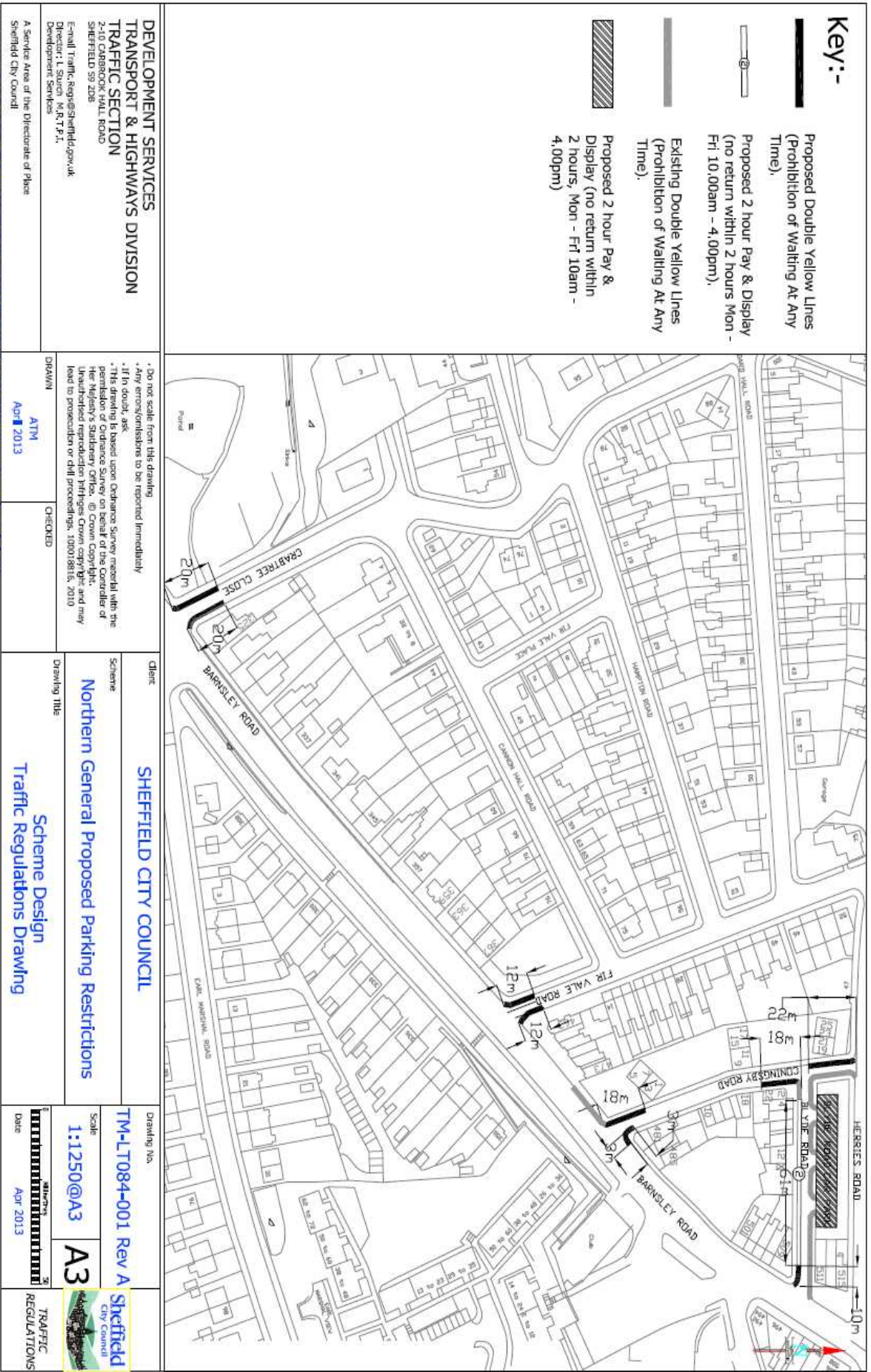
The developed scheme is the product of a number of consultations over a number

of years. It has been impossible to propose measures which are supported by everyone but hopefully the changes which have been made are to the satisfaction of the majority of residents / businesses located within the area. Unfortunately, any new requests cannot now be considered.

If any further objections are received, they would be reported to the Cabinet Member for Transport who will make a decision on whether or not to progress the scheme. We would then notify all those who commented.

Yours faithfully

Andrew Marwood
Engineer, Scheme Design
Transport, Traffic & Parking Services



Key:-

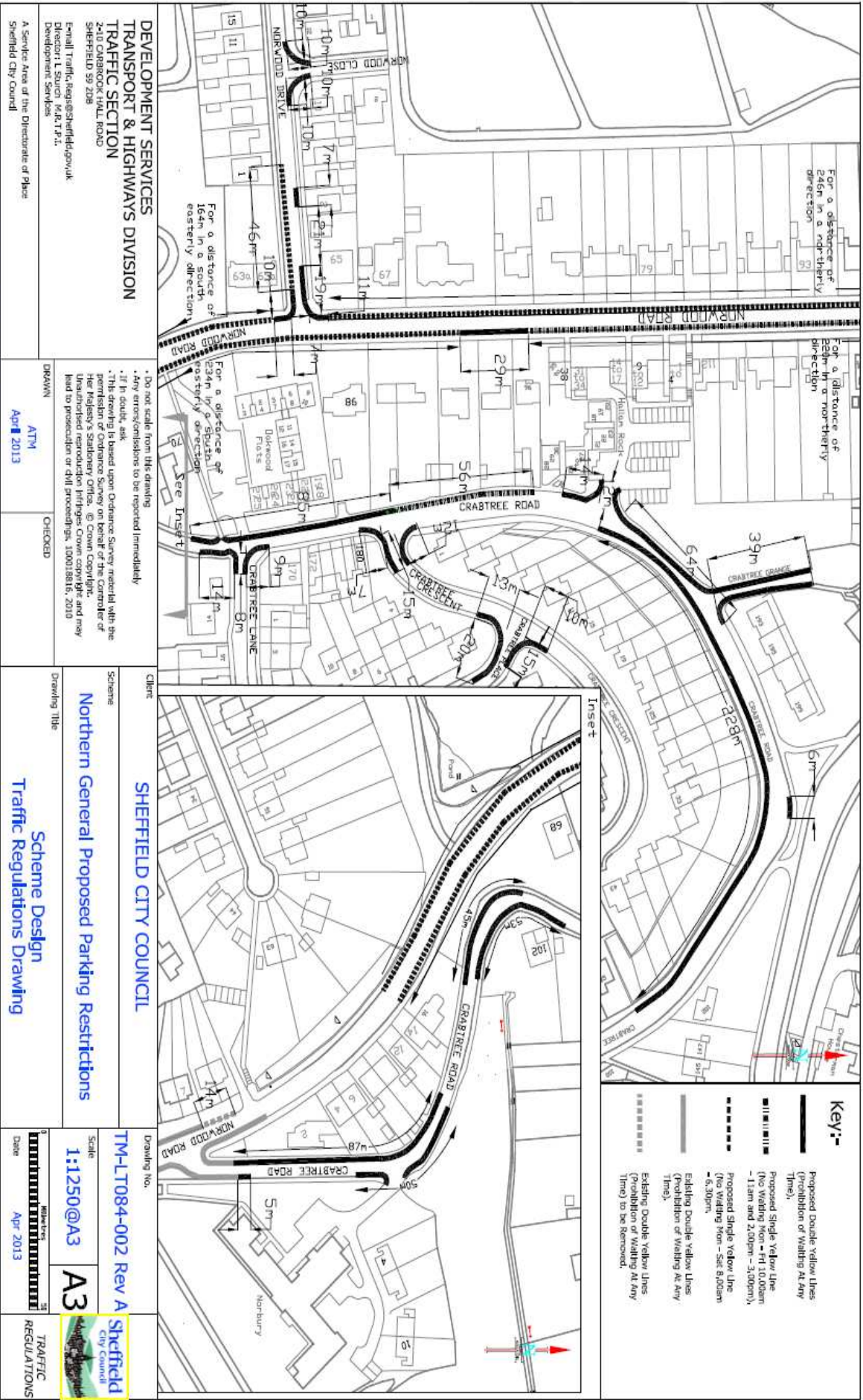
-  Proposed Double Yellow Lines (Prohibition of Waiting At Any Time).
-  Proposed 2 hour Pay & Display (no return within 2 hours Mon - Fri 10.00am - 4.00pm).
-  Existing Double Yellow Lines (Prohibition of Waiting At Any Time).
-  Proposed 2 hour Pay & Display (no return within 2 hours, Mon - Fri 10am - 4.00pm)

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

• Do not scale from this drawing.
• Any errors/omissions to be reported immediately.
• If in doubt, ask.
• This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Use in accordance with the Terms and Conditions of the Licence to reproduce or distribute this drawing. 100078816, 2010

Client: **SHEFFIELD CITY COUNCIL**
Scheme: **Northern General Proposed Parking Restrictions**
Drawing title: **Scheme Design
Traffic Regulations Drawing**

Drawing No. **TM-LT084-001 Rev A**
Scale: **1:1250@A3**
Date: **APR 2013**
Sheffield City Council
TRAFFIC REGULATIONS



Key:-

- Proposed Double Yellow Lines (Prohibition of Waiting At Any Time).
- Proposed Single Yellow Line (No Waiting from 11:00am - 11am and 2:00pm - 3:00pm).
- Proposed Single Yellow Line (No Waiting Mon - Sat 8:00am - 5:30pm).
- Existing Double Yellow Lines (Prohibition of Waiting At Any Time).
- Existing Double Yellow Lines (Prohibition of Waiting At Any Time) to be Removed.

**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION**

TRAFIC SECTION

2nd CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic@sheffield.gov.uk
Director: L SUTTON M.R., T.P.L.
Development Services

A Service Area of the Directorate of Place
Sheffield City Council

Do not scale from this drawing
Any errors/omissions to be reported immediately
If in doubt, ask
This drawing is based upon Ordnance Survey records with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. It is reproduced by permission of the Controller of Her Majesty's Stationery Office and may be used for publication or other purposes only. 1000128816, 2010

Client: SHEFFIELD CITY COUNCIL

Scheme: Northern General Proposed Parking Restrictions

Drawing Title: Scheme Design Traffic Regulations Drawing

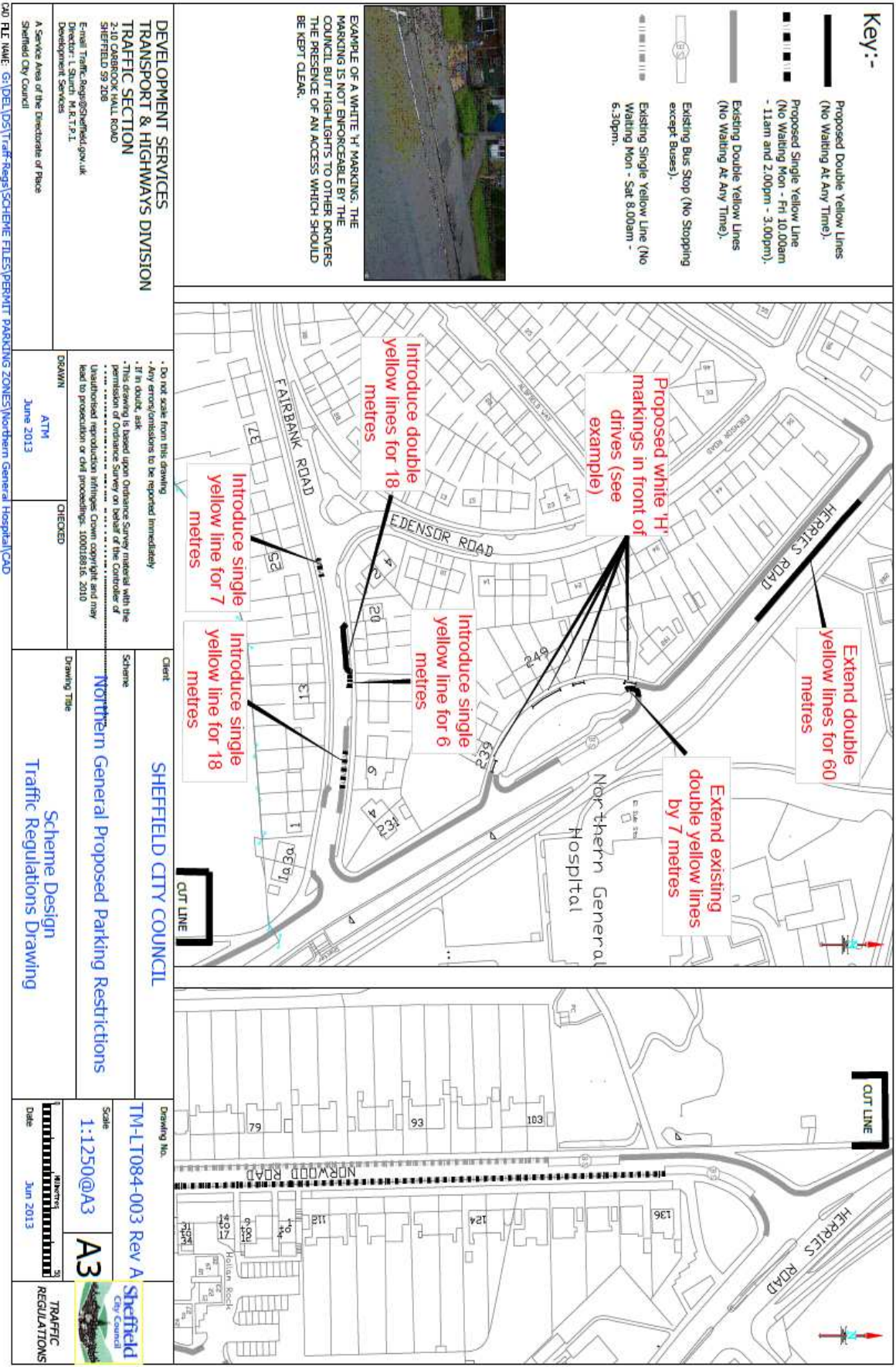
Drawing No. TM-LT084-002 Rev A

Scale: 1:1250@A3

Sheffield City Council

TRAFFIC REGULATIONS

Date: Apr 2013



APPENDIX D - TRO CONSULTATION COMMENTS AND OFFICER RESPONSES (JUNE 2013)

Responses from Norwood Road

- b) **Objection.** Resident from Norwood Road has multiple vehicles, some of which they need to park on street during the day. The resident is in favour of a permit scheme but against a proposal which would mean the stress of moving vehicles at certain hours during the day.

Officer Response to comments from Norwood Road

If residents have more vehicles than they can accommodate on their drive then the scheme will mean they will have to move the vehicles to another location for two hours (Monday to Friday). It is clear that this would be inconvenient to some people. It should be noted however, that on balance more people responding to the consultation are in favour of such restrictions.

Responses from Norwood Drive

- a) **Objection.** Resident from Norwood Drive objects to the double yellow lines proposed for outside No. 2. The resident feels the proposed lines are too long and if implemented would mean an impact on their own parking requirements.

Officer Response to comments from Norwood Drive

A site visit was undertaken on 19/07/13, to assess the length of the proposed double yellow lines. Due to the limited road width and the narrowness of the driveway at No. 2 the length of the proposed yellow lines are considered necessary to ensure a vehicle can safely manoeuvre. It was also noted that houses on this street have long drives and garages where several vehicles can be parked off-street. The impact therefore on parking requirements is considered minimal. The recommendation is therefore to implement the lines as advertised.

Responses from Crabtree Place

- a) **Support.** Resident from Crabtree Place fully supports the proposal for double yellow lines to be implemented at the junction of Crabtree Place and Crabtree Crescent. They indicate these are essential to maintain visibility.

This page is intentionally left blank