

# Highway Cabinet Member Decision Session

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Thursday 10 October 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

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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.

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## PUBLIC ACCESS TO THE MEETING

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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](http://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](mailto: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](mailto:simon.hughes@sheffield.gov.uk).

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## FACILITIES

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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.

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**HIGHWAY CABINET MEMBER DECISION SESSION  
10 OCTOBER 2013**

**Agenda**

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- 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 12 September 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. Ecclesall Road Smart Route - Objections to A Traffic Regulation Order Relating to Change to Lengths of Bus Lane** (Pages 17 - 34)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 14 November 2013 at 10.00 am**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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](mailto:lynne.bird@sheffield.gov.uk)

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**Highway Cabinet Member Decision Session**

**Highway Cabinet Member Decision Session held 12 September 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), Stan Collier (Senior Technician), James Burdett (Highway Engineer), Cate Jockel (Senior Transport Planner) and Andrew Marwood (Highway Engineer)

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**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 11 July 2013 were approved as a correct record.

**4. PETITIONS**

4.1 Public Question in Respect of Double Yellow Lines on King Street, Chapeltown

Mr Neville Winder attended the meeting to request that the Cabinet Member give consideration to the installation of double yellow lines at junctions on King Street, Westbrook Road and Loundside. Parking on King Street made it difficult to access Lound Side and this often resulted in a safety risk.

In response John Bann, Head of Transport, Traffic and Parking Services commented that funding was not currently available for the installation of double yellow lines on King Street. There may be a possibility of the works being undertaken at the same time as the Streets Ahead Project but he could not confirm a date for this at this stage. He would check and write to Mr Winder.

4.2 Petitions

New Petitions

There were no new petitions to report.

Outstanding Petitions List

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

**5. RESPONSES TO A PROPOSED TRAFFIC REGULATION ORDER ASSOCIATED WITH THE FORMER CENTRAL COMMUNITY ASSEMBLY SMALL HIGHWAY SCHEMES**

- 5.1 The Executive Director, Place submitted a report setting 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.
- 5.2 Mr Fraser Hartley, a resident of Chesterwood Drive, attended the Session to make representations to the Cabinet Member. He commented that a number of residents had originally requested the installation of double yellow lines on Chesterwood Drive as the pavement was unusable. This situation had now improved, however, and double yellow lines were no longer needed. The issue was commuters using Chesterwood Drive to park all day. Consideration should be given to introducing a permit parking scheme for residents.
- 5.3 Ash Connolly, a resident of Fulwood Park Mansions, commented that he believed the proposals would cause more problems in the longer term. There was already limited parking on Chesterwood Drive and could lead to the blocking of residents garages amongst other things. The residents were not the problem and this would punish them further. A more effective solution would be a residents parking scheme and a 30 minute short stay parking around the school.
- 5.4 In response, Stan Collier, Senior Technician, commented that the scheme took into consideration residents objections. It was believed that there was a need to protect part of Chesterwood Drive with restrictions. The area adjacent to the entrance to Nos.1-6 Fulwood Park Mansions would be kept clear for parking.
- 5.5 John Bann, Head of Transport, Traffic and Parking Services, added that there was only a small budget for Permit Parking Schemes but consideration could be given to including Chesterwood Drive in the Broomhill Permit Parking Zone.
- 5.6 Mr Hayden Fields attended the Session to make representations to the Cabinet Member in relation to the Orchard Road proposals. He commented that the majority of residents were elderly and with mobility issues and often had district nurses visiting so it was important that they had places to park. A Residents Parking Scheme was more appropriate and this view was supported by a local Ward Councillor.
- 5.7 Kirsty May, a resident of Walkley Road, commented that she did not believe parking was a major issue and the proposals would create parking problems as many residents would have no alternative but to park on Walkley Road.
- 5.8 John Bann reported that the request for double yellow lines had been received from a local Ward Councillor who had informed officers that there was a problem in the area.

- 5.9 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, commented that he could see that parking was a problem in the area but believed that, taking residents comments into account, a compromise solution could be agreed where only part of the Order would be implemented.
- 5.10 In respect of the Fern Road/Welbeck Road, Walkley scheme, Alec Gibbons attended the Session to make representations to the Cabinet Member. He stated that there had been no road traffic collisions in the area in the last 8 years so safety concerns were not an issue. If the restrictions were agreed residents would have to park in other areas and this would create problems in those areas. There had been no complaints from the emergency services or Veolia that their vehicles had not been able to get down the road.
- 5.11 Mr Gibbons further commented that the parked vehicles actually helped to improve safety as they slowed cars down who used the road. He believed that the issues stated in the report did not exist and a petition, signed by 71 people, against the proposed parking restrictions showed that residents did not back the proposals.
- 5.12 Mrs Gleadall, a local resident, commented that she believed that there was a problem in the area. There had been a lot of damage caused to parked cars because of the narrowness of the road. 62 people had signed a petition stating that some restrictions were needed and the reduction in the restrictions from that originally proposed was the best compromise for all.
- 5.13 Alex Thompson, a resident of Fern Road, stated that the proposals would lead to extra parking problems in the area. He said that one of the signatories to the petition had removed their name as they had originally believed that the proposals involved some physical measures. He considered that the proposals were not needed and the Cabinet Member should not approve them.
- 5.14 In response John Bann commented that the majority of those who had signed the petition against the proposals were not residents of Fern Road or Welbeck Road. He accepted the point that the parked vehicles helped to slow traffic down but some parking would still be allowed.
- 5.15 Councillor Bramall commented that he believed there was a need for some of the restrictions proposed and resolved that the order be approved but that it should be implemented on a staged basis to assess the impact in the area.
- 5.16 **RESOLVED:** That:-
- (a) the objections to the proposed traffic regulation for Chesterwood Drive, Broomhill, be upheld, in part and the revised proposals as shown in the plan included in appendix E-1, introduced;
  - (b) consideration be given to extending the Broomhill Permit Parking Zone to include Chesterwood Drive;
  - (c) discussions be held with Ashdell School in respect of implementing a Travel

Plan to improve parking in the area;

- (d) the objections to the proposed traffic regulation for Orchard Road, Walkley be upheld, in part and the revised proposals as shown in the plan included in appendix E-2, introduced, subject to removing the proposal for the double yellow lines on the north east side of the road next to 90 Orchard Road;
- (e) the objections to the proposed traffic regulation for Fern Road/Welbeck Road, Walkley be upheld, in part and the revised proposals as shown in the plan included in appendix E-3, introduced on a stage by stage basis beginning with the double yellow lines on the corner of the junction of Fern Road/Welbeck Road, Walkley;
- (f) the Traffic Regulation Order, as amended, be made in accordance with the Road Traffic Regulation Act 1984; and
- (g) all the respondents be informed accordingly.

#### **5.17 Reasons for Decision**

5.17. The Traffic Regulation Order for the schemes included in this report was  
1 considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which had been brought to the attention of the City Council.

5.17. Local Ward Councillors and officers had given due consideration to the views of all  
2 the respondents in an attempt to find acceptable solutions. The recommendations were considered to be a balanced attempt to address residents' concerns and aspirations.

5.17. It was agreed to remove the proposal for double yellow lines on the north east side  
3 of the road next to 90 Orchard Road as it was believed that this would lead to increased parking problems in the area and was not necessary.

5.17. It was agreed to introduce the double yellow lines on Fern Road/Welbeck Road,  
4 Walkley on a staged basis as it was felt that the impact of each stage should be assessed before deciding whether the next stage was necessary as a number of residents perceived the full restrictions unnecessary and would create additional parking and safety problems in the area. Consultation would take place with local Ward Councillors at each stage to decide if further restrictions should be implemented, with the decision delegated to the Head of Transport, Traffic and Parking Services in consultation with the Cabinet Member for Business, Skills and Development.

#### **5.18 Alternatives Considered and Rejected**

5.18. These schemes had been designed to meet local needs/priorities as identified by  
1 former Community Assembly members. The proposals put forward were considered to deliver the required outcomes to resolve the problems which had been brought to the attention of the former Assembly.

- 5.18. These schemes had since been amended, where necessary, to try to address the concerns raised by residents/businesses.  
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**6. MOSBOROUGH KEY BUS ROUTE: BIRLEY SPA LANE/SPRINGWATER AVENUE AND MANSFIELD ROAD**

- 6.1 The Executive Director, Place submitted a report outlining 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.
- 6.2 Ian King, a resident of Birley Spa Lane, attended the Session to make representations to the Cabinet Member. He stated that he was representing a number of local residents who had signed a petition opposing the Birley Spa Lane proposals. The proposals would mean the bus stop would move to the end of his drive which would create a number of problems. The current location of the bus stop was more appropriate for safety reasons as the proposed location would mean that buses could not be seen until the last moment whereas currently they could be seen from much further down the road.
- 6.3 Mr King further commented that youths may congregate at the bus stop and, as this was at the end of his drive, may create privacy issues. The location would also make it difficult to get on and off his drive and create safety problems. Mr King had no problems with the other measures proposed and believed that they were needed.
- 6.4 James Burdett, Traffic Engineer, reported that the location of the bus stop had been the preferred option of Members of the local Community Assembly when both options had been put to them. The access to Mr King's driveway would be maintained if the proposals were agreed.
- 6.5 John Bann added that most bus operators preferred bus stops on the road and not on a layby as at the current location; however the other works could still be completed if the bus stop remained where it was.
- 6.6 Councillor Bramall commented that on balance he did not see a persuasive reason for moving the bus stop and, although Community Assembly Members had voted for the move, there was not a strong wish to do so.
- 6.7 **RESOLVED:** That:-
- (a) the Mansfield Road Bus Lane Traffic Regulation Order be made and the scheme be implemented. In response to the objection, the Double Yellow Lines on the western side of Newlands Road at its junction with Mansfield Road be reduced by 5m;
  - (b) the Birley Spa Lane/Spring Water Avenue Traffic Regulation Order be made and the scheme be implemented, subject to the bus stop remaining at its current location;

- (c) the lead petitioner and the objector be informed accordingly; and
- (d) officers be requested to investigate work on an extra area of verge treatment to enable parking on the left hand side of the junction of Birley Spa Lane.

## 6.8 **Reasons for Decision**

- 6.8.1 Both proposed schemes were part of the Mosborough Key Bus Route – the 120 bus route – which was one of the best-used high frequency public transport services in the City. The key route contributed 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 aimed to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations.
- 6.8.2 Having considered the objections in the TRO consultations, it was considered that the reasons set out in the report for making the Traffic Regulation Orders outweighed the unresolved objections.
- 6.8.3 It was considered unnecessary to move the bus stop as outlined in the proposals as keeping the bus stop in its current location would not prevent the introduction of the crossing points and a number of residents had objected to the move of the location of the bus stop.

## 6.9 **Alternatives Considered and Rejected**

- 6.9.1 There were 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 were set out in paragraphs 4.8 to 4.13 of the report.

## 7. **NORTHERN GENERAL HOSPITAL AREA - PROPOSED WAITING RESTRICTIONS**

- 7.1 The Executive Director, Place submitted a report outlining 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 also set out the Council’s response and recommendations.
- 7.2 **RESOLVED:** That:-
  - (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
  - (b) those who made representations be informed accordingly; and

- (c) the proposed parking restrictions be introduced.

### **7.3 Reasons for Decision**

- 7.3.1 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.
- 7.3.2 Following the decision at the July 2010 meeting of the Cabinet Highways Committee not to progress permit type restrictions, after significant objections were received, the scheme which has now been developed was considered important to be able to manage parking practices in the area.
- 7.3.3 Officers had 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.
- 7.3.4 Having considered the initial objections in the first TRO consultation and made adjustments in line with residents suggestions, it was considered that the reasons set out in the report for making the Traffic Regulation Order outweighed any unresolved objections.

### **7.4 Alternatives Considered and Rejected**

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

## **8. DATE OF NEXT SESSION**

- 8.1 It was noted that the next Session would be held on 10 October 2013.

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## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 10 October 2013

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Jane White 0114 2736135

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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## INDIVIDUAL CABINET MEMBER DECISION

## OUTSTANDING PETITIONS

OCTOBER 2013

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On			Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	750	Mr Chris French, Riverside Café 80 Catch Bar 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 waiting restriction assessment process in 2014. Lead petitioner to be informed.
2.	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.
3. Page 15	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 around the City Centre.
4.	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.
5.	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.
6.	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 waiting restriction assessment process in 2015/16.

## INDIVIDUAL CABINET MEMBER DECISION

## OUTSTANDING PETITIONS

OCTOBER 2013

7.	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 in 2015.
8.	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 in 2014.
9.	344	Requesting road safety measures around Woodhouse West Primary School, Coisley Hill.	24	04	13	Transport Planning	ICMD	This request will be given consideration as part of the development of the 20mph speed limit areas.
10.	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.
11	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.



# SHEFFIELD CITY COUNCIL Agenda Item 5

## Individual Cabinet Member Report

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<b>Report of:</b>	Executive Director, Place
<b>Date:</b>	10 <sup>th</sup> October 2013
<b>Subject:</b>	Ecclesall Road Smart Route: – Objections to a Traffic Regulation Order (TRO) to: a) Remove the out-bound bus lane between Hunter's Bar and Rustlings Road; b) Shorten the out-bound bus lane by 36m on the approach to the Psalter Lane junction.
<b>Author of Report:</b>	Tony Lawery, tel. 2734192
<b>Summary:</b>	To report the receipt of objections to a TRO to remove/shorten two lengths of out-bound bus lane on Ecclesall Road and to set out the Council's response.

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### Reasons for Recommendations:

The Council has previously undertaken extensive survey work and two comprehensive public consultation exercises with regard to the Ecclesall Road Smart Route. The outcomes of the first and second stages of consultation were reported to Cabinet Highways Committee in February and December 2011 respectively. The latter report detailed the public's responses to the various interventions proposed along the route. It also set out a table summarising the consultation results and suggesting a proposed way forward with regard to each intervention. Intervention 9a related to removal of the bus lanes at Hunter's Bar and proposed that the inbound bus lane should remain but that the outbound bus lane should be removed as analysis shows that Hunters Bar could work more efficiently if both approach lanes to the junction (from City) were used more equally.

Having considered the objections to the TRO consultation it is considered that the reasons set out in this report for making the TRO outweigh any unresolved objections and therefore, the recommendation to implement the changes to the outbound bus lane, as set out in the report to Cabinet Highways Committee in December 2011 should be endorsed.

In view of the concerns expressed by cyclists, it is considered that mitigating arrangements should be introduced to temporarily address the situation until an alternative route is provided. This is proposed to be achieved by means of an advisory cycle lane on the approach to the Psalter Lane junction and retention of the lower length of bus lane until the alternative route is available.

### Recommendations:

- 7.1 That the reasons set out in this report for making the TRO outweigh any unresolved objections and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984, as outlined below
- 7.2 That the TRO be made in respect of the bus lane on the approach to the Psalter Lane junction and an advisory cycle lane be introduced to provide an alternative for cyclists to off-set the loss of the bus lane.
- 7.3 That the removal of the bus lane between Hunter's Bar and Rustlings Road be deferred pending the provision of a suitable alternative route for cyclists. Following such provision, that the TRO be made and the bus lane be removed to be replaced by an advisory cycle lane.
- 7.4 That the objectors be informed accordingly.

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### Background Papers:

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**Category of Report:** OPEN

### Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Matthew Bullock
<b>Legal Implications</b>
YES Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Nether Edge, Ecclesall
<b>Relevant Cabinet Portfolio Leader</b>
Councillor Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO



REPORT OF THE DIRECTOR OF REGENERATION AND  
DEVELOPMENT SERVICES

REPORT TO CABINET HIGHWAYS COMMITTEE

10 OCTOBER 2013

ECCLESALL ROAD SMART ROUTE – OBJECTIONS TO A TRAFFIC  
REGULATION ORDER (TRO) RELATING TO CHANGES TO LENGTHS OF BUS  
LANE

1.0 SUMMARY

- 1.1 To report the receipt of objections to a TRO to a) remove the length of out-bound bus lane on Ecclesall Road between Hunter's Bar and Rustlings Road and b) shorten the out-bound bus lane by 36 metres on the approach to the Psalter Lane junction and to set out the Council's response.
- 1.2 The report also outlines the reasons to discontinue progressing proposals to provide a suggested shared pedestrian / cyclist facility on the footway adjacent to the length of bus lane proposed to be removed, but recommends interim arrangements to address some of the concerns expressed by objectors.
- 1.3 Having considered the responses to the TRO consultation it is recommended that the reasons set out in this report for making the TRO outweigh any unresolved objections

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 Previous consultation with residents, businesses and users of the Ecclesall Road corridor has taken place to develop proposals designed to improve bus and car journey times on the Ecclesall Road corridor. This stage of the project is to implement the proposals informed by the comprehensive public consultation exercises and agreed by this Committee on 8<sup>th</sup> December 2011. It is anticipated that the planned changes will help to make it easier for most users to travel along the corridor.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The responses to the previous public consultations were used to inform decisions about which interventions along the corridor were to be implemented, reviewed and revised or not progressed. This contributes to the 'working better together' of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about existing travel conditions along Ecclesall Road. The overall project contributes to the "sustainable and safe transport" objective with proposals to improve access to the public



transport network, public transport journey time reliability and alternatives to the private car for some local journeys in Sheffield.

## 4.0 REPORT

### **Background**

- 4.1 Ecclesall Road is home to over 240 businesses, including some of Sheffield's most popular bars, restaurants, cafes, shops and boutiques. The road also provides access to many residential communities, as well as to the city centre. Approximately 39 schools are within close proximity (1 mile), and thousands of students reside nearby. The corridor is a key arterial route into and out of the city centre, as well as the location for a number of popular destinations for shoppers, residents and visitors.
- 4.2 The popularity of Ecclesall Road means it is often heavily congested, particularly at peak times, when the corridor acts as a key commuter route into and out of the city centre. This causes delays for all road users, and pedestrians often find it difficult to cross the road safely. More than 26,000 vehicles travel along Ecclesall Road every day, with around 4,250 trips being made during the morning peak hours (7am - 10am), of which approximately 3,100 (63%) are by car and 1,150 (27%) are by bus.
- 4.3 Despite there already being extensive lengths of bus lanes on the Ecclesall Road corridor, problems with congestion and delays to bus services have been identified through existing journey time monitoring surveys and discussions with local bus operators. Coupled with on-going problems with the capacity of key junctions, maintaining traffic flow will continue to be a challenge.
- 4.4 A detailed analysis of bi-annual surveys on Ecclesall Road highlights that the areas of greatest delay for all traffic are:

#### **Inbound**

- Rustlings Road/Hunters Bar (morning peak)
- Moore Street roundabout (morning and evening peak)

#### **Outbound**

- Hunters Bar (evening peak) – also highlighted as a particular problem by bus operators

- 4.5 The completion of certain interventions at Moore Street roundabout (improvements to the exit onto Moore Street / Charter Row and the

introduction of an adaptive signal strategy on the Moore Street approach to the roundabout towards City) have resulted in a marked improvement in bus journey times over this section of the corridor

- 4.6 With regard to Hunter's Bar, it was agreed at Cabinet Highways Committee in December 2011 that the inbound bus lane should remain, but that a scheme to remove / shorten sections of the outbound bus lane should be progressed. The traffic modelling and analysis undertaken indicates that this, together with the interventions previously implemented, could achieve potential time-savings for all vehicles, as follows :-

**Bus: -**

Average journey times in the evening peak outbound could reduce by up to 1minute 9 seconds.

The average journey time of 95% of journeys in the evening peak outbound could be reduced by up to 2 minutes 59 seconds

**Car: -**

Average journey times in the evening peak outbound could reduce by up to 2 minutes 7 seconds

The average journey time of 95% of journeys in the evening peak outbound could be reduced by up to 4 minutes 8 seconds.

**Mitigation Proposals**

- 4.7 Based on various responses to the previous public consultation referred to in paragraph 2.1, Officers were aware of the concerns of cyclists with regard to the bus lane proposals. Consequently, a scheme to provide a shared pedestrian / cyclist facility on the footway adjacent to the length of bus lane to be removed (between Hunter's Bar and Rustlings Road) was suggested to help address some of the safety concerns expressed by cyclists. This was seen purely as an interim measure to accommodate cyclists in this locale, whilst investigation / development of a partially off-carriageway route continued. That route would take cyclists along the frontage of the Almshouses, through Endcliffe Park and then link into the existing advisory cycle route at Ranby Road, thus providing an alternative to avoid the heavily -trafficked A621. As this would require the acquisition of third party land, (procedures for which can be quite lengthy), the interim arrangement, whilst acknowledged as being less than ideal, was being promoted to provide a stop-gap solution.
- 4.8 Of the representations received, approximately half of those objecting to the TRO also objected to the shared use proposal, citing non-compliance with

national standards and general safety concerns relating to pedestrian / cyclist conflict. As acknowledged above, the proposal is less than ideal, but was felt to compensate to some degree for the loss of the bus lane until a more acceptable option could be provided. However, in view of the strength of the objections and general lack of support, it is suggested these proposals be discontinued. Provision of the off-carriageway /quiet street option will, however, continue to be pursued.

### **TRO Consultation**

- 4.9 To enable sections of the bus lane to be removed / shortened, it is necessary to make a Traffic Regulation Order. The intention to make the Order was advertised for a period of 3 weeks commencing 12<sup>th</sup> July 2013 by means of an advert in the local press and notices displayed on-street. Additionally, an explanatory letter together with a plan showing the proposals was delivered to all properties fronting the affected lengths of Ecclesall Road, (see Appendix A). The consultation also included statutory bodies and local Councillors.

### **Representations received**

- 4.10 A total of 17 representations have been received in response to the TRO consultation, 15 of which were objections. The objectors include Paul Blomfield (MP for Sheffield Central), the Sheffield CTC Right to Ride, Sheffield Green Party and the Branch Secretary for the Unite Union. The grounds for the objections are summarised below. All representations received are available to view on request.
- Removal of the bus lanes will make it more hazardous for cyclists (9)
  - The proposals prioritise cars over buses and cycles and discourages sustainable travel (7)
  - The proposals will result in increased car usage and reduce the capacity of Ecclesall Road (4)
  - Removing the bus lanes will result in more congestion and pollution (2)
  - The Council would be negligent in its duty of care to vulnerable road users by removing the bus lane (1)
  - The proposals will delay bus services (1)

### **Officer comment:-**

- 4.11 The earlier consultation undertaken relating to the various interventions along the whole length of the Ecclesall Road Smart Route showed that there are numerous conflicting views about which road users should be given priority. The A621 is a key commuter route to and from City, is residential over certain

length and supports a busy and vibrant retail and leisure environment. Balancing the transport needs of such a diverse mix whilst embracing the policies promoted by the City Council often requires a significant level of compromise. Every effort will be made to address the concerns expressed by cyclists and all options (in addition to the Endcliffe Park proposal) will continue to be explored and discussed with cycle lobbyists at all levels with a view to identifying an appropriate facility that goes some way to satisfying their aspirations whilst seeking to minimise any disadvantages for other highway users. In terms of the safety hazard, it is considered that the main problem relates to the evening peak hours. At other times, the situation is likely to be as existing – traffic volumes out of City in the morning peak are lower than the pm peak, with fewer cyclists, thus reducing the potential for conflicts. During inter-peak hours, parked vehicles occupy the nearside lane on Ecclesall Road after the roundabout and traffic therefore tends to progress in a single lane thus providing more generous carriageway space for vehicles to overtake cyclists in safety. The greater potential for possible conflicts exists in the evening peak. However, because both lanes will be better utilised, it is likely that vehicular speeds will be lower than at other times due to the higher traffic volumes, but it is acknowledged that all but the most confident of cyclists would feel vulnerable.

- 4.12 Although the proposals to remove/shorten sections of the bus lane may appear counter-intuitive, analysis shows that Hunter's Bar could work more efficiently if both approach lanes to the junction (from City) were used more equally. A high proportion of traffic tends to favour the outside lane on the approach to the roundabout because the nearside lane on exiting the roundabout is a bus lane during peak hours and utilised for parking at other times. Traffic modelling has demonstrated that bus journey time reliability is improved by removal of the bus lane as this would encourage more efficient use of the approach lanes enabling all traffic (including buses) to get to the roundabout with less delay. In almost every case, a bus lane on the approach (enabling buses to bypass queuing traffic) is much more beneficial than one on the exit, when all vehicles tend to be moving. The shortening of the bus lane on the approach to the Psalter Lane junction will enable more vehicles to pass through the junction during each 'green' cycle of the signals, again through more efficient use of both lanes. This will maximise the benefit of the removal of the bus lane (i.e. vehicles passing through Hunter's Bar more quickly could simply end up at the back of a longer queue).
- 4.13 It is not anticipated that the proposals will result in increased car usage – all modes will benefit from the more efficient use of the available carriageway, and rather than reduce, capacity will, in fact, be increased.

- 4.14 Removal / reducing the length of the bus lane will reduce congestion and lower pollution levels as a result of reducing the potential for queuing traffic.
- 4.15 As Highway Authority, the Council takes full cognisance of its duty of care with regard to of all road users and takes into account all factors when arriving at decisions which affect the highway and how it operates. The investigation and development of options to mitigate cyclists' concerns demonstrates the Council's commitment to achieving the optimum arrangement for all users of the public highway, although by necessity this often requires acceptance of compromise solutions.
- 4.16 The traffic modelling undertaken clearly demonstrates that the proposals will actually reduce delay to bus services.

#### **Other Consultees**

- 4.17 The PTE confirmed they fully support the scheme, which was agreed at a meeting of the Sheffield Bus Partnership where the bus operators were represented.
- 4.18 South Yorkshire Police confirmed they have no objections to the proposals.
- 4.19 No response was received from the South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service

#### **Relevant Implications**

- 4.20 The cost of removing the two sections of bus lane is anticipated to be in the region of £8000. Funding for the scheme is included within the overall 2013/14 allocation for the Ecclesall Road Smart Route previously approved by Cabinet as part of the Council's Capital Approval Process. There are no legal implications associated with this report.
- 4.21 A full Equality Impact Assessment has been undertaken for this scheme. It concludes that the actions proposed are equality neutral in most cases, although there are some negative effects on cyclists. An action plan has therefore been prepared to address these impacts where possible – refer to full EIA for details.
- 4.22 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The proposal to which the objections relate is one intervention of many along the length of the Ecclesall Road Smart Route. A number of interventions were outlined during the consultation period and the responses analysed to inform which proposals should be progressed, revised or dropped. For example, the option to slightly re-shape Hunter's Bar roundabout to enable a better traffic lane arrangement received a strongly negative response from respondents. The traffic modelling and analysis of the interventions to be promoted and developed demonstrated that the proposals to remove sections of the bus lane at this location added to the overall benefits identified.
- 5.2 The strength of objections expressed by cyclists indicates the need to provide suitable replacement facilities over the two sections of bus lane proposed to be removed. Accordingly, it is incumbent on the Council to identify suitable measures to minimise the impact of and address the situation in the short term.
- 5.3 The suggested provision of pedestrian/cyclist shared use of the footway attracted strong opposition from objectors and consequently is not recommended. Other options considered include :-
- (i) Retain the bus lanes – this is not a satisfactory permanent solution as the time-saving benefits outlined in paragraph 4.6 above would be significantly compromised.
  - (ii) Remove the bus lanes and provide replacement advisory cycle lanes – this option is felt to provide a reasonable solution on the approach to Psalter lane junction but is less satisfactory over the lower length. Less confident cyclists would still feel vulnerable during the evening peak in particular as the two adjacent traffic lanes would be fully utilised following removal of the bus lane and the overall width of available carriageway is not generous.
  - (iii) As (ii) above but with the lower bus lane temporarily retained – the bus lane would be removed and replaced by an advisory cycle lane only when the alternative cycle route is completed. The potential drawbacks relating to provision of the cycle lane would still be present, but its use would probably be limited to confident, utility cyclists with others choosing to use the Endcliffe Park/Ranby Road route.
- 5.4 Of the various considered measures to address the safety concerns expressed by the objectors, the proposal outlined in paragraph 5.3 (iii) above is felt to be the most appropriate in the circumstances.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Council has previously undertaken extensive survey work and two comprehensive public consultation exercises with regard to the Ecclesall Road Smart Route. The outcomes of the first and second stages of consultation were reported to Cabinet Highways Committee in February and December 2011 respectively. The latter report detailed the public responses to the various interventions proposed along the route. It also set out a table summarising the consultation results and suggesting a proposed way forward with regard to each intervention. Intervention 9a related to removal of the bus lanes at Hunter's Bar and proposed that the inbound bus lane should remain but that the outbound bus lane should be removed as analysis showed that Hunters Bar could work more efficiently if both approach lanes to the junction (from City) were used more equally.

Therefore, despite the objections received to this TRO, the recommendation to implement the changes to the outbound bus lane, as set out in the report to Cabinet Highways Committee in December 2011, should be endorsed and the objections over-ruled.

- 6.2 In view of the concerns expressed by cyclists, it is considered that mitigating arrangements should be introduced to temporarily address the situation until an alternative route is provided. This is proposed to be achieved by means of an advisory cycle lane on the approach to the Psalter Lane junction and retention of the lower length of bus lane until the alternative route is available.

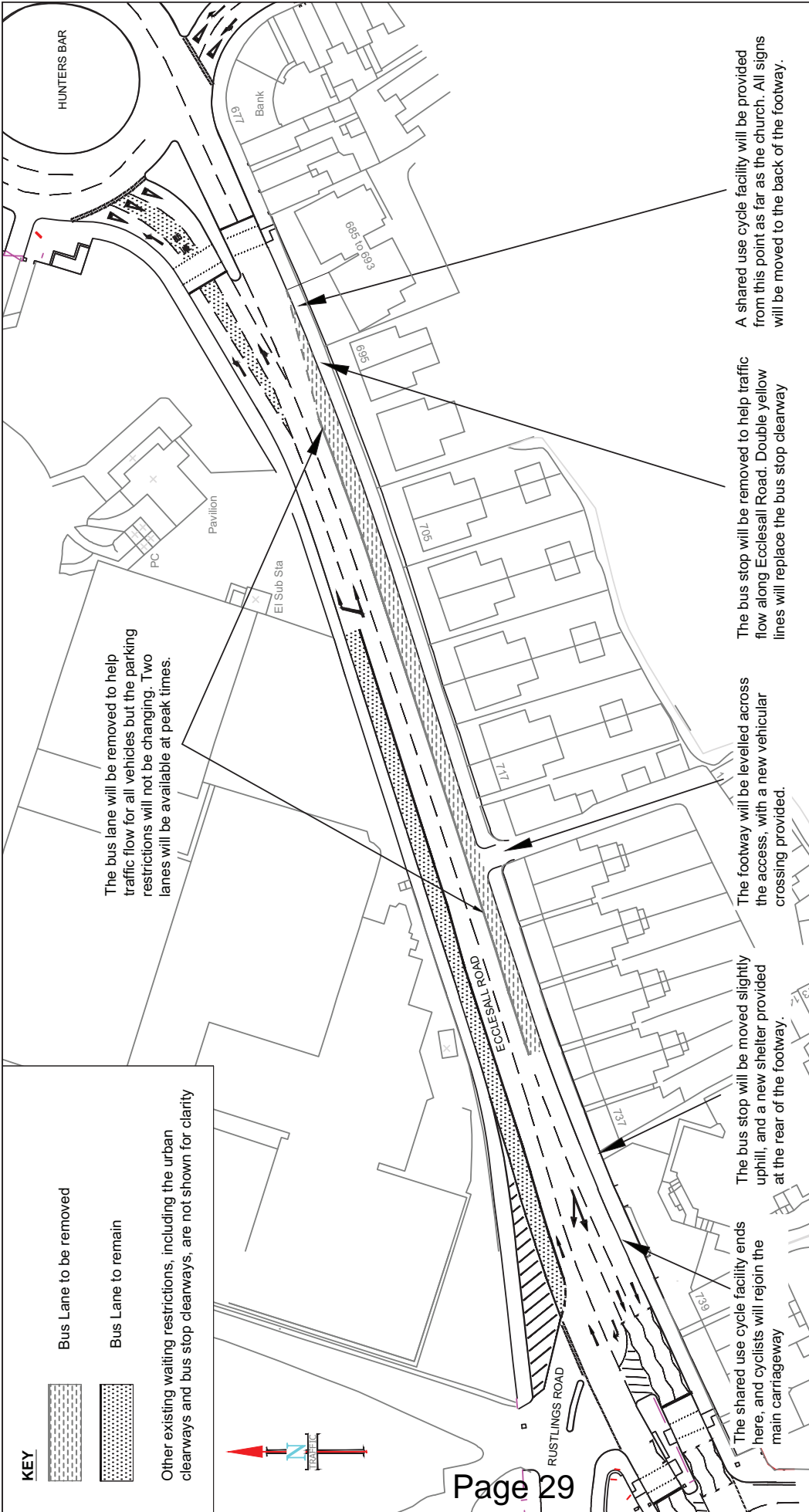
## 7.0 RECOMMENDATIONS

- 7.1 That the reasons set out in this report for making the TRO outweigh any unresolved objections and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984, as outlined below
- 7.2 That the TRO be made in respect of the bus lane on the approach to the Psalter Lane junction and an advisory cycle lane be introduced to provide an alternative for cyclists to off-set the loss of the bus lane.
- 7.3 That the removal of the bus lane between Hunter's Bar and Rustlings Road be deferred pending the provision of a suitable alternative route for cyclists. Following such provision, that the bus lane be removed to be replaced by an advisory cycle lane.
- 7.4 That the objectors be informed accordingly.

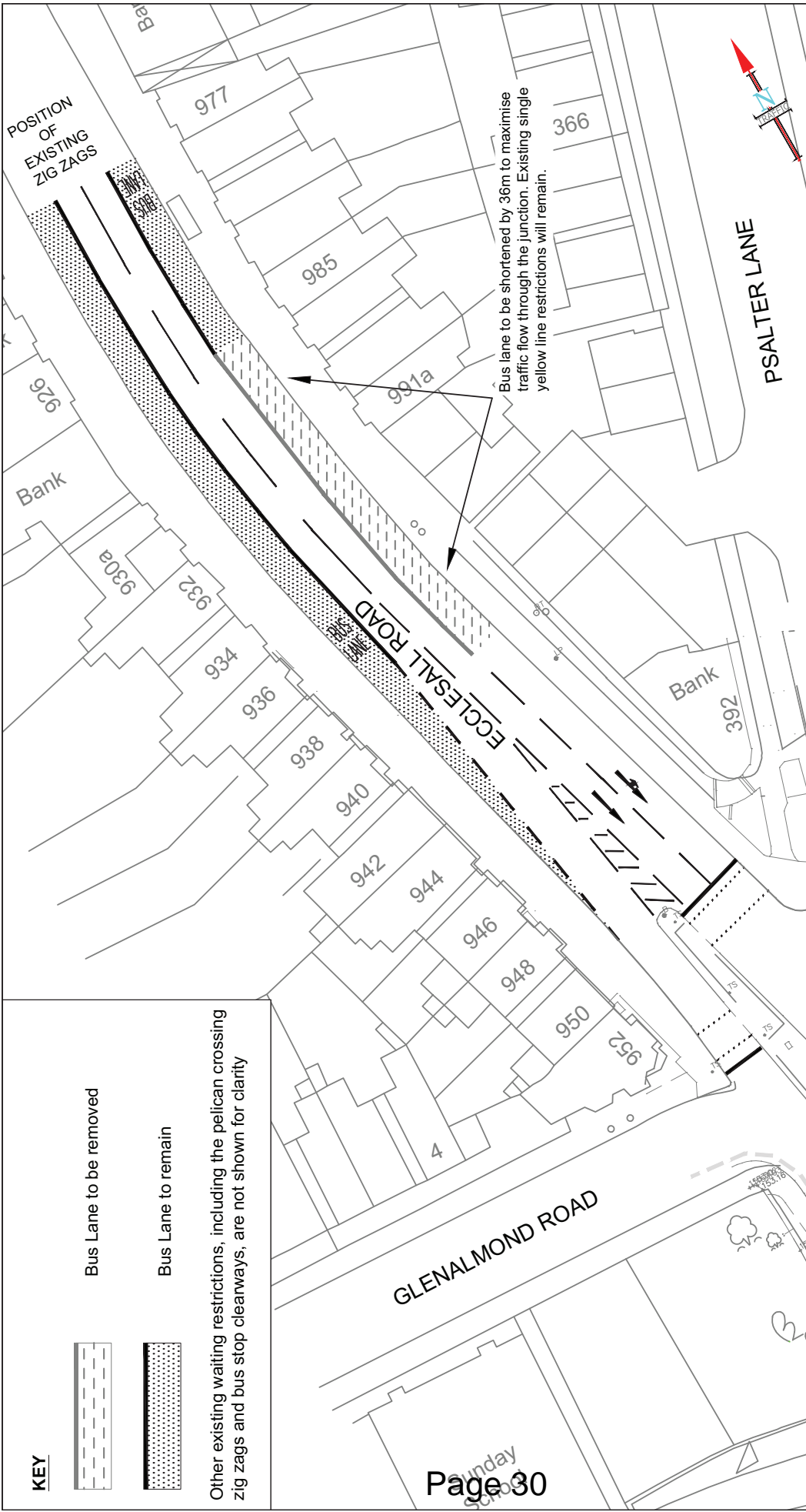
Simon Green  
Executive Director, Place

10 October 2013

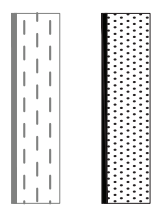




<p>DEVELOPMENT SERVICES TRANSPORT &amp; HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services</p>		<p>Client <b>SHEFFIELD CITY COUNCIL</b></p>		<p>Drawing No. <b>TM/BN727/C1</b></p>		<p>TRAFFIC MANAGEMENT</p>	
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<p>DRAWN <b>JWB</b></p>		<p>Checked <b>CHECKED</b></p>		<p>Drawing Title <b>Ecclesall Road - Hunters Bar to Rustlings Road Proposed Bus Lane Removal</b></p>		<p>0 30 Millimetres</p>	
<p>A Service Area of Place Sheffield City Council</p>							



**KEY**



Bus Lane to be removed

Bus Lane to remain

Other existing waiting restrictions, including the pelican crossing zig zags and bus stop clearways, are not shown for clarity

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<p>Client  <b>SHEFFIELD CITY COUNCIL</b></p>		<p>Drawing No.  <b>SD/BN727/C2</b></p>	
<p>Scheme  <b>ECCLESALL ROAD SMART ROUTE</b></p>		<p>Scale  <b>1 / 500</b></p>	
<p>Drawing Title  <b>Ecclesall Road approach to Psalter Lane          Proposed Bus Lane Removal</b></p>		<p>Date  <b>JUNE 2013</b></p>	
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<p>A Service Area of Place          Sheffield City Council</p>			

## APPENDIX A

Dear Sir/Madam,

Ecclesall Road Bus Key Route – Removal of a section of the outbound bus lane on the approach to the Psalter Lane Junction

You may recall the public consultation undertaken in March/April 2011 in connection with a number of proposals along the length of the Ecclesall Road corridor between Moore Street Roundabout and the Ecclesall Road/Bents Road junction. This initiative was known as the Ecclesall Road Smart Route, the objectives being to introduce a series of integrated improvements along the corridor, protect against increased congestion and improve transport options.

One of the interventions outlined in the consultation document relates to the removal of the last 36 metres length of the outbound bus lane on the approach to Psalter Lane, as shown on the attached plan. A high level of support was received with regard to the proposal, but a number of respondents felt that the proposal was unnecessary.

The outcome of the consultation was reported to the Council's Cabinet Highways Committee in December 2011 where it was agreed that a scheme to remove the specified length of outbound bus lane should be progressed to enable more vehicles (including buses) to pass through the junction on each green cycle of the traffic signals. The increase is needed to maximise the benefits from the proposed changes at Hunters Bar. Otherwise, although vehicles may pass through Hunters Bar more quickly, they would simply join the end of a longer queue approaching Psalter Lane. Local parking availability will not be affected by the change. Any changes to signal timings in the area as part of signal co-ordination along the whole route will aim to enable buses leaving the bus stop to travel through the next green light. Removal of the bus lane has been discussed and agreed with the bus Operators.

The proposals 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 also see notices displayed on-street and published in the Sheffield Star. If you wish to comment, either in support or otherwise, you will need to do so in writing to the above address by **5 August 2013**. If any objections are received, they will be reported to the Cabinet Member for Transport who will make a decision on whether or not to progress the scheme. We will then notify all those who commented.

If you have any queries relating to this matter, please do not hesitate to contact Tony Lawery on 0114 2734192 or e-mail [tony.lawery@sheffield.gov.uk](mailto:tony.lawery@sheffield.gov.uk).

Yours Sincerely,

A.Lawery

Senior Transport Planner

## APPENDIX A

Dear Sir/Madam,

### Ecclesall Road Bus Key Route – Removal of a section of the outbound bus lane between Hunters Bar and Rustlings Road

You may recall the public consultation undertaken in March/April 2011 in connection with a number of proposals along the length of the Ecclesall Road corridor between Moore Street Roundabout and the Ecclesall Road/Bents Road junction. This initiative was known as the Ecclesall Road Smart Route, the objectives being to introduce a series of integrated improvements along the corridor, protect against increased congestion and improve transport options.

One of the interventions outlined in the consultation document relates to the removal of the outbound bus lane between Hunters Bar and the right turn into Rustlings Road, as shown on the attached plan. A significant number of responses were received with regard to this particular proposal. The feedback registered a higher level of concern than support for the scheme, the key issues being concern about the impact on cyclists, cycle safety and the effect on bus journey times

The outcome of the consultation was reported to the Council's Cabinet Highways Committee in December 2011 where it was agreed that a scheme to remove this section of the outbound bus lane should be progressed as analysis shows that Hunters Bar could work more efficiently if both approach lanes to the junction (from City) were used more equally. A high proportion of traffic tends to favour the outside lane on the approach to the roundabout because the nearside lane on exiting the roundabout is a bus lane during peak hours and utilised for parking at other times. Traffic modelling has demonstrated that bus journey time reliability is improved by removal of the bus lane as this would encourage more efficient use of the approach lanes enabling all traffic (including buses) to get to the roundabout with less delay. In almost every case, a bus lane on the approach (enabling buses to bypass queuing traffic) is much more beneficial than one on the exit, when all vehicles tend to make better headway. Removal of the bus lane has been discussed and agreed with the bus Operators.

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reported to the Cabinet Member for Transport who will make a decision on whether or not to progress the scheme. We will then notify all those who commented.

In conjunction with these works, it is proposed to allow shared use by pedestrians and cyclists over the length of footway adjacent to the removed bus lane to alleviate concerns expressed regarding cyclists safety. This will require minor works in the footway as shown on the attached plan. If you have any queries relating to this matter, please do not hesitate to contact Tony Lawery on 0114 2734192 or e-mail [tony.lawery@sheffield.gov.uk](mailto:tony.lawery@sheffield.gov.uk).

Yours Sincerely,

A.Lawery

Senior Transport Planner.