

Highway Cabinet Member Decision Session

Thursday 14 November 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
14 NOVEMBER 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 - 10)
Minutes of the Session held on 10 October 2013
- 4. Public Questions and Petitions** (Pages 11 - 14)

 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Mosborough Key Bus Route: Signalising the Junction of Birley Moor Road and Occupation Lane** (Pages 15 - 46)
Report of the Executive Director, Place
- 6. Bus Hotspots Programme: Proposals for Bocking Lane, Reney Road and Reney Avenue at Greenhill** (Pages 47 - 66)
Report of the Executive Director, Place
- 7. Hillsborough Permit Parking Review** (Pages 67 - 88)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 12 December 2013 at 10.00 am

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

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 10 October 2013

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

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Dick Proctor, Transport Vision and Strategy Manager and Tony Lawery, Senior Transport Planner

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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 previous Session held on 12 September 2013 were approved as a correct record.

4. PETITIONS

4.1 New Petitions
There were no new petitions to report.

Outstanding Petitions

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

5. ECCLESALL ROAD SMART ROUTE - OBJECTIONS TO A TRAFFIC REGULATION ORDER RELATING TO CHANGE TO LENGTHS OF BUS LANE

5.1 The Executive Director, Place submitted a report outlining the receipt of objections to a Traffic Regulation Order (TRO) to a) remove the length of out-bound bus lane on Ecclesall Road between Hunters Bar and Rustlings Road and b) shorten the out-bound bus lane by 36 metres on the approach to the Psalter Lane junction and setting out the Council's response. The report also outlined 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 recommending interim arrangements to address some of the concerns expressed by objectors.

5.2 Matt Turner, a cyclist, attended the meeting to make representations to the Cabinet Member. He stated that he was pleased that the report recognised the impact which the proposals would have on cyclists. However, the solution was only

- a temporary one and would make the area a no go area for cyclists.
- 5.3 He further commented that the most successful cycling Cities were those with one network who treated cycling as a homogenous activity with one set of standards. The proposals would particularly negatively impact on less confident cyclists who may avoid the area in the future as a result of the scheme.
- 5.4 Main roads were often the only practical routes for most journeys but were not safer. The cycle routes were a compromise and cyclists often did not feel safe or confident using them which was why they were often not used. If the proposals were agreed it would further entrench the mindset where the car was the only choice for road users and this was against the overall vision of the Council.
- 5.5 Mick Knott, Chair of Cycle Sheffield, also attended the Session to make representations to the Cabinet Member. He stated that it was not just buses who used bus lanes. Cyclists would be particularly put at risk if the proposals were agreed. He believed that the reason buses would have faster journey times would be because less people would be using them. The solution was an Oyster/Smart Card system to be used on buses and officers should be pushing bus companies to introduce them.
- 5.6 Mr Knott was pleased with the compromise proposal of an advisory cycle lane and the retention of the lower length of bus lane on the approach to the Psalter Lane junction until an alternative solution could be found. This was already a cycling collision hotspot and Mr Knott asked what audits had been done in this area.
- 5.7 Mr Knott further commented that there should be a number of measures introduced in the area to make things safer for cyclists. These included a safe crossing introduced at the junction from Ecclesall Road to Rustlings Road, a signed route from Bents Green to Rustlings Road, and a safe route from Psalter Lane to Glenalmond Road.
- 5.8 Mr Knott believed the Council were prioritising the car over the use of sustainable transport. The people who would be advantaged most by the proposals were individual car users and not buses. If agreed it would set a precedent and show that the Council had no appetite for tackling car dependency.
- 5.9 Mr Knott was concerned about the Council's Green routes initiative and believed this shouldn't be the sole focus of Council policy in respect of cyclists as it led cyclists to off road routes where they may not wish to go. In conclusion, Mr Knott requested that a Cycle Schemes Sub Committee for the Cycle Forum be established and all future schemes impacting on cyclists be brought to that Sub-Committee for discussion.
- 5.10 In response, Dick Proctor, Transport Vision and Strategy Manager, stated that he supported many of the comments made by Mr Turner and Mr Knott and commented that he hoped they could work together in a regular monthly design forum. However, he did not accept that the proposals would make the area a no go area for cyclists as the proposals were largely maintaining the status quo.

- 5.11 Mr Proctor further commented that he would look to incorporate all the suggestions on specific work as part of the broader integrated transport programme. He would be concerned if there were two cycle networks and sought to have a single network with direct and safer routes. The intention was to have the routes as direct as possible which were available to all users and used a consistent style.
- 5.12 Mr Proctor believed that it was important to find a happy balance for all users and the report suggested a sensible way forward whilst recognising the challenges to manage the network for all users. He did not accept that the proposals benefited car users as consultation had taken place with the South Yorkshire Passenger Transport Executive (SYPTTE) who would clearly not support any proposals in favour of car users to their detriment.
- 5.13 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, commented that the primary aim of the scheme was to enhance bus travel. He agreed that there should be an Oyster Card scheme introduced on buses and proposals for this were being worked on at the moment. A number of other measures were being introduced to improve bus patronage such as improving the quality of buses, improving the quality of junctions, enforcing the misuse of bus lanes and the use of relocatable bus cameras and mobile CCTV.
- 5.14 Councillor Bramall acknowledged that there were different conflicts of use in the area and officers were trying to work with cyclists so that they were not adversely impacted by the proposals. The Council were looking to develop a green network as part of a wider network proposal. The Council had looked at an on pavement solution but this had received a number of objections. He was not sure whether there was an ideal solution for all but would work closely with cyclists to try and achieve this.
- 5.15 The Council had committed to rolling out 20mph schemes across the City which would be a benefit to cyclists. Councillor Bramall wanted to move away from the idea that cyclists were awkward objectors and had employed a Cycle auditor and introduced a 6 month scrutiny process to show that. He supported the recommendations but believed it was key not to do anything on the lower side of the road at the junction to Psalter Lane at this stage until discussions had been held with all groups.
- 5.16 **RESOLVED:** That:-
- (a) the reasons set out in the report for making the TRO outweighed any unresolved objections and the TRO be made in accordance with the Road Traffic Regulation Act 1984;
 - (b) 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;
 - (c) the removal of the bus lane between Hunters Bar and Rustlings Road be deferred pending the provision of a suitable alternative route for cyclists. Following such provision, the bus lane be removed to be replaced by an

advisory cycle lane;

(d) the objectors be informed accordingly.

5.17 **Reasons for Decision**

5.17. The Council had 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 the 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 Hunters 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.

5.17. 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 the Cabinet Highways Committee in December 2011, should be endorsed and the objections over-ruled.

5.17. In view of the concerns expressed by the cyclists, it was considered that mitigating arrangements should be introduced to temporarily address the situation until an alternative route was provided. This was 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 was available.

5.18 **Alternatives Considered and Rejected**

5.18. The proposal to which the objections relate was 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 Hunters 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.

5.18. The strength of objections expressed by cyclists indicated the need to provide suitable replacement facilities over the two bus sections of bus lane proposed to be removed. Accordingly, it was incumbent on the Council to identify suitable measures to minimise the impact of and address the situation in the short term.

5.18. The suggested provision of pedestrian/cyclist shared use of the footway attracted strong opposition from objectors and was consequently not recommended. Other options considered included:-

(i) Retain the bus lanes – this was not a satisfactory permanent solution as the time-saving benefits outlined in paragraph 4.6 of the report would be significantly compromised.

(ii) Remove the bus lanes and provide replacement advisory cycle lanes – this option was felt to provide a reasonable solution on the approach to the Psalter Lane junction but was 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 was 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 was 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.

5.18. 4 Of the various considered measures to address the safety concerns expressed by the objectors, the proposal outlined in paragraph 5.3 (iii) of the report was felt to be the most appropriate in the circumstances.

5.19 Any Interest Declared or Dispensation Granted

None

5.20 Reason for Exemption if Public/Press Excluded During Consideration

None

5.21 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.22 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

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SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 November 2013

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Jane White 0114 2736135

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On		Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	750	Mr Chris French, Riverside Café 80 Catch Bar Lane Hillsborough S6 1TA	11	10	Transport & Traffic Design & Delivery	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	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.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8	11	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	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	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	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

NOVEMBER 2013

7.	178	Requesting a pedestrian crossing on Hutcliffe Wood Road.	05	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	13	Transport & Traffic Design & Delivery	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	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	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	13	Transport Planning	ICMD	Under Investigation – Referred to Sheffield Homes as the land in question is owned by Sheffield Homes.
12.	8.	Objection to a proposed traffic regulation order (TRO) on Pingle Road near Dobcroft Infant and Junior Schools.	15	13	Transport & Traffic Design & Delivery	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.

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SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 14th November 2013

Subject: MOSBOROUGH KEY BUS ROUTE: SIGNALISING THE JUNCTION OF BIRLEY MOOR ROAD AND OCCUPATION LANE

Author of Report: Cate Jockel

Summary: This report seeks Cabinet Member approval to implement the scheme to signalise this junction, as part of the Mosborough Key Bus Route works.

Reasons for Recommendations:

The scheme is 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. At this location, it is felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

Recommendations:

Implement the scheme in 2013/14 including the placement of traffic signs using the Department for Transport’s Better Bus Area Fund provision.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by Matt Bullock
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
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South-East (Birley)
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
NO

REPORT FOR INDIVIDUAL CABINET MEMBER DECISION

14 NOVEMBER 2013

MOSBOROUGH KEY BUS ROUTE: SIGNALISING THE JUNCTION OF BIRLEY MOOR ROAD AND OCCUPATION LANE

1. SUMMARY

- 1.1 This report seeks Cabinet Member approval to implement the scheme to signalise this junction, as part of the Mosborough Key Bus Route works.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The scheme is one of the improvements being progressed as part of the Mosborough Key Bus 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 One of the critical aims of the Key Bus Route work is to improve journey time and journey time reliability of this service between the City Centre and Mosborough. Appendix A shows the location of this Key Bus Route and this scheme. Service 120 runs from Halfway to Fulwood and is operated by both Stagecoach and First, with Stagecoach running a service every 8 minutes between Halfway and the Hallamshire Hospital and First running a service every 8 minutes between Crystal Peaks and Fulwood. Between Crystal Peaks and the Hallamshire Hospital, the combined frequency is every 4 minutes (and, under the terms of the Sheffield Bus Partnership, is timetabled as such).

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project contributes 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), funded by the Department for Transport. This 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 (SYPTTE) working closely with the City Council and the other Districts.

Birley Moor Road/Occupation Lane junction

4.3 Journey time data shows that buses are delayed as they make the right turn from Occupation Lane into Birley Moor Road which is currently an uncontrolled junction. Delay data has been provided by SYPTTE in the form of journey time graphs (attached as Appendix B) and shows variance in this delay at all times of day. The combined frequency of the 120 bus service here is every 4 minutes and one of the main aims of the Key Bus Route works is to reduce delay and make journey times more consistent.

4.4 The proposed scheme at this junction seeks to reduce this delay and improve reliability by implementing traffic signals so that inbound buses have a shorter and more consistent wait at this junction. This enables a shorter overall journey time and greater reliability for this well-used high frequency service. In addition to that, the signals will include 'Real-Time Intelligent Detection' (RID) which acts to boost any buses that are running late as they approach the junction. (Signals which already have this facility in the city are currently being triggered by buses running more than one minute late).

4.5 In general terms, under a fixed 60 second cycle time (the time taken for a set of signals at a junction to go through its complete sequence), Birley Moor Road would receive between 21 and 27 seconds green time, with Occupation Lane receiving between 8 and 13 seconds green time at peak times. These times would be dependent on how often the pedestrian crossing is called (and are based on an average pedestrian clearance period). However, the junction will include RID to boost late-running buses, both inbound and outbound, as mentioned above. It will also include "MOVA" technology, which helps to accommodate variations in traffic flows, minimising delays by altering the signal timings to maximise the capacity at any given time.

4.6 There is an existing controlled pedestrian crossing located to the north west of the junction on Birley Moor Road. This is retained within the signalised arrangement. The majority of pedestrians cross at this leg of the three-leg junction (over 60% according to a 12-hour count carried out in November 2012).

4.7 There is a downside to signalising this junction, which is that it is at the expense of increasing delay to the main road (interrupting the free-flow condition). There are currently two interruptions to this: from the pedestrian crossing; and from any traffic waiting to turn right into Occupation Lane. This scheme would add in another interruption (to allow traffic out of Occupation Lane) but would remove one of the existing interruptions: it includes a new right-turn pocket lane so that inbound main road traffic is not held up by that. Also in mitigation, "MOVA" technology as described above will minimise delay to reflect traffic conditions. The additional average delay for main road traffic is modelled as between 10 and 20 seconds depending on time of day and direction. There is less delay than currently for Occupation Lane traffic, especially late-running buses which will get a boost from the RID detection. There is also less delay for inbound main road traffic as a result of right-turners: currently these (occasional) delays can be for over a minute at a time.

4.8 An Indicative Plan of the scheme is attached as Appendix C. SYPTTE is leading the work on the Mosborough Key Bus Route and has undertaken consultation with Ward Councillors, local residents, the emergency services and the usual standard consultees. Two responses were received: one from South Yorkshire Police raising no objection; and one from a resident of Birley Moor Close who was in favour of the scheme and wanted more information on when the works would be carried out and what the impact on the Close will be while works are on-going. If the scheme is approved, it is provisionally scheduled to be on site in January. Amey will provide more information on construction matters, including to residents, nearer that time.

Summary

4.9 Provision of signals will reduce delay and improve reliability for bus passengers on this very high frequency route, especially where the bus is running late. In these instances, it can all the signals using RID detection. There is some additional delay for Birley Moor Road traffic but the right-turn pocket lane from Birley Moor Road into Occupation Lane will remove a current cause of significant main road delay and the introduction of MOVA will enable the junction to operate to best effect.

Relevant Implications

4.10 Financial: scheme costs are £162,100 excluding Statutory Undertakers (SU's) and commuted sums: the design has been amended to reduce both SU and Works costs. The scheme is funded through the Mosborough Key Bus Route capital allocation (which is a combination of funding from the Better Bus Area Fund from the Department for Transport and the South Yorkshire Local Transport Plan). The future maintenance cost of the scheme will be covered via accrual to the Streets Ahead contract with a commuted sum. This is part of the £50,000 identified in the revenue implication section of the Sheffield Bus Partnership Capital Approval.

4.11 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 D Mosborough Key Bus Route EIA.

4.12 Legal: The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. As the Traffic Authority the Council also has the power under the Road Traffic Regulation Act 1984 to place traffic signals and in exercising that power the Council must be satisfied that it will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Two other options were considered. One was to signalise the existing junction, incorporating the existing pedestrian crossing, without any mitigation for main road traffic other than signal technology (MOVA). This was cheaper than the budget estimate received for the preferred option. However, it exacerbates existing delays and causes additional queues all-round. (Cost Estimate £164k, excluding Commuted Sum).

5.2 The other option considered was to signalise the existing junction, incorporating the existing pedestrian crossing, and provide a near-side passing space (i.e. widen the carriageway) so that straight-ahead traffic inbound on Birley Moor Road could pass right-turning traffic. (Cost Estimate £199k, excluding Commuted Sum). This option was only developed because the preferred option initially affected more SU equipment and was more costly. However, the preferred scheme cost has been reduced through amending the design but retaining the right-turn pocket.

5.3. The three options have been modelled by Amey in respect of the impact on delay, queue length and reserve capacity at morning peak, evening peak and peak pedestrian crossing time (after school). It is considered that the preferred option is the best all-round option for signalising the junction, having the least impact on main road traffic.

5.4 The other alternative option would be to do nothing. However, it is felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

6. REASONS FOR RECOMMENDATIONS

6.1 The scheme is 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. At this location, it is felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

6. RECOMMENDATIONS

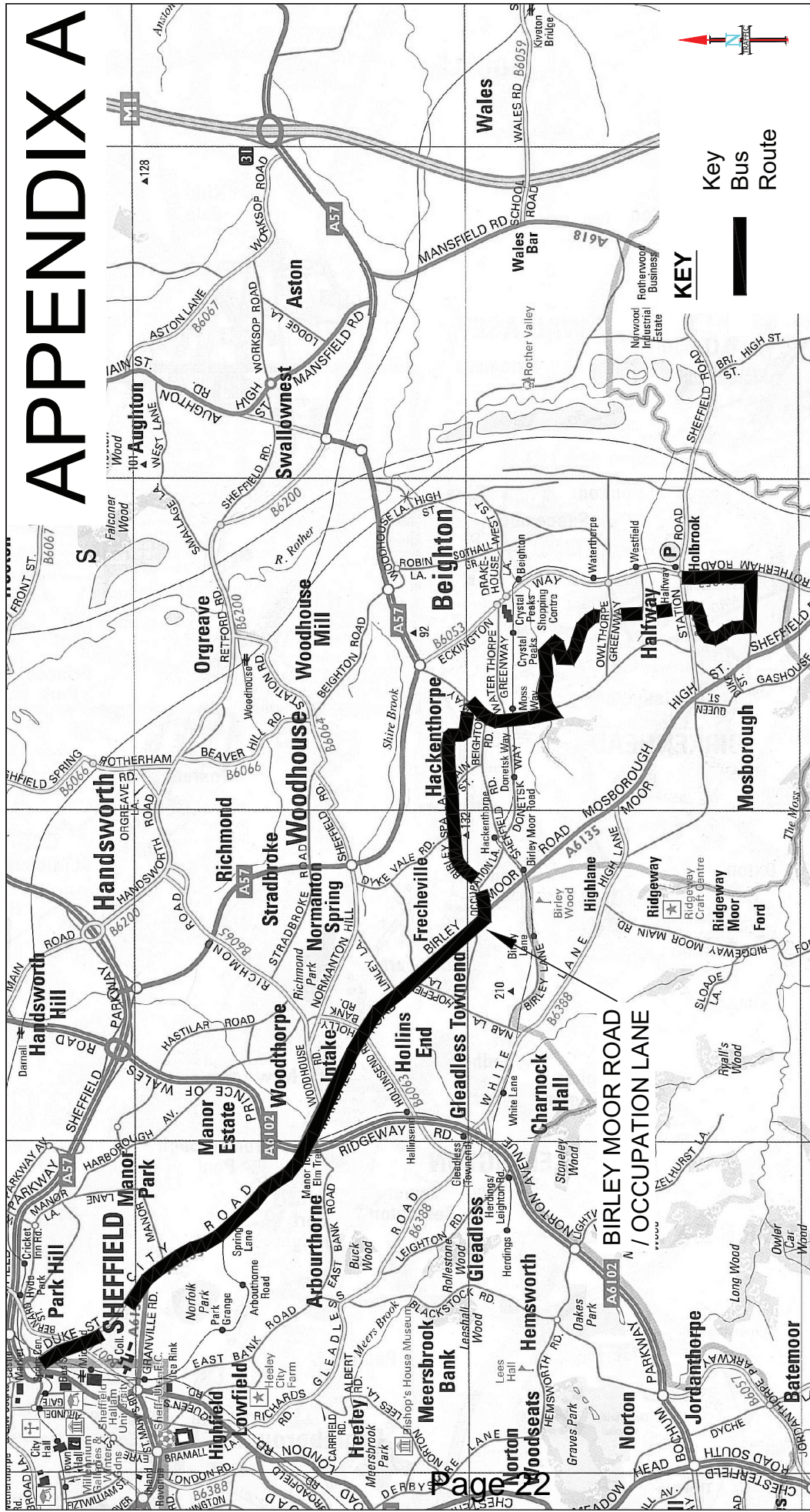
7.1 To implement the scheme in 2013/14 including the placement of traffic signs using the Department for Transport's Better Bus Area Fund provision.

Simon Green

Executive Director, Place

14 November 2013

APPENDIX A



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	SHEFFIELD CITY COUNCIL		Drawing No. TM / LT063 / P1	Scale NOT TO SCALE A4	Date OCT 2013
	Client SHEFFIELD CITY COUNCIL	Scheme City Centre To Mosborough Key Bus Route			
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 OCT 2013	CHECKED	TRAFFIC MANAGEMENT		

Sheffield - Mosborough RTI data

For: Praveena Mohanamurali
By: Mike Wood
Request: 1120/3

On: 17 May 2013

Data Range: October 2012

Source: [ACIS Real Time Information](#)

Comments: RTI actual and schedule journey time data for all service 120 journeys (First and Stagecoach) tracked in October 2012 have been used in this analysis.

See the tab 'Summary Data' for a list of stops used, and the headline results on average journey times and average approximate speeds.

An overall average actual journey time value has been plotted, which takes the average journey time of all the values in the series of average journey time for all journeys by arrival at the first stop in the study area in 10 minute intervals.

Where schedule times have been graphed, this shows the maximum scheduled time for the service 120 (irrespective of operator) in that time period.

RTI schedule journey time information is reliant on the data available in ACIS, which has no guarantee on accuracy. As non-timing point stops have no requirement for a schedule running time in some cases this is approximate, and should be treated with

Note

All data included in this document is restricted under the Real Time Information Agreed Uses. It must not be distributed to anyone or used for purposes other than covered under the agreement.

Stop locations

		From	To
Occupation Lane/Birley Moor Road1	Inbound	21578	21580
Occupation Lane/Birley Moor Road2	Outbound	21581	21579

Summary

			Average Actual Journey Time	Average Scheduling Journey Time	Difference	Standard Deviation of Actual Journey Time
Occupation Lane/Birley Moor Road1	Inbound	Weekday	1.37	1.00	0.37	0.6
	Saturday	Morning	1.12	1.00	0.12	0.5
		Peak Period	1.14	1.00	0.14	0.5
		Evening	1.33	1.00	0.33	0.9
Occupation Lane/Birley Moor Road2	Outbound	Weekday	1.22	1.00	0.22	0.6
	Saturday	Morning	1.20	1.00	0.20	0.6
		Peak Period	0.66	0.85	-0.18	0.2
		Evening	0.70	1.00	-0.30	0.2

*Please note all values are subject to rounding and given in decimal units of minutes (i.e. 1.50 equals 1 minute and 30 seconds)

Time Periods

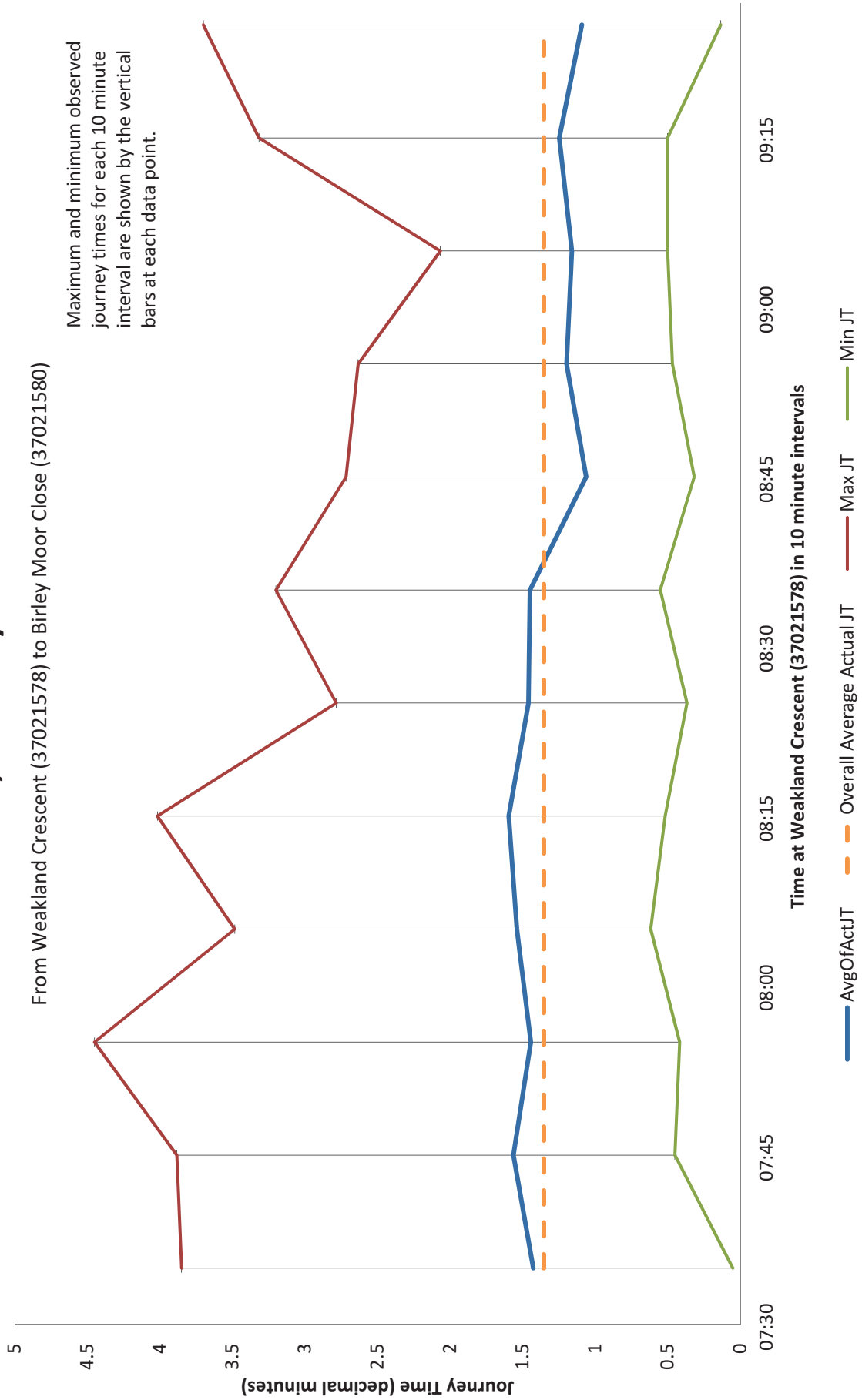
	From	To
Weekday	AM Peak	07:30
	Interpeak	09:30
	PM Peak	16:00
Saturday	Morning	16:00
	Peak Period	07:00
	Evening	11:00

Month	Area	Direction	Description	Weekday1	PeakPeriod	AvgOfActJ	AvgOfSchJ	CountOfActJ	CountOfSchJ	StDevOfActJ	StDevOfSchJ
10	3	Inbound	Occupation Lane / Birley Moor Road	Weekday	AM Peak	1.365924903	1	518	518	0.634449128	0
10	3	Inbound	Occupation Lane / Birley Moor Road	Weekday	Inter Peak	1.118352835	1	1711	1711	0.54962082	0
10	3	Inbound	Occupation Lane / Birley Moor Road	Weekday	PM Peak	1.137530229	1	612	612	0.524742592	0
10	3	Inbound	Occupation Lane / Birley Moor Road	Saturday	Morning	1.330951786	1	168	168	0.930472868	0
10	3	Inbound	Occupation Lane / Birley Moor Road	Saturday	Peak Period	1.222473232	1	198	198	0.598618441	0
10	3	Inbound	Occupation Lane / Birley Moor Road	Saturday	Evening	1.199485567	1	97	97	0.64252394	0
Month	Area	Direction	Description	Weekday1	PeakPeriod	AvgOfActJ	AvgOfSchJ	CountOfActJ	CountOfSchJ	StDevOfActJ	StDevOfSchJ
10	3	d	Occupation Lane/Birley Moor Road	Weekday	AM Peak	0.6633333626	0.846153846	455	455	0.210921848	0.361198352
10	3	d	Occupation Lane/Birley Moor Road	Weekday	Inter Peak	0.701444693	0.998820755	1696	1696	0.238253769	0.03433001
10	3	d	Occupation Lane/Birley Moor Road	Weekday	PM Peak	0.70038775	0.548076923	728	728	0.186359512	0.49802541
10	3	d	Occupation Lane/Birley Moor Road	Saturday	Morning	0.642376744	0.875968992	129	129	0.172973513	0.330901986
10	3	d	Occupation Lane/Birley Moor Road	Saturday	Peak Period	0.713223737	1	198	198	0.251239767	0
10	3	d	Occupation Lane/Birley Moor Road	Saturday	Evening	0.6666661345	0.823529412	119	119	0.19005503	0.382831972

Occupation Lane/Birley Moor Road, Inbound, Weekday - AM Peak

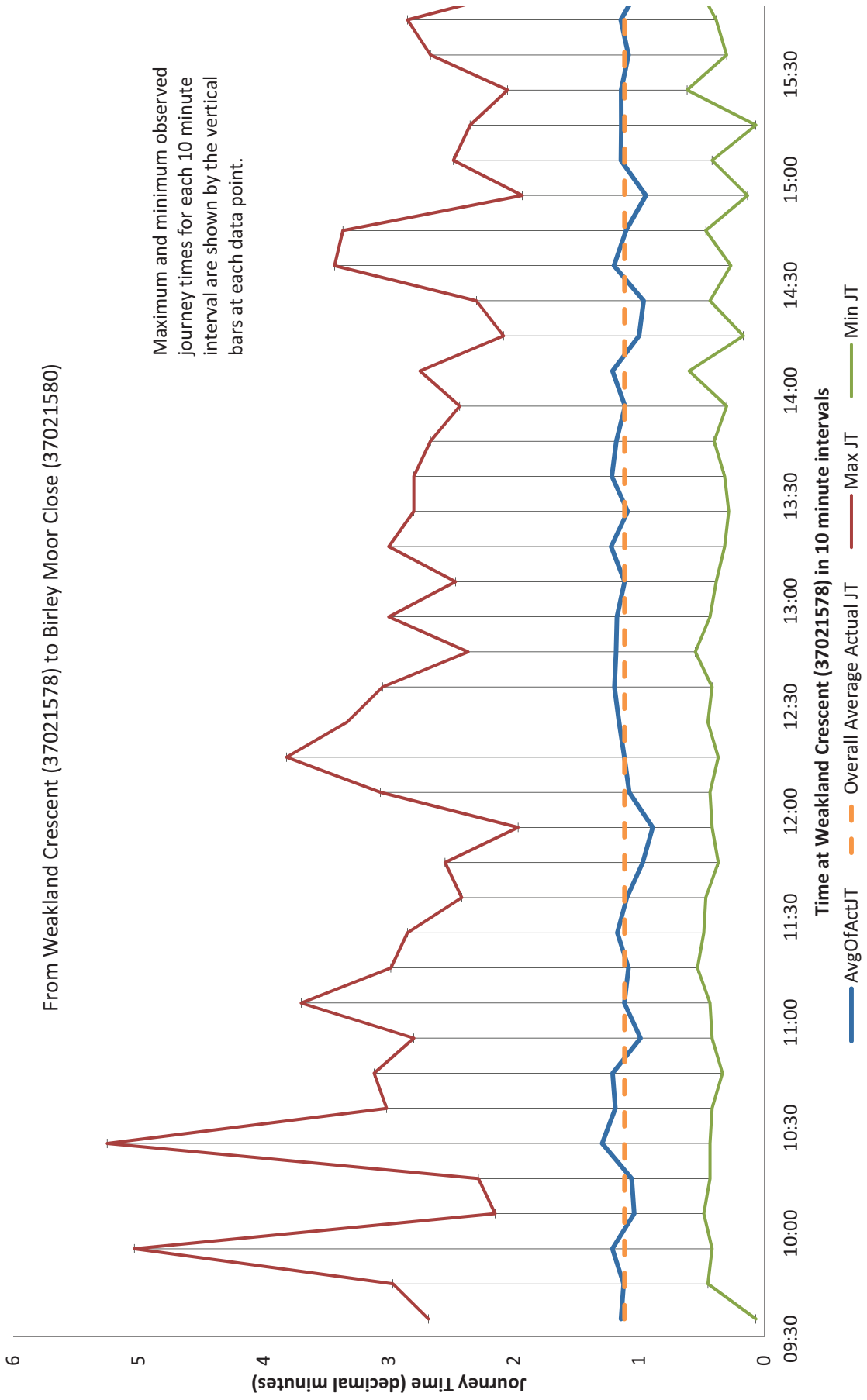
From Weakland Crescent (37021578) to Birley Moor Close (37021580)

Maximum and minimum observed journey times for each 10 minute interval are shown by the vertical bars at each data point.

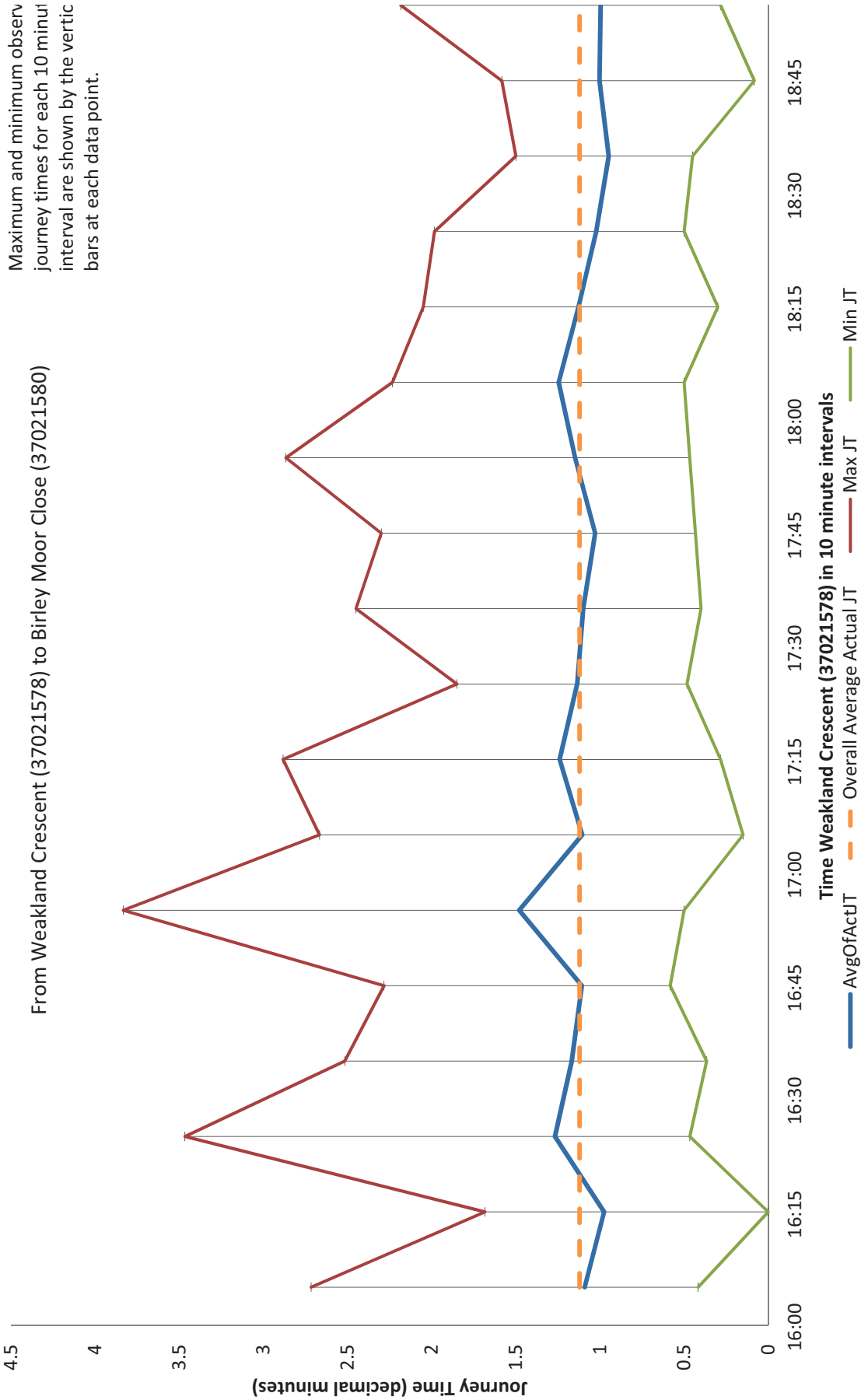


Occupation Lane/Birley Moor Road, Inbound, Weekday - Inter Peak

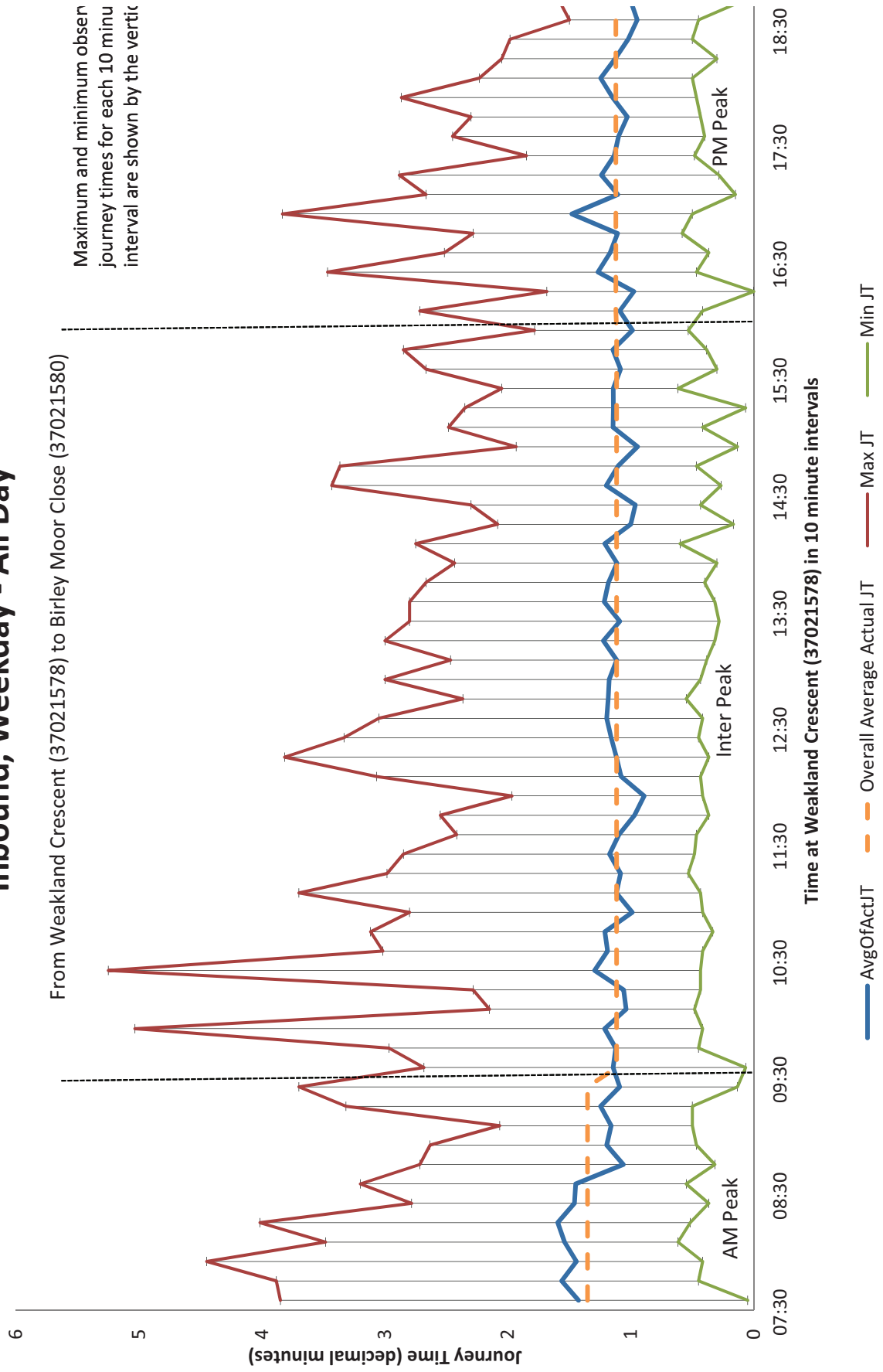
From Weakland Crescent (37021578) to Birley Moor Close (37021580)



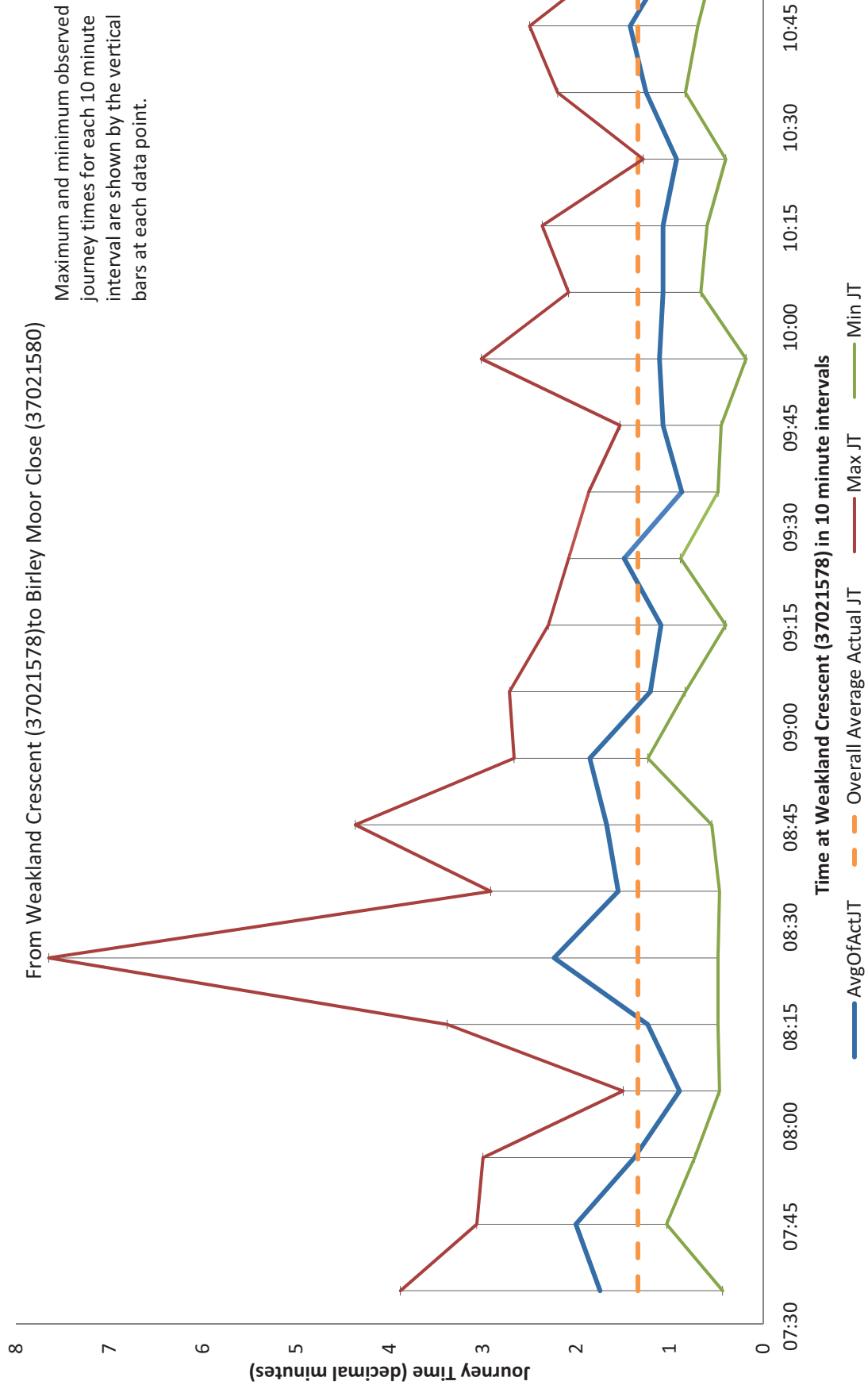
Occupation Lane/Birley Moor Road, Inbound, Weekday - PM Peak



Occupation Lane/Birley Moor Road, Inbound, Weekday - All Day

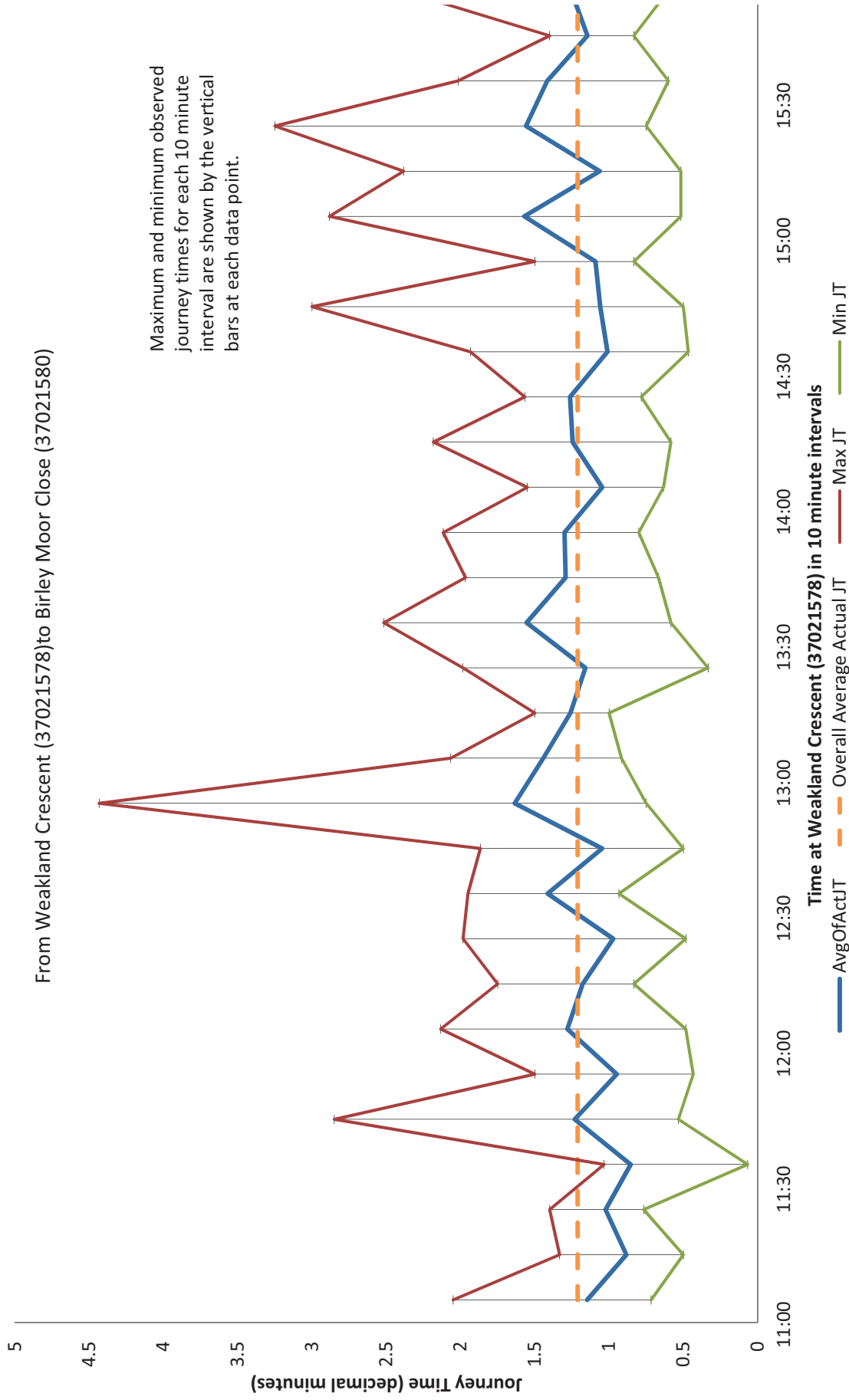


Occupation Lane/Birley Moor Road, Inbound, Saturday - Morning

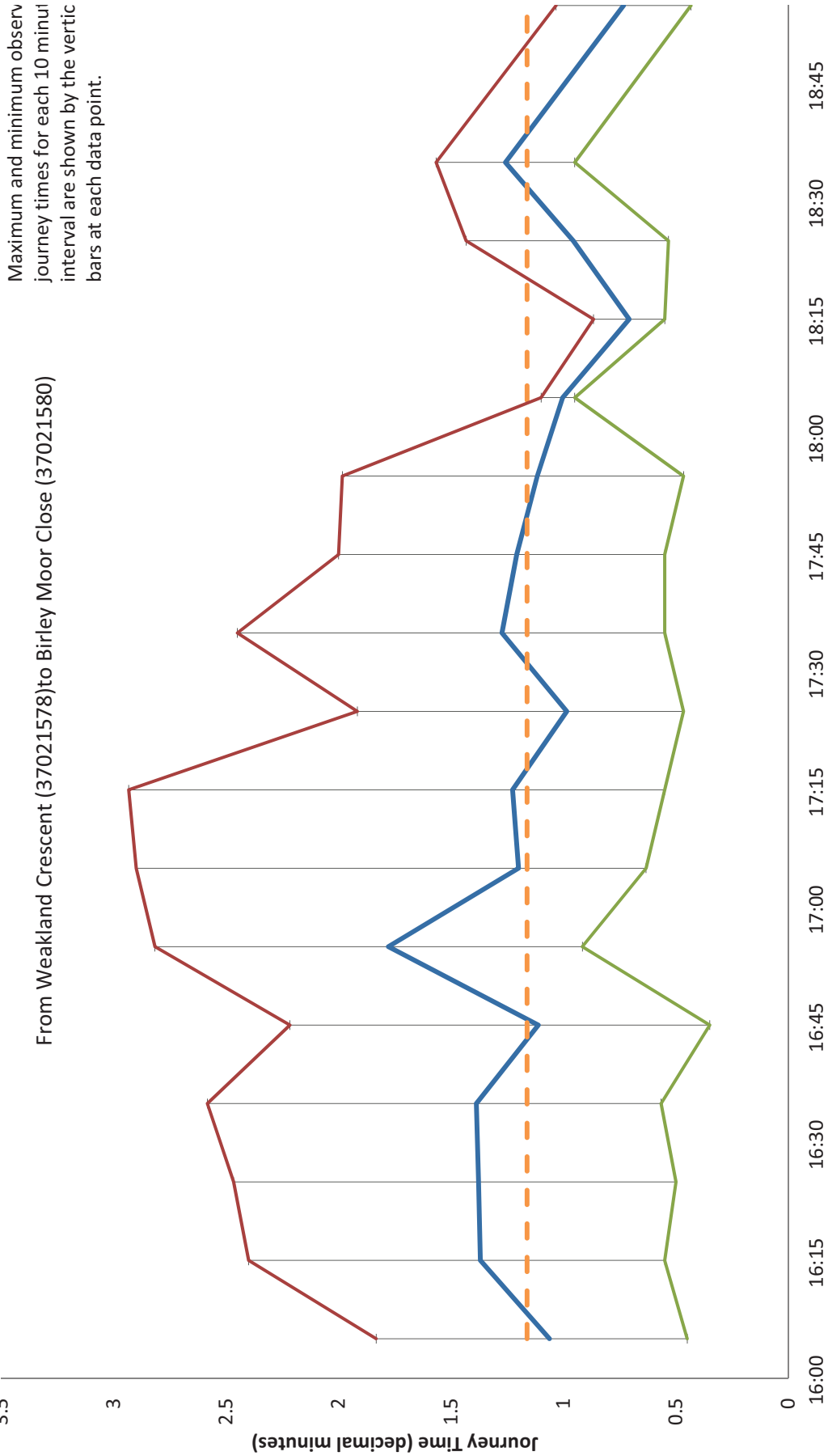


Occupation Lane/Birley Moor Road, Inbound, Saturday - Peak Period

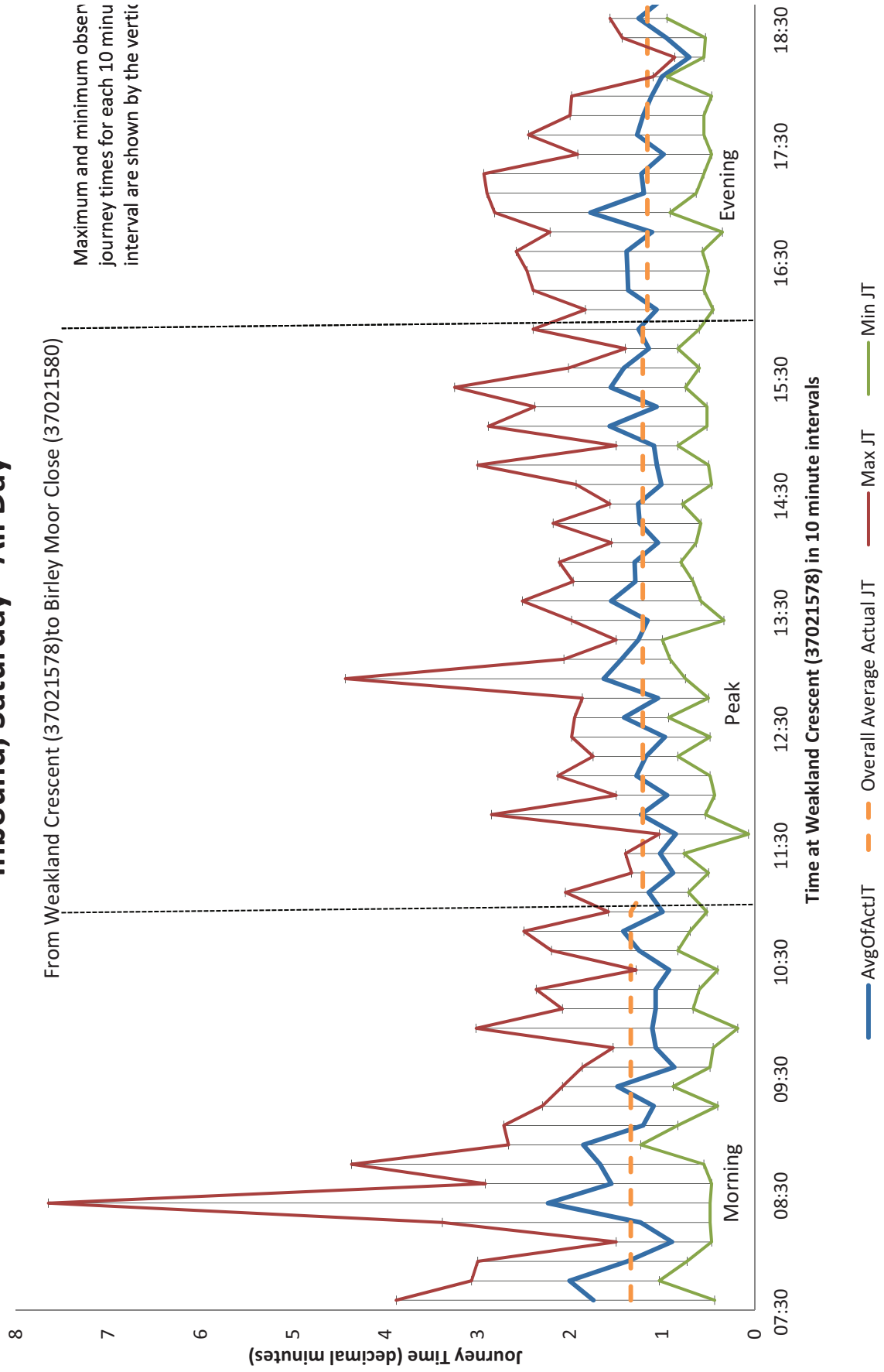
From Weakland Crescent (37021578) to Birley Moor Close (37021580)



Occupation Lane/Birley Moor Road, Inbound, Saturday - Evening



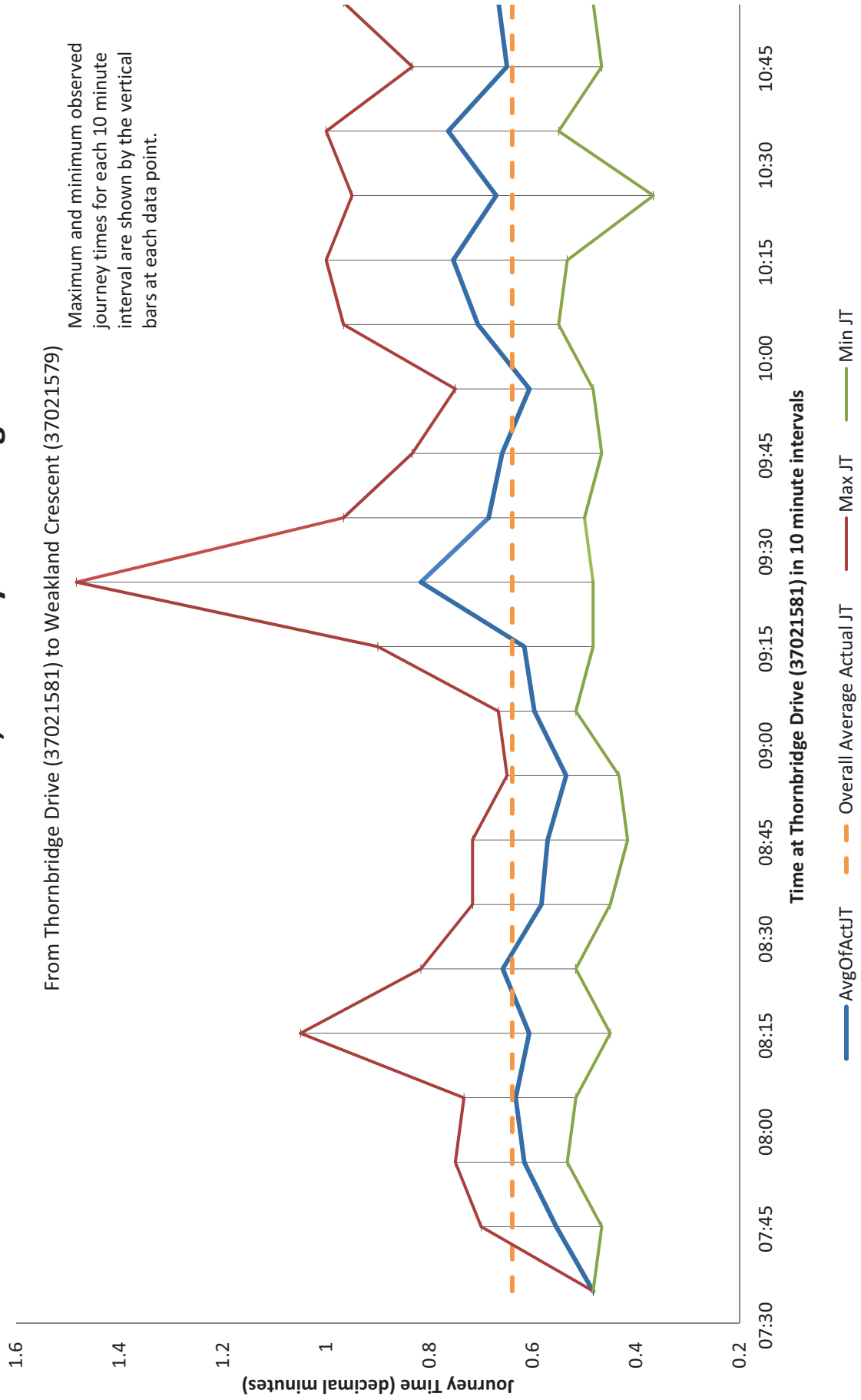
Occupation Lane/Birley Moor Road, Inbound, Saturday - All Day



Occupation Lane/Birley Moor Road, Outbound, Saturday - Morning

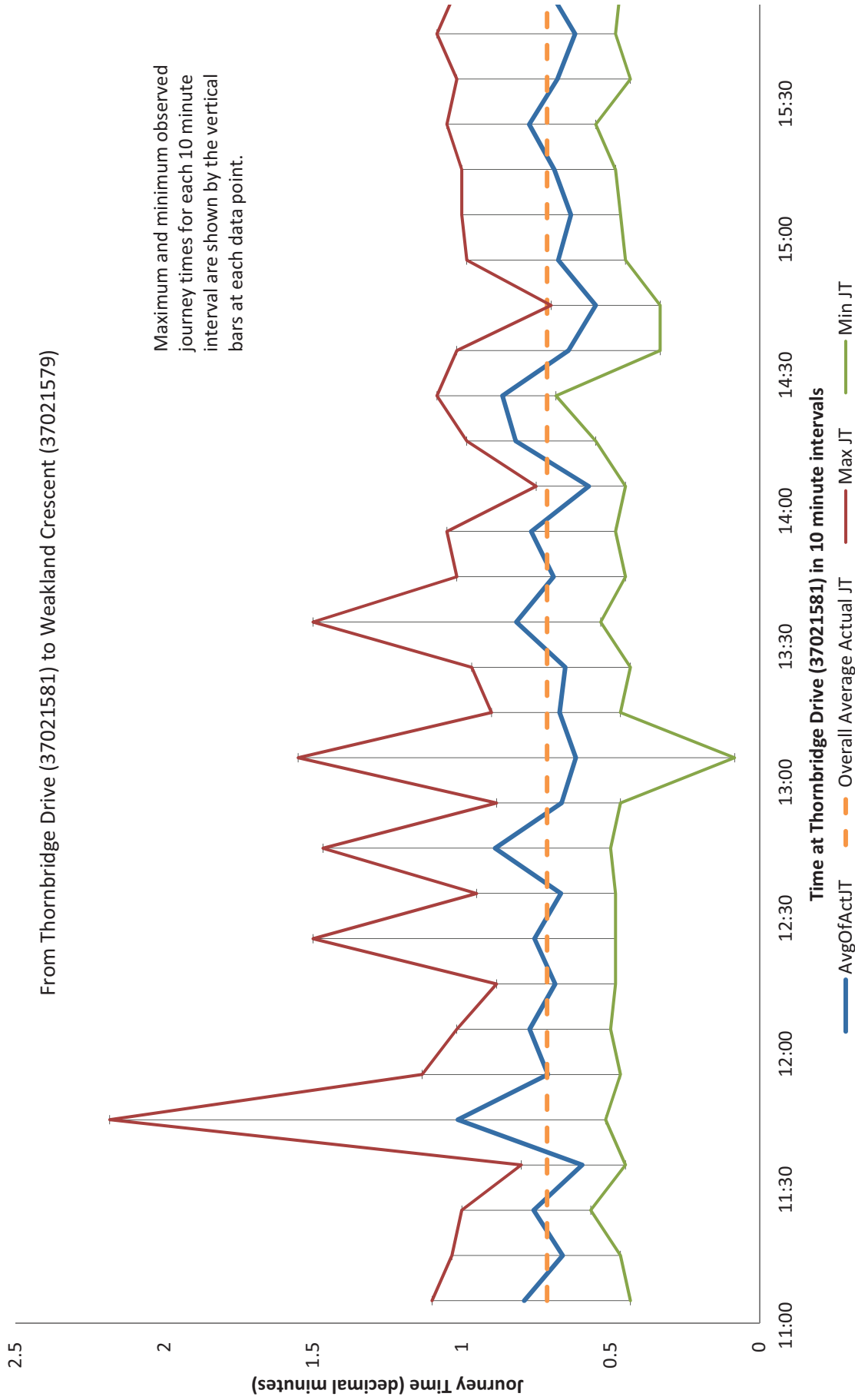
From Thornbridge Drive (37021581) to Weakland Crescent (37021579)

Maximum and minimum observed journey times for each 10 minute interval are shown by the vertical bars at each data point.



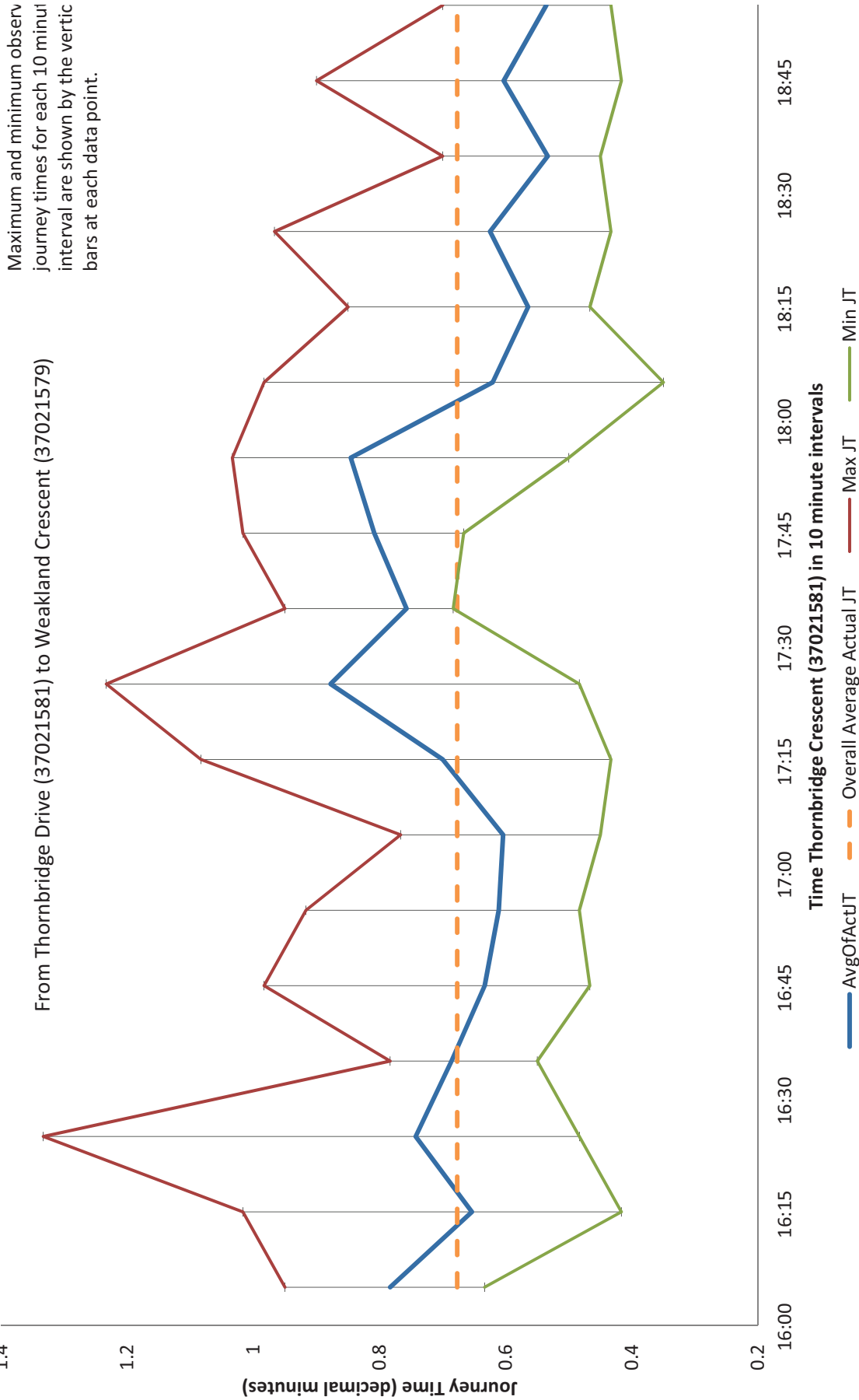
Occupation Lane/Birley Moor Road, Outbound, Saturday - Peak Period

From Thornbridge Drive (37021581) to Weakland Crescent (37021579)

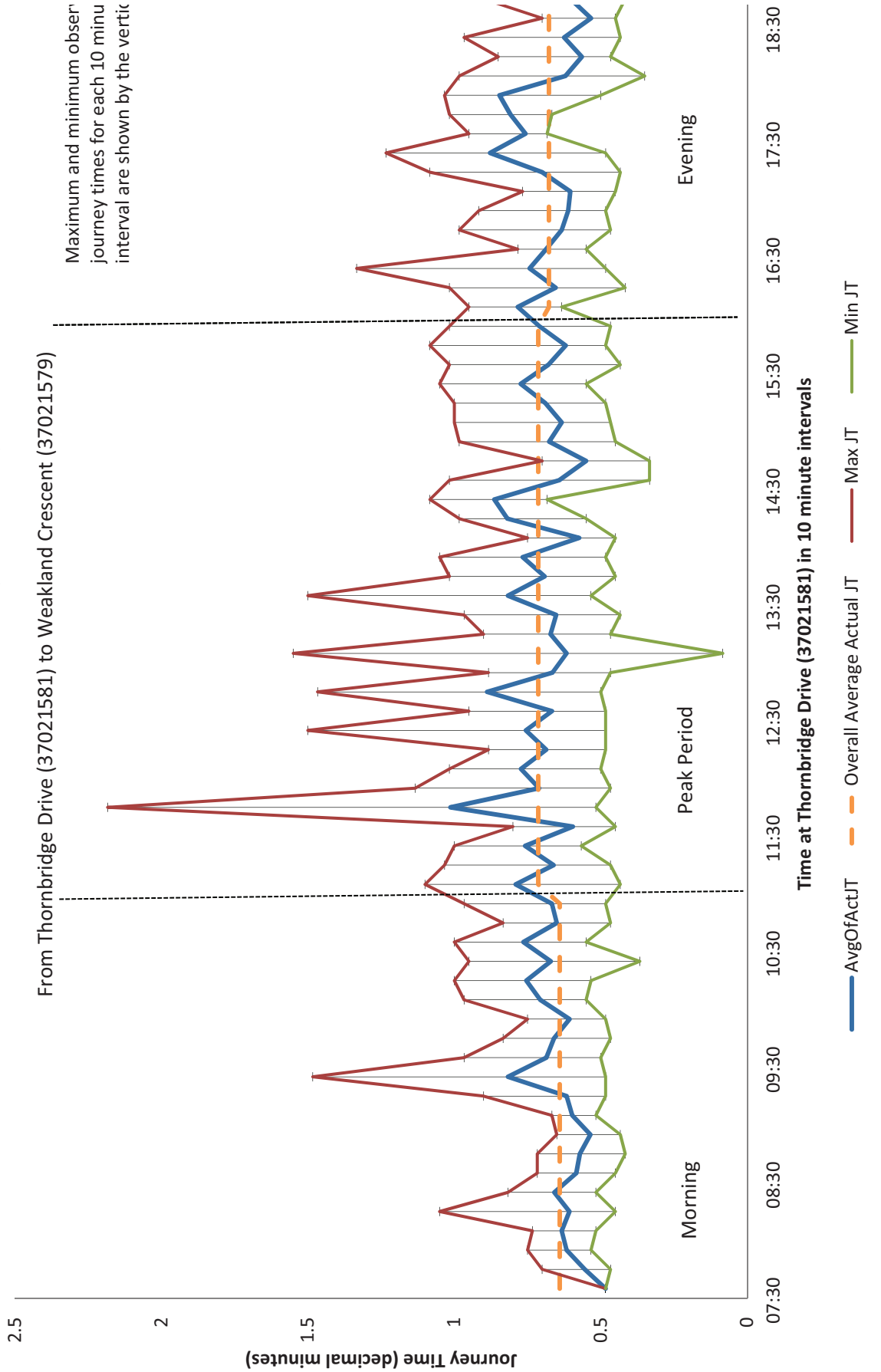


Occupation Lane/Birley Moor Road, Outbound, Saturday - Evening

From Thornbridge Drive (37021581) to Weakland Crescent (37021579)



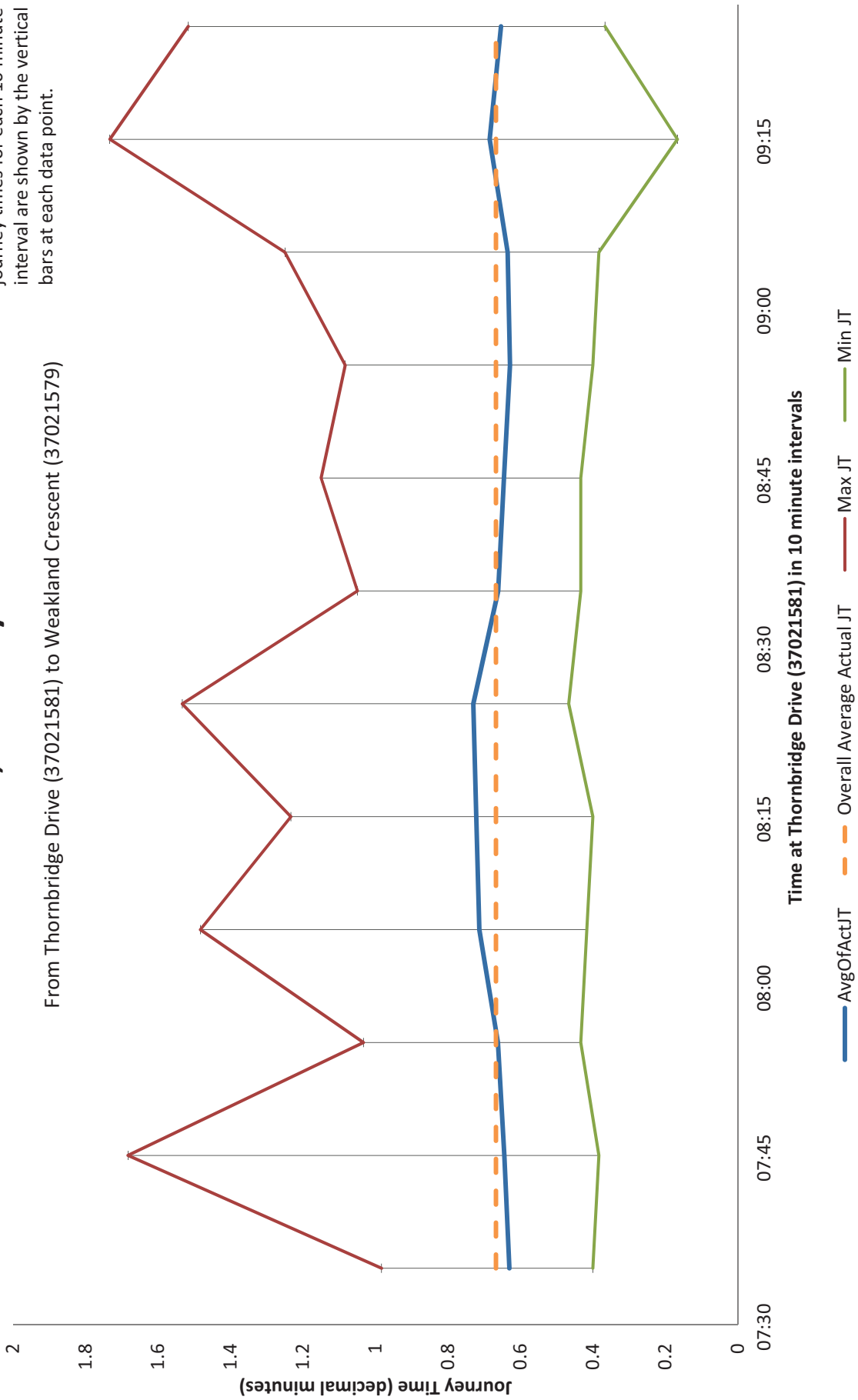
Occupation Lane/Birley Moor Road, Outbound, Saturday - All Day



Occupation Lane/Birley Moor Road, Outbound, Weekday - AM Peak

From Thornbridge Drive (37021581) to Weakland Crescent (37021579)

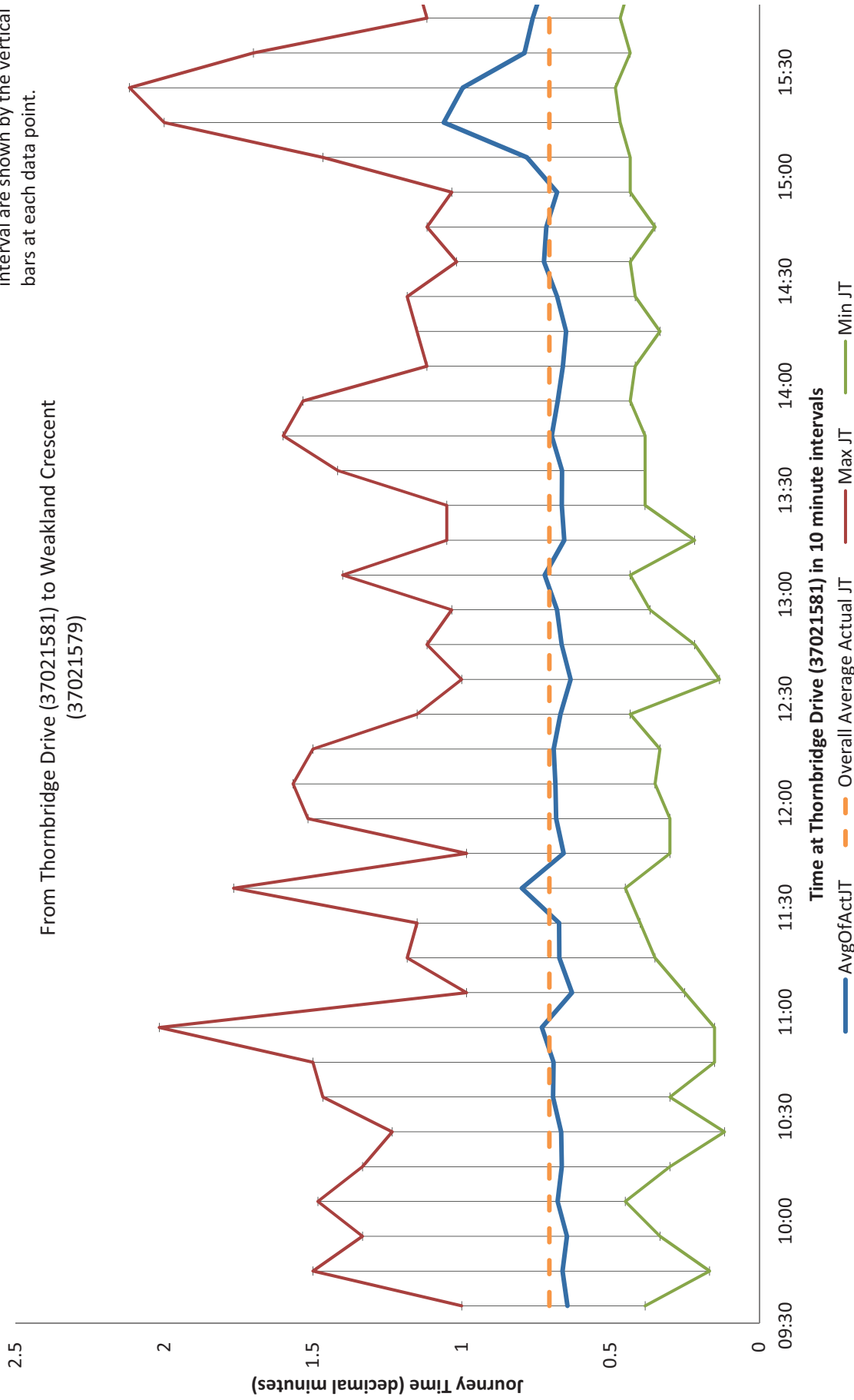
Maximum and minimum observed journey times for each 10 minute interval are shown by the vertical bars at each data point.



Occupation Lane/Birley Moor Road, Outbound, Weekday - Inter Peak

From Thornbridge Drive (37021581) to Weakland Crescent
(37021579)

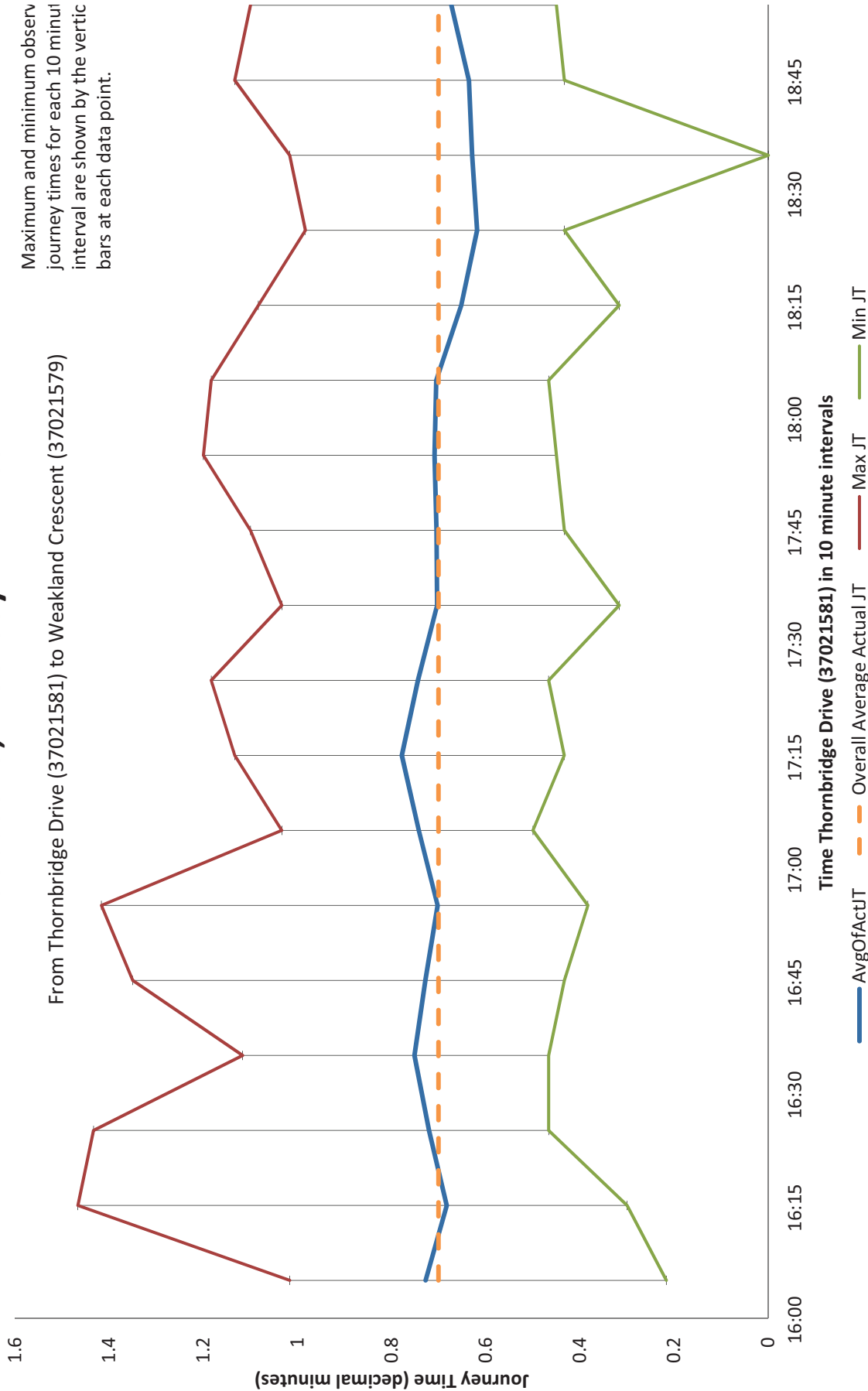
Maximum and minimum observed journey times for each 10 minute interval are shown by the vertical bars at each data point.



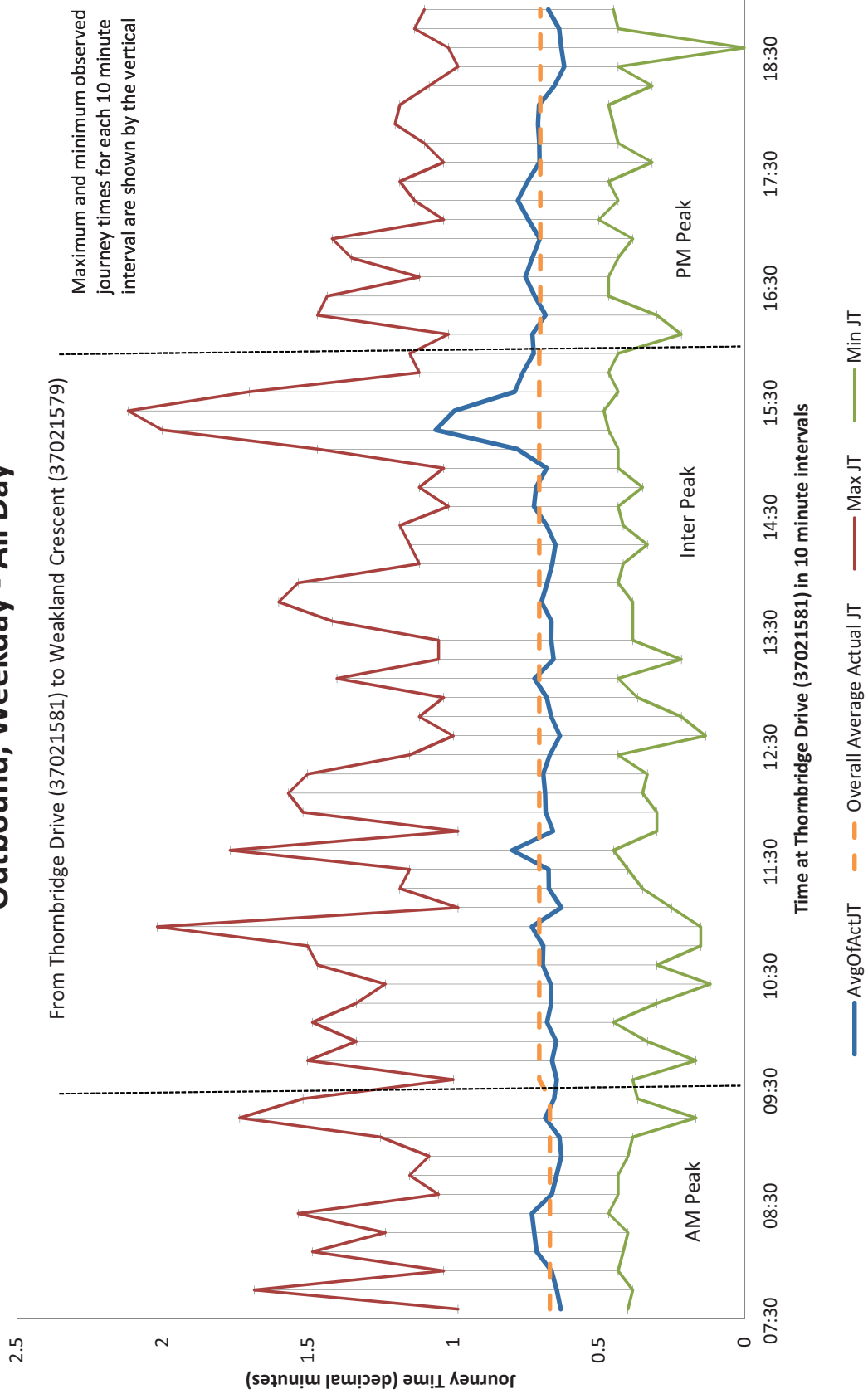
Occupation Lane/Birley Moor Road, Outbound, Weekday - PM Peak

From Thornbridge Drive (37021581) to Weakland Crescent (37021579)

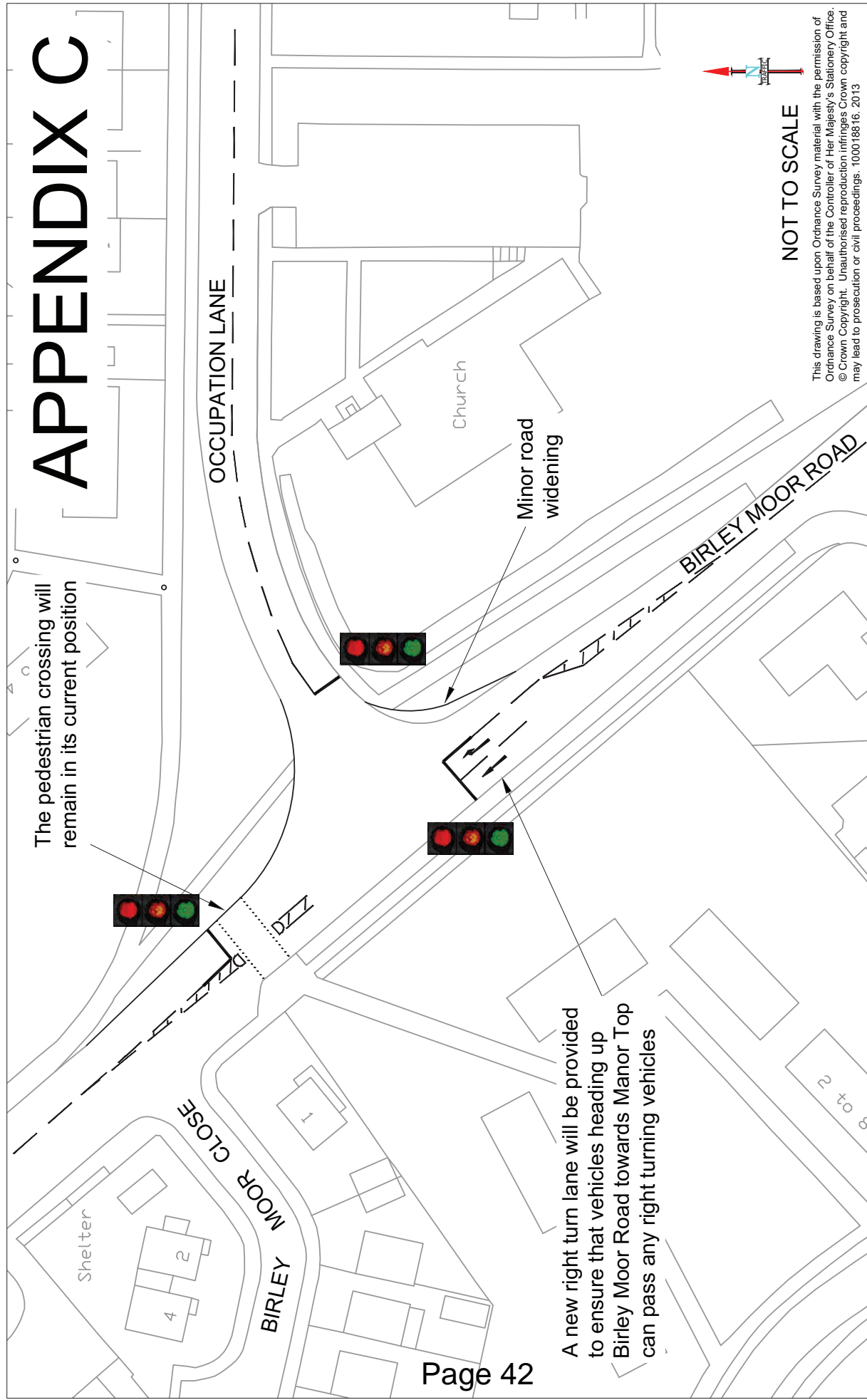
Maximum and minimum observ
journey times for each 10 minut
interval are shown by the vertic
bars at each data point.



Occupation Lane/Birley Moor Road, Outbound, Weekday - All Day

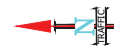


APPENDIX C



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	<p>SEPT 2013</p>	<p>BIRLEY MOOR ROAD / OCCUPATION LANE Proposed Traffic Signals Appendix C - Indicative Layout</p>	<p>KEY BUS ROUTE - SHEFFIELD CITY CENTRE TO HALFWAY IMPROVEMENT WORKS</p>
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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:

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SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 14th November 2013

Subject: Bus Hotspots Programme: proposals for Bocking Lane, Reney Road and Reney Avenue at Greenhill

Author of Report: Cate Jockel

Summary: This report seeks approval to implement these proposals as part of the Sheffield Bus Hotspots programme.

Reasons for Recommendations:

There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations.

Recommendations:

To overrule unresolved objections to the Traffic Regulation Order and implement the revised scheme. Write to any remaining objectors and inform them of this decision.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by Matt Bullock
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
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South - Beauchief & Greenhill
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
NO

REPORT FOR INDIVIDUAL CABINET MEMBER DECISION

14 NOVEMBER 2013

BUS HOTSPOTS PROGRAMME: PROPOSALS FOR BOCKING LANE, RENEY ROAD AND RENEY AVENUE AT GREENHILL

1. SUMMARY

1.1 This report seeks approval to implement these proposals as part of the Sheffield Bus Hotspots programme.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The scheme is designed to improve journey time and journey time reliability, as well as the bus stopping arrangements, for all those who use services 87 and 76. These are both high frequency services, operating every 10 minutes, with the 87 running along Bocking Lane (in two directions) and Reney Road (in one direction) and the 76 running along Bocking Lane, Reney Road and Reney Avenue (in both directions).

3. OUTCOME AND SUSTAINABILITY

3.1 The project contributes 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 Each District in South Yorkshire (Sheffield, Rotherham, Barnsley and Doncaster) has its own Bus Hotspots programme, developed in partnership with South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators. The purpose of each Hotspots programme is to develop schemes and initiatives to improve bus reliability. There are numerous locations where buses are held up, for a variety of reasons, and it is hoped that by addressing these 'hotspots', bus journey times will improve and make bus travel more attractive to local people.

4.2 Bus operators are required by statute to deliver reliable services. Punctuality Improvement Partnerships bring together those working to deliver this. The Bus Hotspots programmes in the South Yorkshire Districts tie into these.

4.3 The Sheffield Bus Hotspots List was completely renewed in 2012 as part of the launch of the Sheffield Bus Partnership and also to align locations on the List with the Streets Ahead maintenance programme. Preliminary work is now complete on a number of proposals and these are now being progressed to consultation, approval and build. The Bus Partnership has generated significant levels of funding from a number of sources, namely the South Yorkshire Local Transport Plan; the Local Sustainable Transport Fund; and the “Better Buses” Fund.

Bocking Lane, Reney Road and Reney Avenue at Greenhill

4.4 Bocking Road, Reney Road and Reney Avenue at Greenhill were all listed on the Sheffield Bus Hotspots List because it is difficult for buses to access the bus stops due to parked vehicles and this is causing considerable local congestion. Each of these roads was in a different Streets Ahead Zone, with Reney Road being in Zone A05 (Year 1); Bocking Lane in Zone A18 (Year 3) and Reney Avenue in Zone B58 (Year 3). However, because these roads are adjacent to each other, the Bus Partnership agreed to progress one set of proposals in the same timescale, to fit with the Streets Ahead Year 1 programme. The location of these streets is shown in a plan included as Appendix A.

4.5 The Bocking Lane proposals are shown in Appendix B. The Reney Road proposals are shown in Appendix C. The Reney Avenue/Reney Drive proposals are shown in Appendix D.

Bocking Lane

4.6 At the north-bound bus stop on Bocking Lane, near its junction with Allenby Drive, buses frequently have difficulty pulling into the stop, due to parked cars in front of the shops. This makes it difficult for passengers to board the bus and also means that the bus can block the road, causing delays to other traffic.

4.7 This issue could be addressed by altering the parking bay outside the shops, so that vehicles park parallel to the kerb. However, this would reduce the number of parking spaces and so has not been progressed. Instead, the proposal is to build out the kerb at the existing stop, so that buses can pull straight alongside the stop, and widen the carriageway on the eastern side to ensure a suitable road width is maintained. The latter requires moving the bus stop on the eastern side. This increases the distance between the opposing bus stops so should help reduce local congestion.

4.8 This scheme will have minimal effect on parking whilst increasing safety and reducing bus and other vehicle journey times. It also provides the opportunity to

provide a pedestrian island on the Bocking Lane arm of the roundabout: improving pedestrian crossing facilities here has been requested many times over the years.

Reney Road, Reney Avenue and Reney Drive

4.9 The section of most concern here is Reney Avenue, especially near the doctor's surgery. Due to inconsiderate parking at this busy location, buses are being severely delayed, as is other traffic. There is considerable conflict between parked vehicles, motorists trying to park, moving through traffic, and buses accessing the bus stop. These manoeuvres and conflicts have created significant concerns.

4.10 The proposal is to introduce double yellow lines (i.e. no parking at any time) along sections of Reney Avenue, especially at the junctions and near to the surgery, as well as standard bus stop clearways. This will provide passing places for buses while also making it easier for residents on the side streets to pull out onto Reney Avenue. Near to the surgery, a loading ban is also proposed, which will prevent any loading/unloading from taking place. This also prevents blue badge holders from parking on the double yellow lines. To offset the loss of on-street parking on Reney Avenue, two small new parking areas will be built on Reney Road (nature of surface to be decided as part of detailed design).

4.11 The proposals include moving three bus stops on Reney Road, Reney Avenue and Reney Drive. These bus stops are all currently located too close after a junction where the bus turns, meaning that the bus cannot draw up to the stop in the proper alignment. This causes problems for passengers and for other traffic.

4.12 The Traffic Regulation Order (TRO) for this scheme was advertised in July this year. Local consultation was also carried out, with letters and plans delivered to Local Councillors, local residents, the emergency services and the usual standard consultees, as well as made available through Greenhill Library.

4.13 Fifteen responses were received: two are objections to the TRO relating to sections of the double yellow lines proposed for Reney Avenue; two are opposed to the bus stop clearways on Reney Avenue. The other issues raised mainly concern Bocking Lane. Appendix E (a) sets out the issues raised and officers' responses.

4.14 Following on from that, some changes have been made to the proposals to take on board the comments received. These (a) remove two lengths of double yellow lines on Reney Avenue and (b) amend the location of the bus stop on Reney Drive. Plans of the revised scheme for Reney Avenue are shown in Appendix F and Appendix G. Plans of the revised Reney Drive proposals are shown in Appendix H.

4.15 Officers have written back to all respondents to inform them of these changes. Respondents were asked to review these and contact officers again with any comments. Appendix E (b) sets out these further comments and officers' responses.

4.16 The scheme is provisionally scheduled to be on site in January 2014. The scheme was developed to tie in with Core Works. These were then brought forward into 2013. However, following discussion with Amey, it has been agreed that this scheme can be constructed in 2013/14 as provisionally scheduled.

Summary

4.17 In summary, the scheme will reduce delay and improve reliability for buses, reduce local congestion, improve ease of getting on/off buses and introduce a pedestrian crossing facility at Bocking Lane. The only significant reduction in availability of highway for on-street parking is on Reney Avenue - which is where it causes significant problems (adjacent to the surgery and church: see paragraph 4.9). However, there is sufficient space further along Reney Avenue and, in addition, there will be two small new parking areas on Reney Road.

Relevant Implications

Financial

4.18 The budget estimate for scheme costs is about £145,000 including design work and a contingency fund. This estimate does not include a commuted sum estimate or statutory undertaker (SU) costs. Much of the scheme, however, is signs and lines only, so no SU costs will be involved in those elements. If SU costs are significant for some of the other elements, it is possible that the design may need to be revised.

4.19 As described in paragraph 4.3 above, there is funding from three sources for Bus Hotspots in 2013/14. This scheme would be funded from the South Yorkshire Local Transport Plan element of this. On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.

Equalities

4.20 An Equalities Impact Assessment has been conducted and is attached as Appendix I. It concludes that this proposal is fundamentally positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. It should prove particularly positive for the elderly, disabled and carers. The project aims to improve the reliability of the bus service and make it easier to use for anyone with mobility difficulties including wheelchair users, people with pushchairs and people with visual impairments. It also provides a new pedestrian crossing facility and parking areas. No negative equality impacts have been identified.

Legal

4.21 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. 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, alongside the local consultation. The Council should consider and respond to any public objections received. 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, it is acting lawfully and within its powers.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Other options considered included (1) the originally advertised proposal of more waiting restrictions on Reney Avenue - which would have further improved traffic flow; and (2) not providing parking areas on Reney Road – which would have reduced scheme costs; as well as (3) the 'do nothing' alternative.

6. REASONS FOR RECOMMENDATIONS

6.1 There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations. Officers have responded to residents' concerns and objections about loss of parking.

7. RECOMMENDATIONS

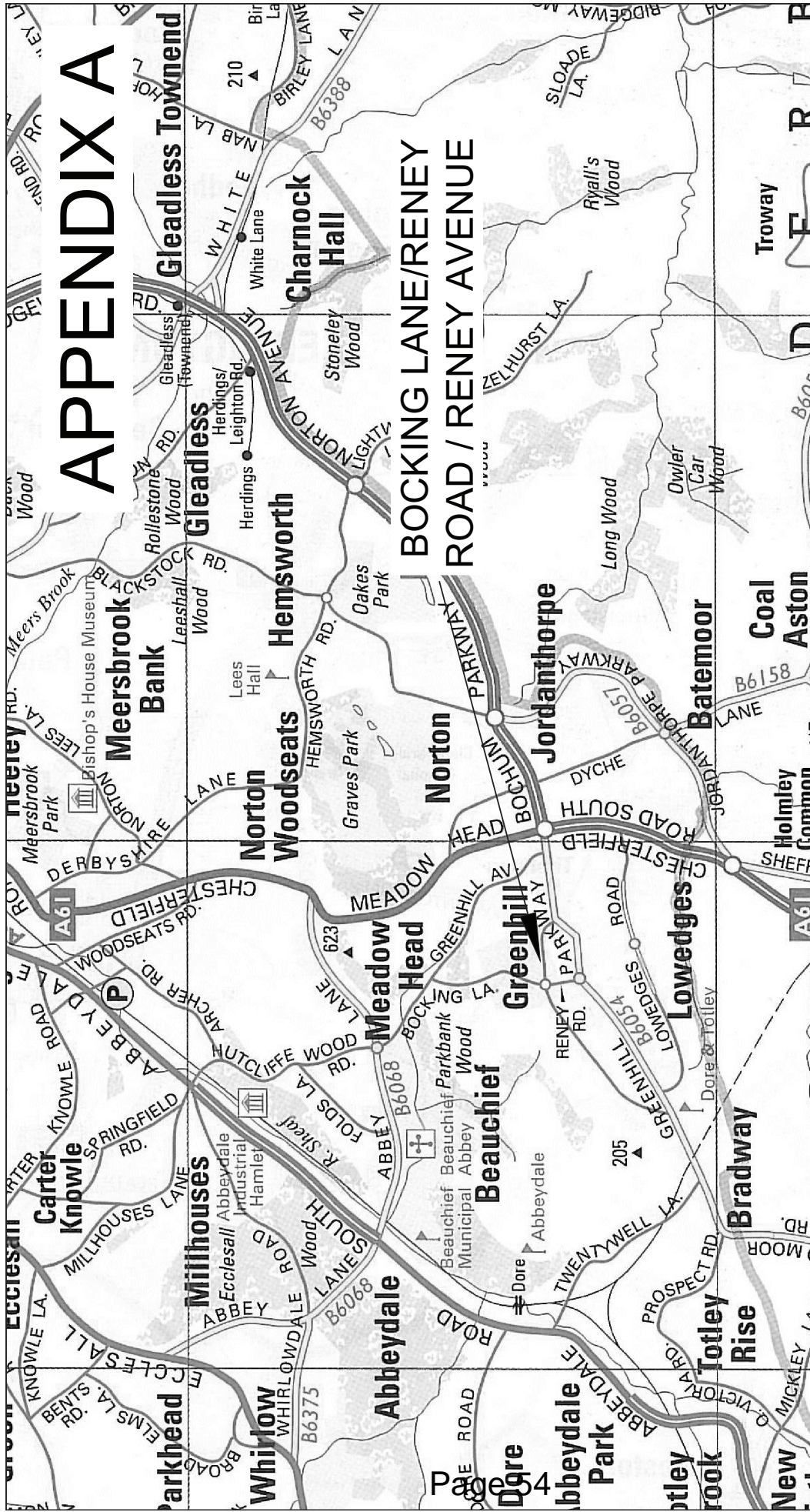
7.1 Overrule unresolved objections to the Traffic Regulation Order and implement the revised scheme.

7.2 Write to any remaining objectors and other respondents to inform them of this decision.

Simon Green
Executive Director, Place

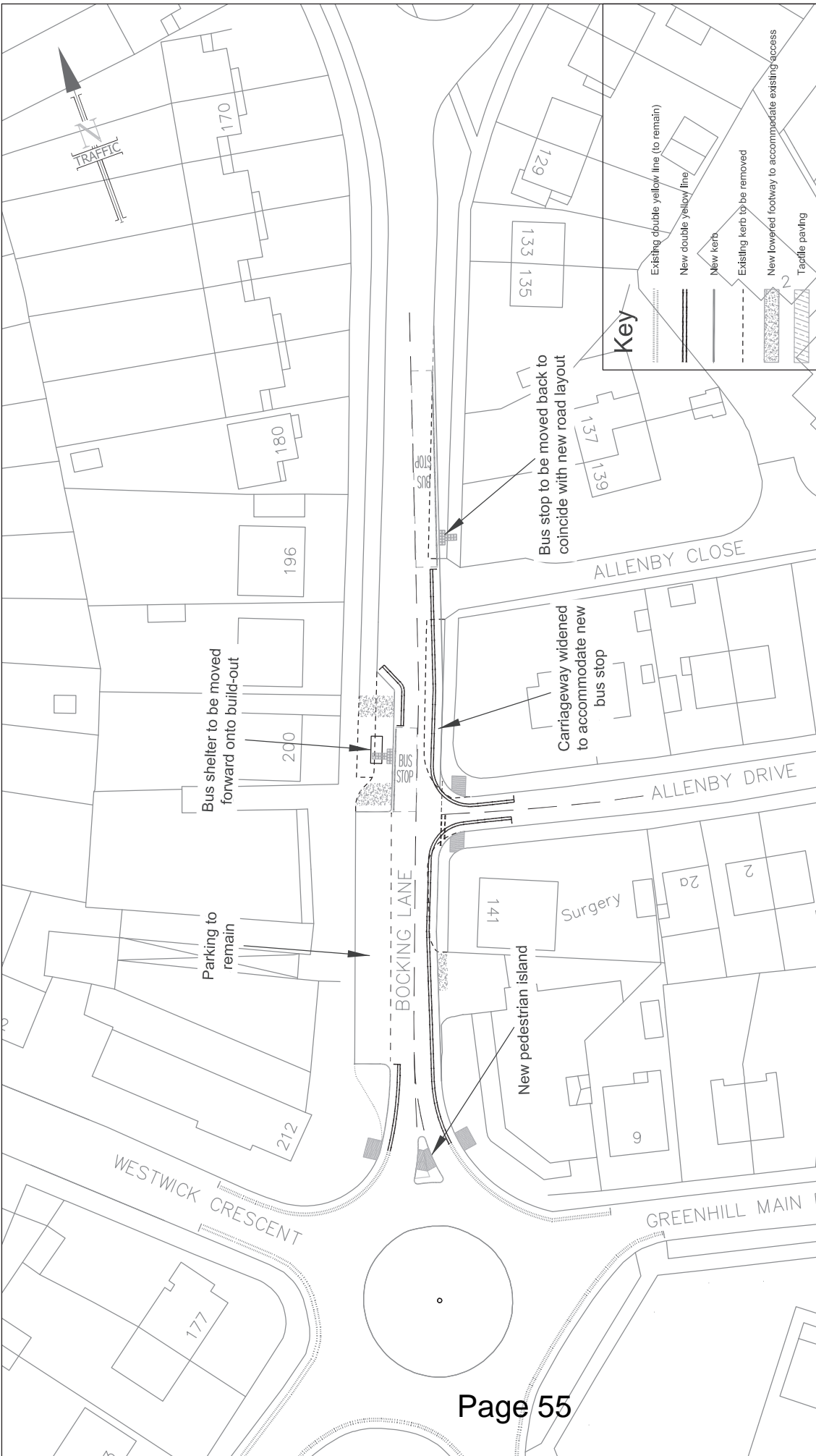
14 November 2013

APPENDIX A

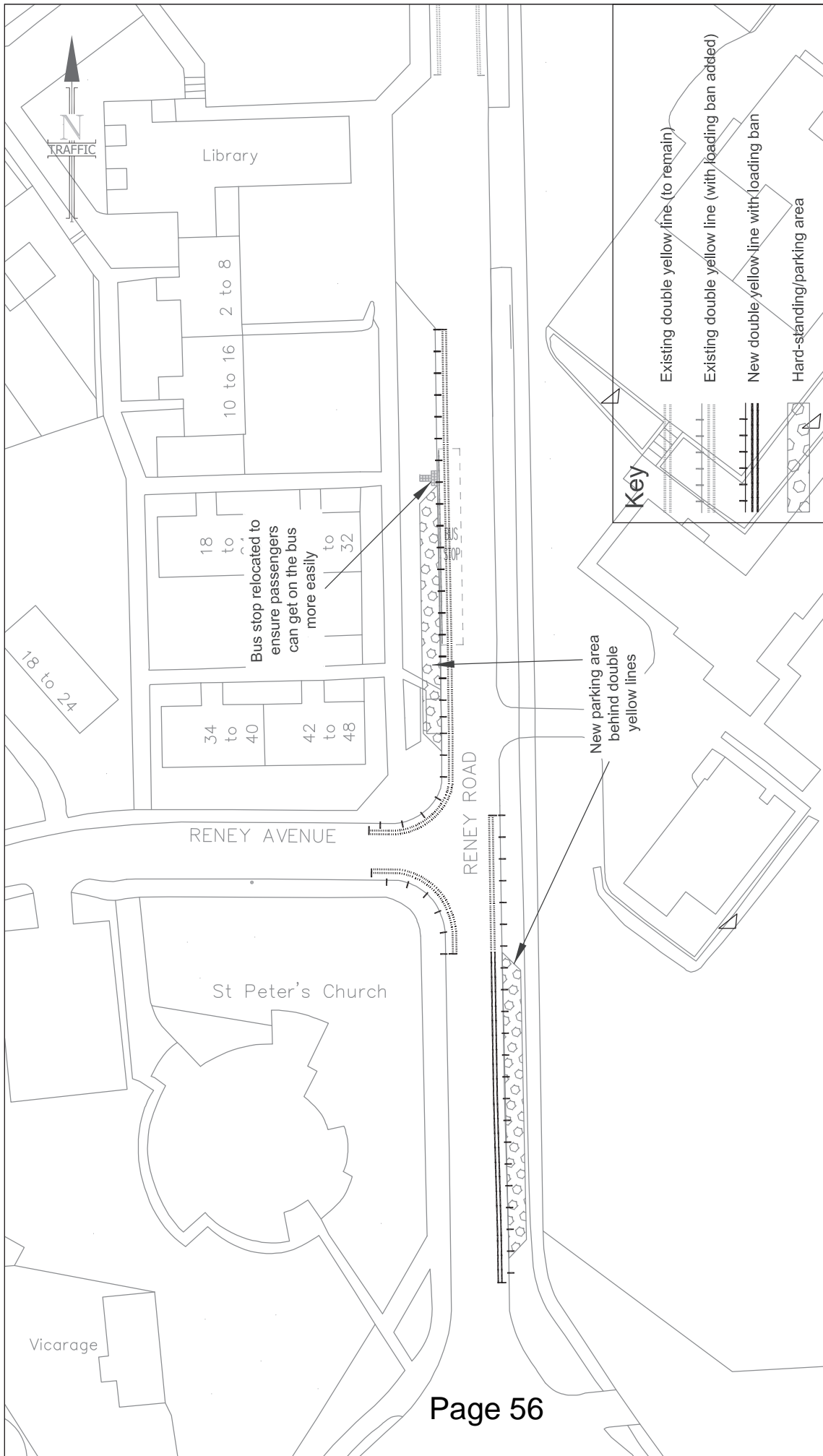


DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175 Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L.Sturch M.B.T.P.I. Development Services	Client SHEFFIELD CITY COUNCIL	Drawing No. TM / BN962 / P1	Scale NOT TO SCALE A4	Date OCT 2013	TRAFFIC MANAGEMENT
DRAWN JWB OCT 2013	CHECKED	Drawing Title Bocking Lane/Renney Road/Renney Ave Location Plan			
A Service Area of Place Sheffield City Council					

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		SCHEME DESIGN	
Drawing No. SD-BN962-App B		Scale 1/500	
Client SHEFFIELD CITY COUNCIL		Date Jul 13	
Scheme Bus Hotspots Appendix B		Drawing Title Bocking Ln, Renny Rd/Ave bus time improvements Scheme Design Drawing	
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	<p>AUTHOR</p> <p>James Haigh Jul 13</p>	<p>Scheme</p> <p>Bus Hotspots Appendix C</p>	<p>Scale</p> <p>1/500</p>	<p>Date</p> <p>Jul 13</p>
<p>Drawing Title</p> <p>Bocking Ln, Reney Rd/Ave bus time improvement Scheme Design Drawing</p>		<p>Millimetres</p> <p>A3</p>		
<p>CAD FILE NAME: G:\DEL\SD&PIENG_TRAFFIC\TM\Scheme Design\BN962 - Hotspots\Bocking Lane\SD-BN962-Boc-P01.3 Bocking Lane plan (Report version).dwg</p>				

Appendix E - Contents

Appendix E (a) Responses to TRO Advertisement and Local Consultation: July 2013

Appendix E (b) Responses to Revised Proposals: October 2013

Appendix E (a) Responses to TRO Advertisement and Local Consultation: July 2013

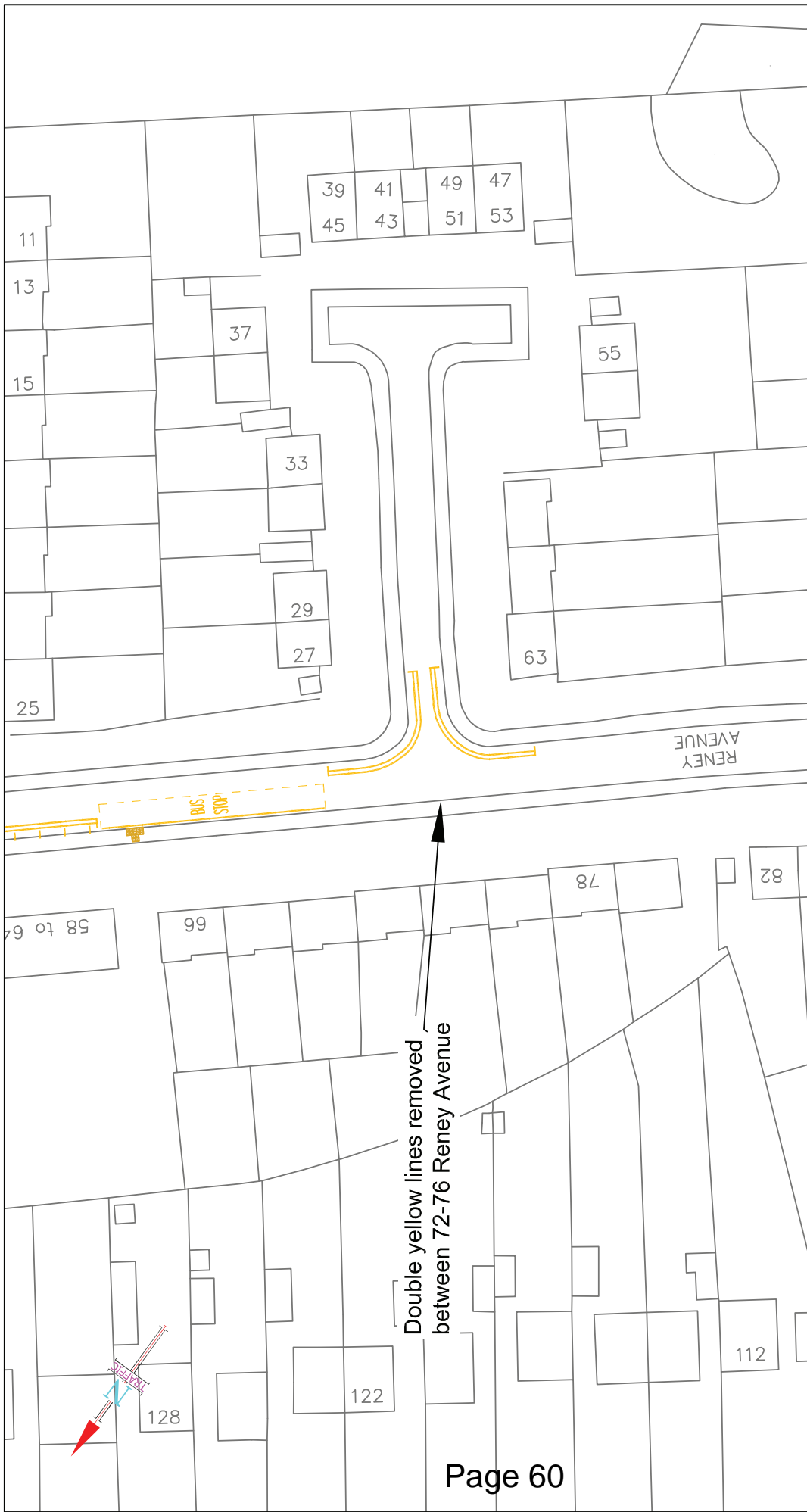
Comment Number	Summary of Comments	Officer Response
1	Bocking Lane: additional parking restrictions are needed in front of nos.180, 196, & 198, adjacent to the shops.	The scheme has been carefully designed to ensure the scheme objectives are achieved: further waiting restrictions are not considered necessary to achieve those.
2	Bocking Lane: I don't want to see the removal of a section of grass verge on Bocking Lane.	The bus stop is being built out to ensure that buses can access the stop clearly. To maintain a suitable carriageway width, it is necessary to remove this area of grass verge. The alternative to this involves reducing or removing parking outside the shops, something that has in the past been proposed and not welcomed.
3	Bocking Lane: the kerb realignment on Bocking Lane will reduce visibility for motorists exiting Allenby Close and Allenby Drive.	This has been assessed. A driver exiting either the Close or Drive will be able to see clearly to the roundabout to the left and at least as far as Meadow Head Avenue to the right. The proposal has been assessed by our Road Safety Team who did not have any adverse comments about the visibility issues.
4	Bocking Lane: there will be a loss of parking outside the shops on Bocking Lane due to the build-out.	The pavement is being extended slightly to ensure that the tactile paving can be correctly aligned and pedestrians have the shortest distance to cross. There is no loss of parking capacity: at present, drivers tend not to make best use of the parking area, leaving excessive gaps between vehicles. By marking out individual bays, we will maintain the current capacity and make it easier for vehicles to manoeuvre in and out of the spaces.
5	Bocking Lane: the bus stop on the eastern side of Bocking Lane should be moved closer to the shops, rather than slightly further	Loading and unloading to the shops takes place in the location suggested. Provision of a bus stop there would remove these loading opportunities. It would also restrict shoppers' ability to manoeuvre in and out of the parking



	away.	spaces.
6	Bocking Lane : the scheme will cause problems for delivery lorries to Spar.	The proposed layout increases the area which a vehicle has to manoeuvre in, without encountering a physical obstruction, and without encroaching on to the footway on the opposite side.
7	Reney Avenue: I am concerned at the loss of parking near my property.	Officers have sought to minimise the loss of parking caused by the waiting restrictions by including two new parking areas on Reney Road, close to the medical centre on Reney Avenue. Further down Reney Avenue, in response to residents' concerns, two sections of double yellow lines have been removed from the scheme in response to these concerns.
8	Reney Road: concern about how the new parking areas will impact on trees.	This is being investigated to minimise the impact.
9	Reney Avenue/Road: the bus stop clearway removes parking close to my house / I don't want to see the bus stop relocated.	Bus stop clearways are introduced to keep the approach to the stop clear from parked vehicles. This ensures that buses can safely pull up to the kerb and that wheelchair users, people with pushchairs and all those with mobility issues, as well as people with visual impairments, can easily board the bus. Some bus stops are being relocated (to greater and lesser extents) as, in their current position, a bus is not able to align properly with the kerb at the stop.

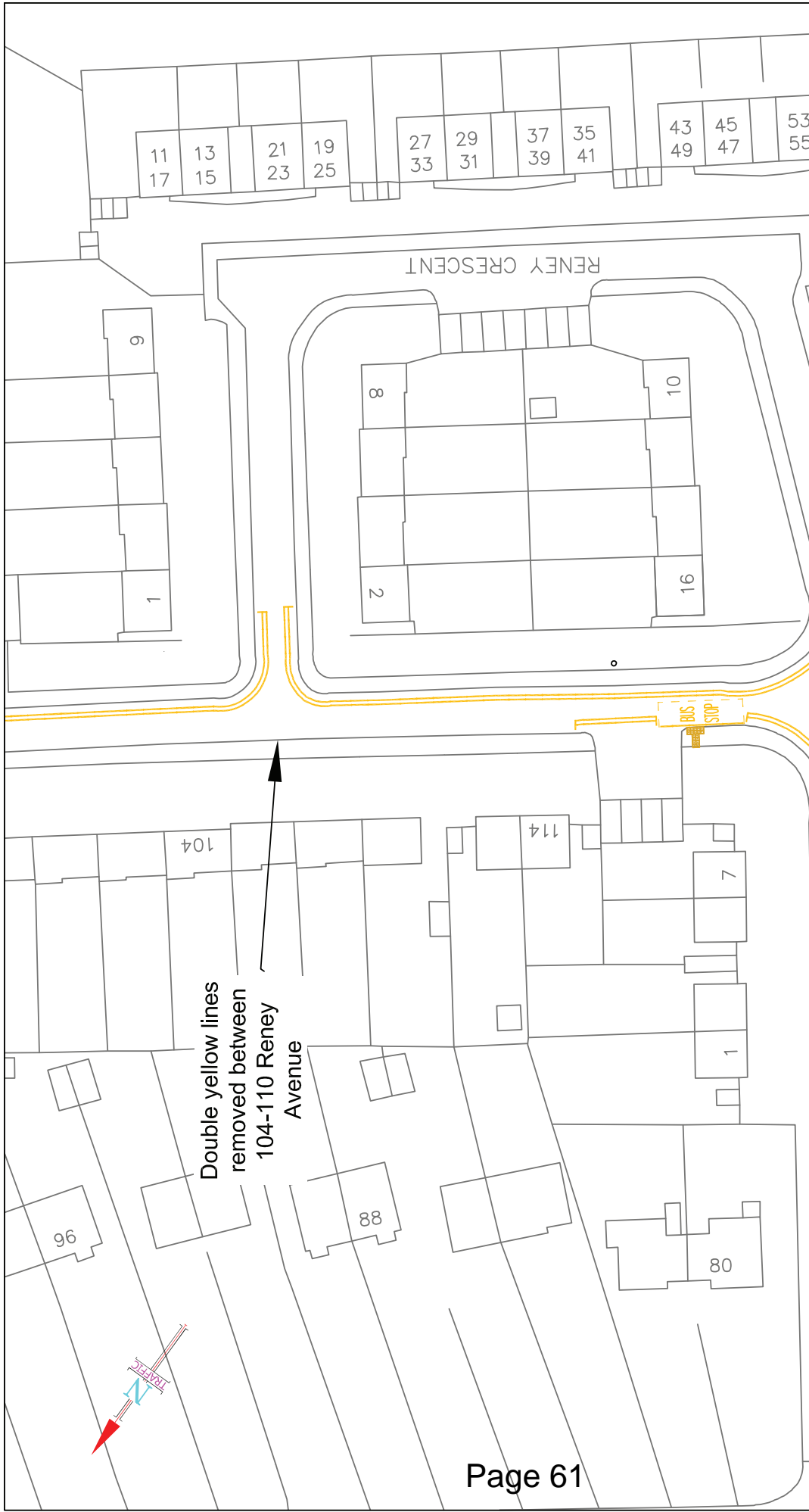
Appendix E (b) Responses to Revised Proposals: October 2013

Comment Number	Summary of Comments	Officer Response
1 (see issue no.9 above)	Reney Avenue: residents at no.66 and 70 are unhappy with the bus stop clearway that would go in front of those houses. The resident at no.66 is a 97 year old who is visually-impaired and a wheelchair user, with frequent visits from family/carers. Both residents would like the kerb lowered so that they could park off-road (as at no.68).	Sheffield residents usually apply and pay for lowered kerbs such as these. However, in this location, it is these residents who will be most impacted by the new waiting and loading restrictions around the surgery. So the scheme will include lowered kerbs for these two properties. (This may require slight redesign of the bus stop outside no.66 to position the raised kerbs for the bus stop in relation to this lowered kerb).

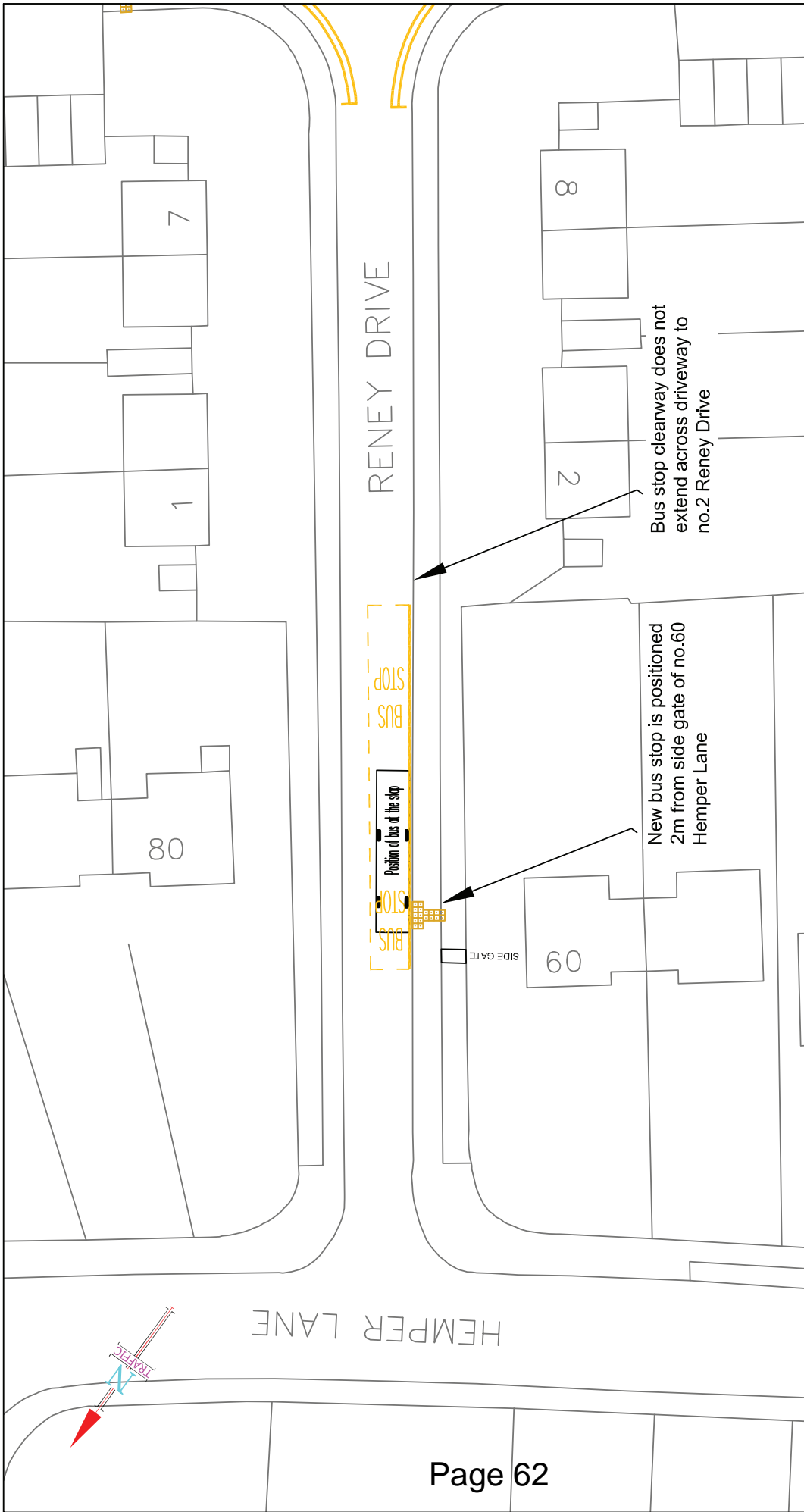
2 (see issue no.3 above)	Bocking Lane: one resident of Allenby Close remains concerned about visibility to the left when turning into Bocking Lane.	See the response to issue no.3 above.
3 (new issue)	Reney Drive bus stop: one resident of Reney Drive is annoyed that the bus stop has already been moved and is outside her house.	Since the consultation in July, SYPTE has moved this bus stop – to a different location from the one proposed. The bus stop will be moved to the proposed location when the scheme is implemented.
4 (see issue no.8 above)	Trees on Reney Road: concern about how the new parking areas will impact on trees remains.	It is intended that the detailed design will minimise the impact on trees of the new parking areas such that only one tree is affected. (There is a balance between impact on trees and the number of spaces that can be provided).



		SCHEME DESIGN	
Drawing No. SD-BN962-App F		Scale NTS	A4
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		Date Oct 13	
SHEFFIELD CITY COUNCIL		Client	
Bus Hotspots Appendix F		Scheme	
Reney Avenue - No's 72-76 Revised Scheme		Drawing Title	
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A Service Area of Place Sheffield City Council		CAO FILE NAME: G:\DEL\SD&PIENG_TRAFFIC\TM\Scheme Design\BN962 - Hotspots\Bocking Lane\SD-BN962-Boc-P01.6 (Appendix F,G,H).dwg	



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		Date Oct 13	
SHEFFIELD CITY COUNCIL		Client	
Bus Hotspots Appendix G		Scheme	
Reney Avenue - No's 104-110 Revised Scheme		Drawing Title	
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A Service Area of Place Sheffield City Council		CAD FILE NAME: G:\DEL\SD&PIENG_TRAFFIC\TMS\Scheme Design\BN962 - Hotspots\Bocking Lane\SD-BN962-Boc-P01.6 (Appendix F.G.H).dwg	



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<p>AUTHOR James Haigh Oct 13</p>		<p>CHECKED</p>		<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Scale NTS</p>		<p>A4 0 Millimetres Date Oct13</p>	
<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Scheme Bus Hotspots Appendix H</p>		<p>Drawing Title Reney Drive Relocation of Bus Stop</p>		<p>Position of bus of the stop</p>		<p>Bus stop clearway does not extend across driveway to no.2 Reney Drive</p>	
<p>New bus stop is positioned 2m from side gate of no.60 Hemper Lane</p>		<p>Position of bus of the stop</p>		<p>Bus stop clearway does not extend across driveway to no.2 Reney Drive</p>		<p>Bus stop clearway does not extend across driveway to no.2 Reney Drive</p>		<p>Bus stop clearway does not extend across driveway to no.2 Reney Drive</p>	

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 Hotspots Programme: Bocking Lane, Reney Road and Reney Avenue at Greenhill

Status of policy/project/decision: New

Name of person(s) writing EIA: Cate Jockel

Date: 14.10.13

Service: Regeneration and Development Services

Portfolio: Place

What are the brief aims of the policy/project/decision? To tackle bus journey times and reliability through a Bus Hotspots Programme in partnership with SYPTTE and the local bus operators, as part of the Sheffield Bus Partnership.

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	The elderly will benefit from accessibility improvements in particular and also because they tend to have lower car ownership/use than the general population. They will also benefit from the proposed pedestrian island on Bocking lane which will improve safety for the elderly and young.
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. Blue badge holders may be impacted by parking restrictions on some roads but this is more than mitigated by the proposal for 2 new parking areas on the roads concerned, ensuring parking for the Drs surgery is still possible.
Pregnancy/maternity	Positive	Medium	See disability.
Race	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Religion/belief	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Sex	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Sexual orientation	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Transgender	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Carers	Positive	High	See disability.
Voluntary, community & faith sector	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Financial inclusion, poverty, social justice:	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Cohesion:	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Other/additional:	-Select-	-Select-	

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. It should prove particularly positive for the elderly, disabled and carers. The project aims to improve the reliability of the bus service and make it easier to use for anyone with mobility difficulties including wheelchair users, people with pushchairs and people with visual impairments. It also provides a new pedestrian crossing facility and parking areas. 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: 17/10/13 **Q Tier Ref** BU94445 **Reference number:** /

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

Approved (Lead Manager): Cate Jockel **Date:** 14/10/13

Approved (EIA Lead person for Portfolio): Ian Oldershaw **Date:** 17/10/13

Does the proposal/ decision impact on or relate to specialist provision: no

Risk rating: Low

Action plan

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

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

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

Approved (EIA Lead Officer for Portfolio): **Date:**

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SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 November 2013

Subject: Hillsborough Permit Parking Review
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

To report representations received following the advertisement of a Traffic Regulation Order (TRO), proposing waiting restriction adjustments for streets inside and outside the Hillsborough Permit Parking Scheme. The report sets out the Council's responses and recommendations.

Reasons for Recommendations:

The recommendations reflect the views of local people on changes inside and outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the scheme with the exception of Burrowlee Road.
 - 7.2 Not to progress with any proposed extensions to the existing permit scheme.
 - 7.3 Inform those who made representations accordingly.
 - 7.4 Introduce the proposed parking restrictions.
-

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock 28/10/13
Legal Implications
Cleared by: Deborah Eaton 25/10/13
Equality of Opportunity Implications
Cleared by: Ian Oldershaw 23/10/2013
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
Hillsborough
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?
NO
Press release
YES

HILLSBOROUGH PERMIT PARKING SCHEME REVIEW:
REPRESENTATIONS MADE BY RESIDENTS / BUSINESSES IN RESPONSE
TO THE TRAFFIC REGULATION ORDER CONSULTATION.

1.0 SUMMARY

1.1 This report discusses the representations made by residents / businesses in response to the changes proposed to the Hillsborough Permit Parking Scheme and surrounding streets as advertised in a Traffic Regulation Order (TRO) in August / September 2013. The report sets out the Council's responses and recommendations.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The Hillsborough Permit Parking Scheme was implemented in February 2012 to better manage parking practices in the district centre, making it easier for residents to park nearer their properties while also turning spaces over more frequently, providing improved short term parking for local businesses.

2.2 Making further improvements by advertising changes that were suggested by residents and businesses in the review consultation contributes to the 'working better together' value of the Council plan 'Standing up for Sheffield'. Officers have developed proposals in response to customer comments about parking conditions in the area.

2.3 As well as responding to the requests and views of residents inside the scheme, it is also anticipated that reducing the amount of inconsiderate parking at junctions outside the scheme area will improve road safety, thus helping to create '*safe and secure communities*'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
- Further reduce the impact of long stay commuter parking in Hillsborough.
 - Improve road safety by removing inconsiderate parking on junctions and footways.
 - Better manage parking practices and competing demands.

4.0 REPORT

Introduction

- 4.1 The Hillsborough Permit Parking Scheme was developed following requests from the local area over a number of years to tackle long stay commuter parking. It was introduced in February 2012, covering an area around the main shopping centre.
- 4.2 Now that the parking changes have been in place for over 12 months, a review has been carried out to ascertain how the scheme is working and if any changes can be made to make it work better.
- 4.3 In December 2012 local people were consulted to ascertain how they felt the scheme was working and if they thought any changes could be made. One of the consultation questions asked whether residents living outside the current scheme boundary thought their street would benefit from permit parking restrictions similar to those already in Hillsborough.
- 4.4 The results of the consultation were presented to the February 2013 meeting of the Council's Cabinet Highways Committee. At this meeting recommendations were approved to investigate small scale changes both inside and outside the current scheme, undertake further survey work in streets adjacent to current scheme as well as advertise any proposed changes.

Survey Results

- 4.5 To gain further understanding of parking practices in streets outside the current permit parking scheme, and to help with making a decision on which streets may benefit from being included, parking surveys were undertaken on three separate days in late February / early March. The following streets were surveyed:

- Minto Road
- Leader Road (including Leader Court)
- Clarence Road
- Beechwood Road
- Thoresby Road
- Taplin Road
- Hunter Road.

These streets and the current Hillsborough Permit Parking Scheme can be seen in Appendix 'A'.

- 4.6 The results indicated that on Minto Road, Leader Road (including Leader Court) and Clarence Road there were problems with long stay commuter parking during the day. As a majority of respondents in the review had indicated permit type restrictions would be welcomed, further proposals were advertised by TRO.

- 4.7 On Hunter Road, Beechwood Road, Thoresby Road and parts of Taplin Road the surveys showed that parking problems tended to be mainly on an evening / night where there were too many resident owned vehicles for the spaces available. The timing and cause of the problems on these streets wouldn't be something that a permit scheme could address. On these streets residents were also less supportive of a permit scheme and on that basis officers decided not to progress with any further consultation.
- 4.8 The report presented to the Cabinet Highways Committee in February also indicated that further investigation and consultation would take place with residents of Parkside Road and Winster Road regarding issues with parking to visit Hillsborough Park. The consultation with residents of these streets took place in March. Of the responses received it was found that a majority of respondents on both streets felt their street would benefit from some form of permit parking restrictions. Residents were given further opportunity to comment on proposals through the TRO consultation.

TRO Consultation (August / September 2013)

- 4.9 A total of 9 letters with plans detailing the proposed localised changes (see Appendix 'B') were delivered to approximately 1500 properties in the Hillsborough area. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star.
- 4.10 A mixture of views was obtained regarding the proposed changes. 25 letters, 2 petitions and approximately 100 e-mails as well as a number of calls were received. Officers acknowledged each correspondent either by letter or e-mail often giving full responses to each query ensuring residents had as much information as possible to make an informed decision on whether or not to support the proposals for their area.

Changes Proposed for the Existing Permit Scheme

- 4.11 Overall the proposed changes to the existing scheme were supported by people responding to the consultation with the exception of changes planned for Burrowlee Road. It is therefore recommended that the TRO be made to help make the existing parking scheme work better. The changes can be seen in Appendix 'B' (TM-BN854-P1, TM-BN854-P2, TM-BN854-P3, TM-BN854-P6 and TM-BN854-P8).
- 4.12 Four objections were received regarding the proposal to change two bays on Burrowlee Road from 'Permit Holders Only' to '2 hours Limited Waiting with Exemption for Permit Holders'. The main reasons for objecting included; the reduction of parking availability for residents, spaces being taken by sandwich shop users rather than visitors (*'they have their own car park to the rear which the Council should encourage customers to use'*) and potential problems on match days (spaces being taken by fans on a Saturday for two hours). Based on the comments received it seems the change on Burrowlee Road may not assist residents and may also disrupt the balance of parking on a street where space is at a premium. Therefore it is recommended not to implement this proposal.

Small Scale Changes Proposed for Outside the Permit Scheme Area

- 4.13 During the review a number of residents / businesses outside the current scheme area indicated that they didn't feel permit type restrictions were necessary but instead suggested small scale changes to help improve parking and safety. A number of the requests required a TRO and these were advertised in August 2013.

Dixon Road Area

- 4.14 From the 31 responses received during the review consultation in the Dixon Road area, 6 mentioned problems associated with parking at junctions (especially on a match days). Following the requests, double yellow lines were advertised at a number of junctions throughout the Dixon Road area as detailed in TM-BN854-P5. The majority of respondents to the TRO were in favour of these proposals. 8 e-mails / letters of support and 4 objecting to the waiting restrictions were received.
- 4.15 The main objection to the proposals was over the loss of parking. Officers realise that parking is at a premium in this area and in response to this officers have worked with residents to reduce some lengths of double yellow lines to 5 metres. Based on the requests and support received it is recommended that the restrictions are implemented to better manage parking practices in the area and address road safety issues.

Kirkstone Road Area

- 4.16 Requests for double yellow lines were received during the review to solve parking problems at the junction of Kirkstone Road and Walkley Lane and at the end of Kirkstone Road to address problems associated with vehicles getting stuck and not being able to turn around. Double yellow lines were advertised as detailed in Appendix 'B' (TM-BN854-P9). During the TRO consultation a total of 5 objections were received in relation to these proposals.
- 4.17 Objectors to the proposals were again concerned that the changes would reduce the number of spaces for residents to park. In response to this officers have tried to keep the double yellow lines to a minimum and consider the proposals necessary to improve visibility and road safety. On that basis it is recommended that the traffic management reasons outweigh the objections and the TRO order is made as advertised in TM-BN854-P9.

Dykes Hall Road / Leader Road Area

- 4.18 Double yellow lines were advertised for the junction of Dykes Hall Lane / Leader Road and Kendal Road. A total of 2 e-mails / letters of support were received indicating that the proposals would improve visibility / road safety at this location. It is therefore recommended that the TRO is made for these changes as shown in TM-BN854-P7.

Proposed Extension to the Permit parking Scheme

4.19 The TRO consultation which provided residents of Minto Road, Leader Road, Clarence Road, Parkside Road and Winster Road with further details about a potential permit scheme was met with strong objection. The developed proposals can be seen in TM-BN854-P4, TM-BN854-P6 and TM854-P7 in Appendix 'B'

4.20 A summary of the responses can be seen below:

Minto Road / Leader Road Area – TM-BN854-P7

- 14 objections received
- 1 email / letter of support
- 1 Petition objecting to the proposals received (including 28 signatures)

Main reasons for objection included:

- 'Cost – feel it is unfair to ask residents to pay'
- 'Access – No issues with bin collections or access for collection vans'
- Number of spaces – scheme will mean a reduced number of spaces - not enough for residents'
- 'Scheme will make parking situation worse'
- 'I pay enough tax already to drive and park on the roads'
- 'Scheme will lead to anger, arguments and disputes between residents'.

Clarence Road Area – TM-BN854-P6

- 6 objections received
- 2 emails / letters of support
- 1 Petition received (including 22 signatures)

Main reasons for objection included:

- 'If the scheme goes ahead on one section it will push the problem to the rest of the street'
- 'Is this simply a money making scheme'
- 'Don't agree there should be a charge'
- 'Just another tax'
- 'Against paying to park in a residential area'
- 'As far as I know there are no parking problems – the scheme would create problems'
- 'Against rise in costs for permits'
- 'Scheme would de-value properties'

Parkside Road / Winster Road – TM-BN854-P4

- 26 objections received
- 2 e-mails / letters of support

Main reasons for objection included:

- ‘Don’t believe there are any daytime parking problems’.
- ‘Don’t agree there should be a fee to park’
- ‘Only match days are a problem’
- ‘Single and Double yellow lines will reduce the amount of parking’
- ‘Why are residents being asked to pay for a situation caused directly by the Council’
- ‘Scheme will only cause more anxiety and stress for residents’
- ‘Just a sneaky tax on residents’

4.21 After considering all the objections received, officers recommend that the extension to the permit scheme area is not progressed and that residents / businesses are notified of this decision. It is also proposed not to undertake any further consultation regarding the parking situation on these streets for at least the next three years. The proposed resurfacing of the majority of streets in this area is planned to take place in 2017 and officers recommend that this may be the best time to revisit any parking problems.

Other Consultees

4.22 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in August 2013. No objections were received.

Summary

4.23 The review concentrated on three main areas:

1. Streets inside the current Hillsborough scheme.
2. Streets outside the current scheme where small scale changes had been requested.
3. Five streets adjacent to the current scheme where survey data and resident feedback had indicated support for an extension to the scheme.

4.24 On the whole residents / businesses supported the small scale changes to streets inside and outside the current scheme with the exception of Burrowlee Road.

4.25 The proposal to extend the scheme to five streets including Minto Road, Leader Road (including Leader Court), Clarence Road, Winster Road and Parkside Road (including Barker’s Place) was met with significant objection, including two petitions. Officers have been unable to resolve the objections and it is recommended that no further extensions to the Hillsborough Permit Parking Scheme are progressed.

Relevant Implications

Finance

- 4.26 The review is currently fully funded through the South Yorkshire Local Transport Plan. A sum of £45,000 has been allocated to this work to cover the consultations, legal advert and implementation of any further measures considered necessary to improve the current scheme or surrounding area.

Equality

- 4.27 An Equality Impact Assessment has been conducted and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly, disabled and carers - as they improve access. No negative equality impacts have been identified.

Legal Implications

- 4.28 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 considered the content of each individual comment received. Requests to alter the proposals have been investigated and where feasible adjustments have been made. In particular some sections of double yellow lines have been reduced so that a balance between road safety benefits and parking demands can be achieved.
- 5.2 From the survey data provided in February and March it is clear that some of the streets adjacent to the existing scheme still suffer from long stay parking problems with few spaces turning over to assist residents and local businesses. Based on these results and comments received during the review officers could have implemented an extension to the permit scheme. It has however always been the intention of the Council to implement a permit parking scheme in Hillsborough where a majority of residents responding to the consultation have been in favour of such measures. On that basis it is considered that implementing measures would go against the wishes of many residents who expressed their opposition to the changes.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The recommendations reflect the views of local people on changes inside and outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area. The changes would conclude the review process.
- 6.2 Officers have worked with residents / businesses of the area through two consultations to develop the final scheme proposals.
- 6.3 Having considered the comments made through the review and TRO consultation and made adjustments in line with resident suggestions it is considered that the reasons set out in this report for making parts of the TRO outweigh any unresolved objections.

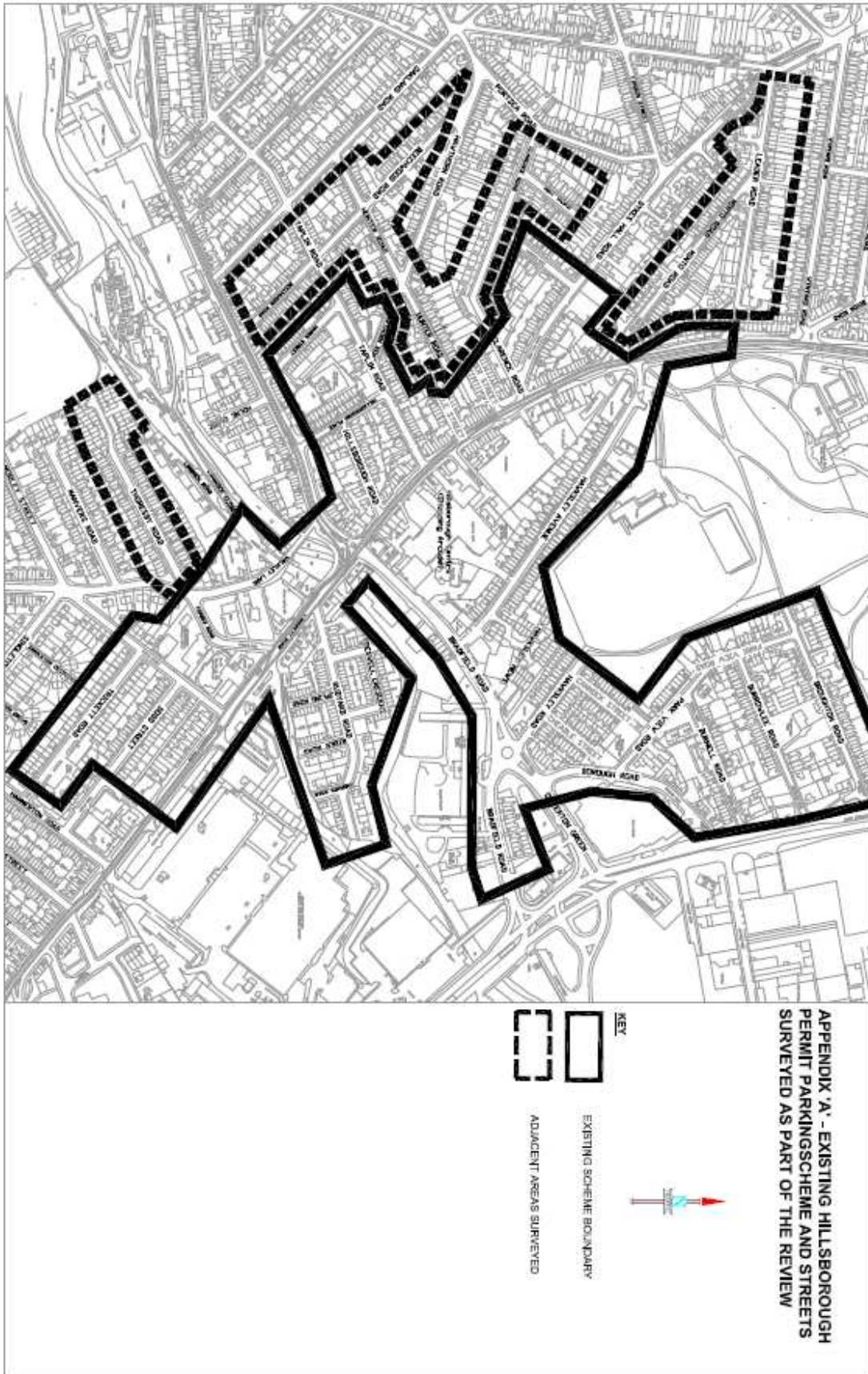
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the scheme with the exception of Burrowlee Road.
- 7.2 Not to progress with any proposed extensions to the existing permit scheme.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the proposed parking restrictions.

Simon Green
Executive Director, Place

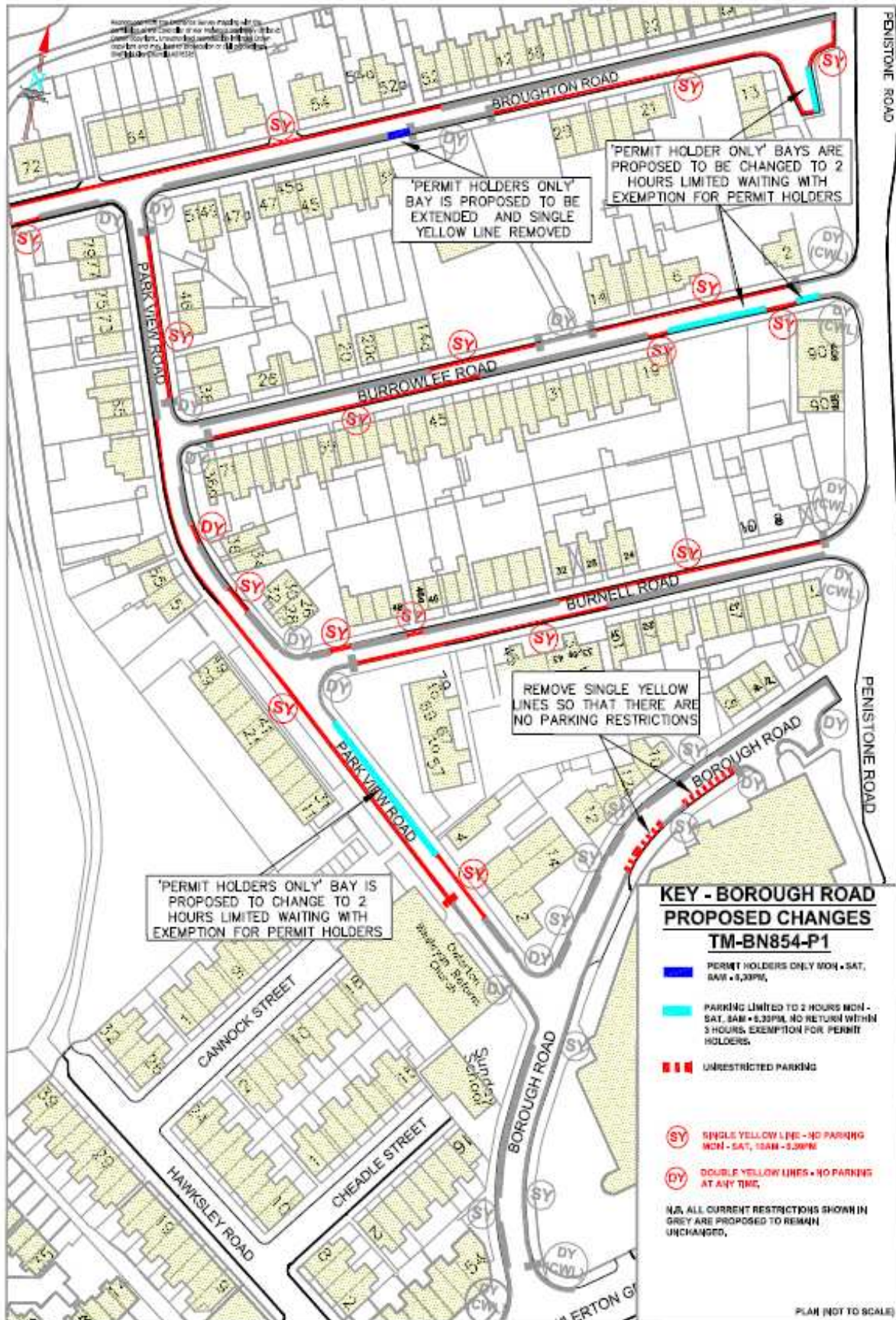
18 October 2013

APPENDIX 'A' – Existing Hillsborough Permit Parking Area and Streets Surveyed in the Review

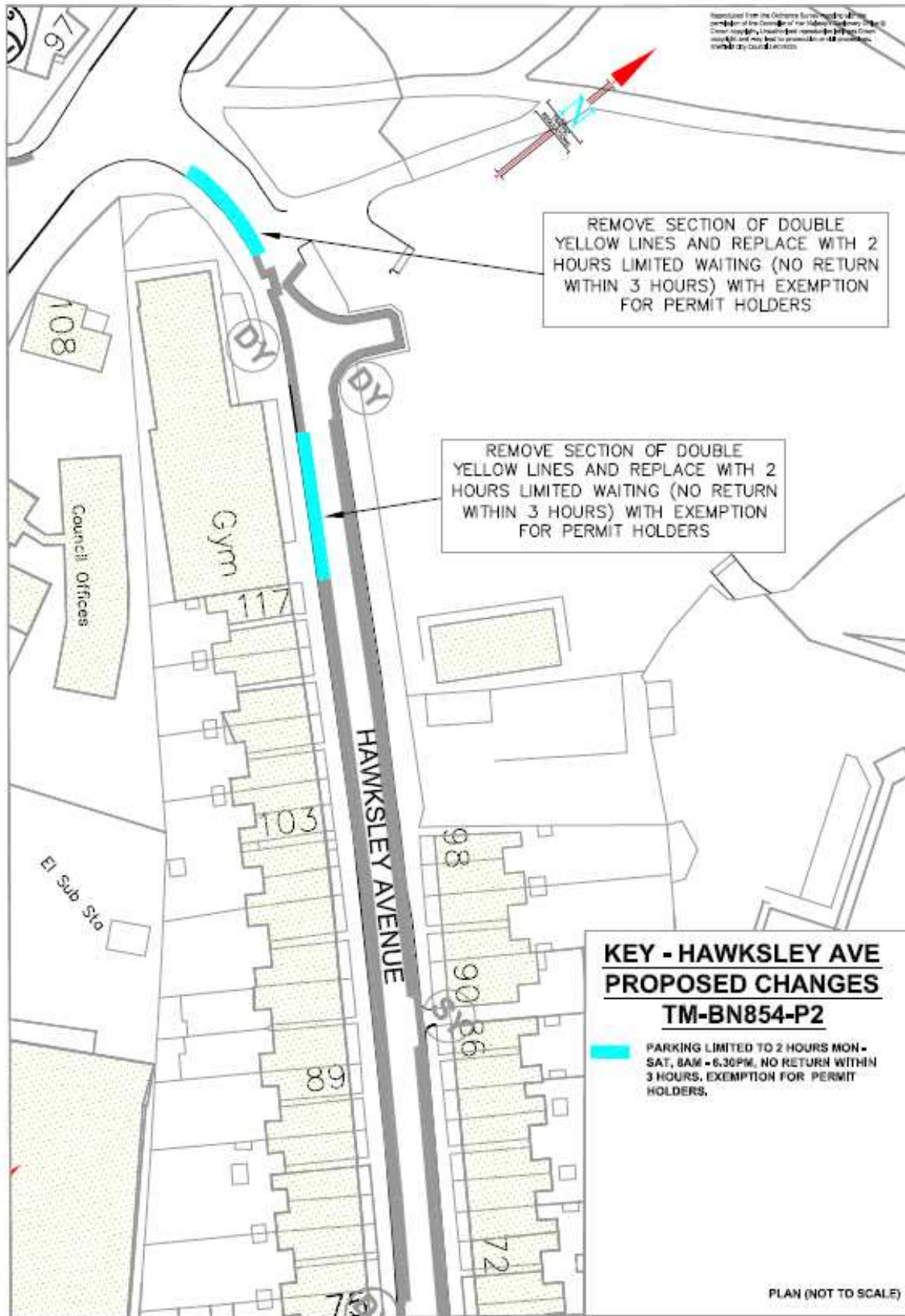


APPENDIX 'B' – TRAFFIC REGULATION ORDER PLANS

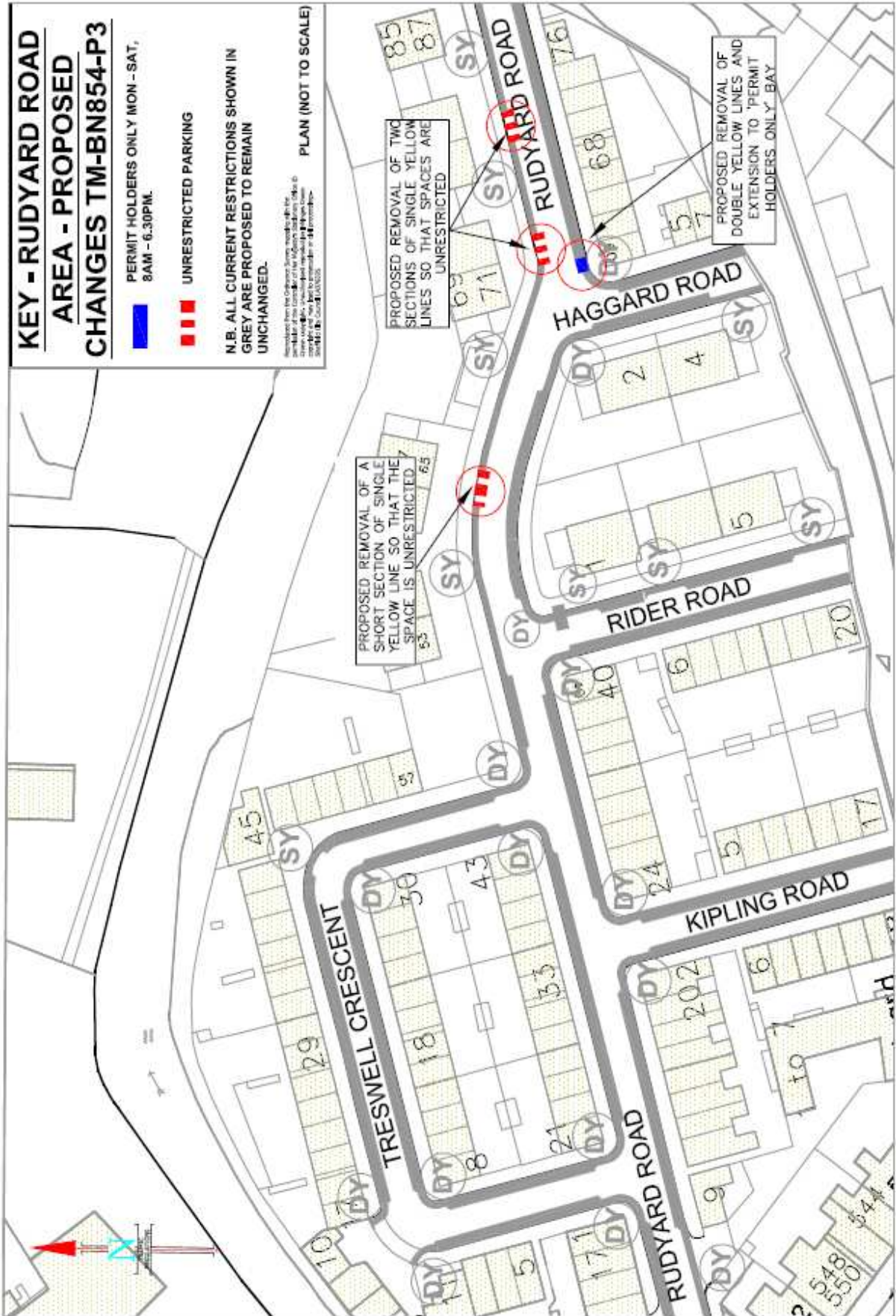
TM-BN854-P1 – BOROUGH ROAD AREA PLAN



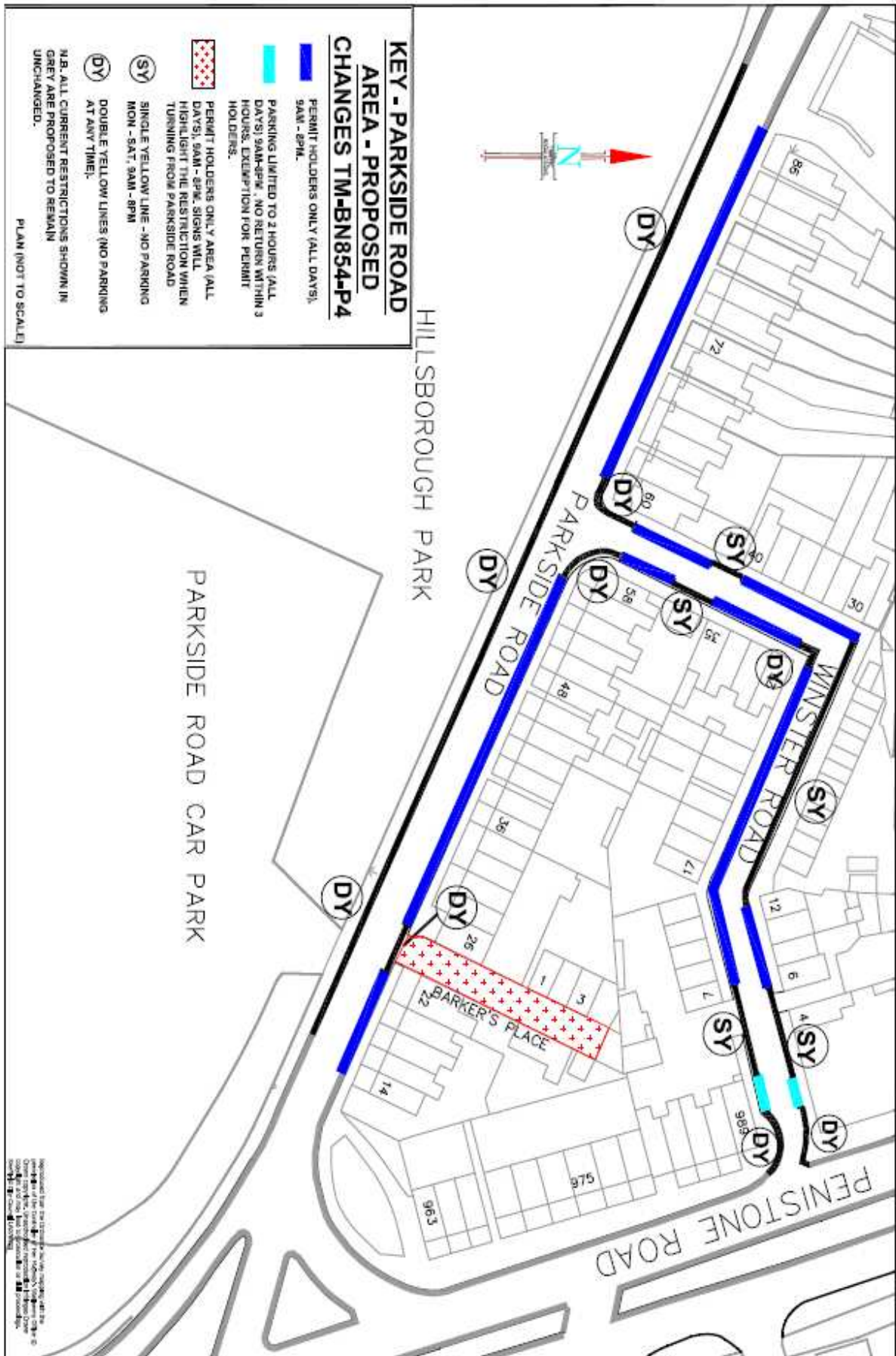
TM-BN854-P2 – HAWKSLEY AVENUE AREA PLAN



TM-BN854-P3 – RUDYARD ROAD AREA PLAN



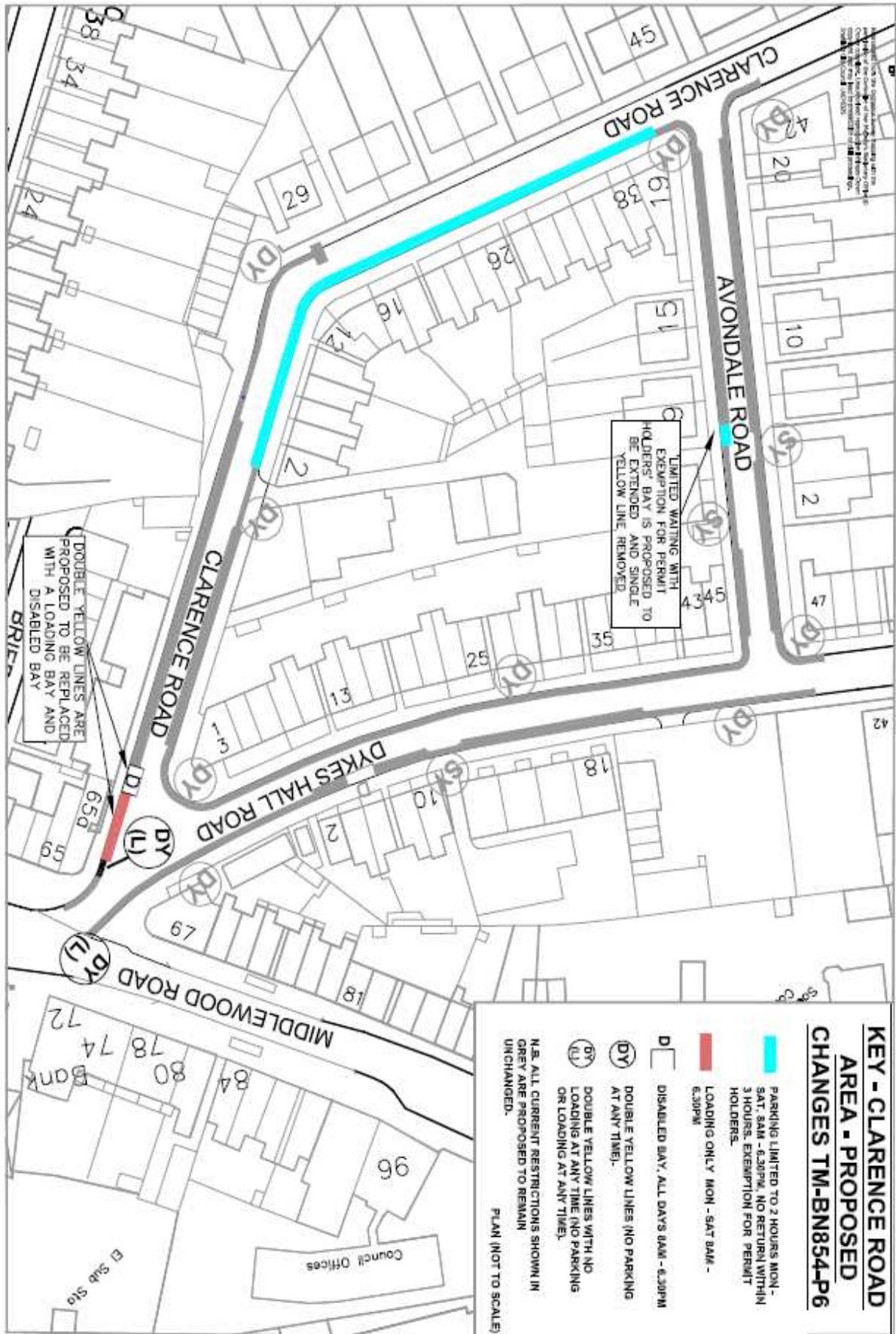
TM-BN854-P4 – PARKSIDE ROAD AREA PLAN



TM-BN854-P5 – DIXON ROAD AREA PLAN










TM-BN854-P6 – CLARENCE ROAD AREA PLAN



TM-BN854-P7 – MINTO / LEADER ROAD AREA PLAN

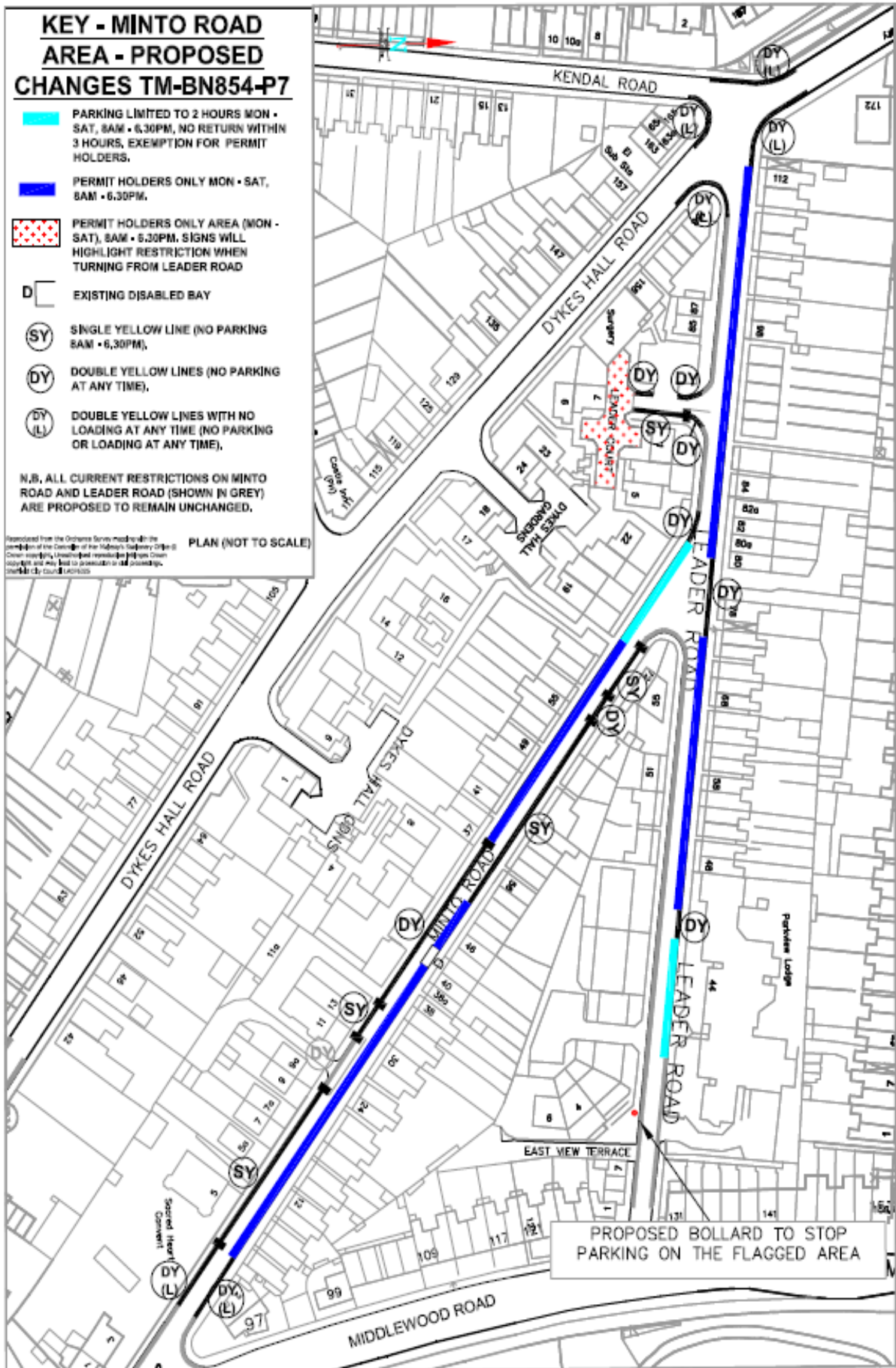
KEY - MINTO ROAD AREA - PROPOSED CHANGES TM-BN854-P7

-  PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS, EXEMPTION FOR PERMIT HOLDERS.
-  PERMIT HOLDERS ONLY MON - SAT, 8AM - 6.30PM.
-  PERMIT HOLDERS ONLY AREA (MON - SAT), 8AM - 6.30PM. SIGNS WILL HIGHLIGHT RESTRICTION WHEN TURNING FROM LEADER ROAD
-  EXISTING DISABLED BAY
-  SINGLE YELLOW LINE (NO PARKING 8AM - 6.30PM),
-  DOUBLE YELLOW LINES (NO PARKING AT ANY TIME),
-  DOUBLE YELLOW LINES WITH NO LOADING AT ANY TIME (NO PARKING OR LOADING AT ANY TIME),

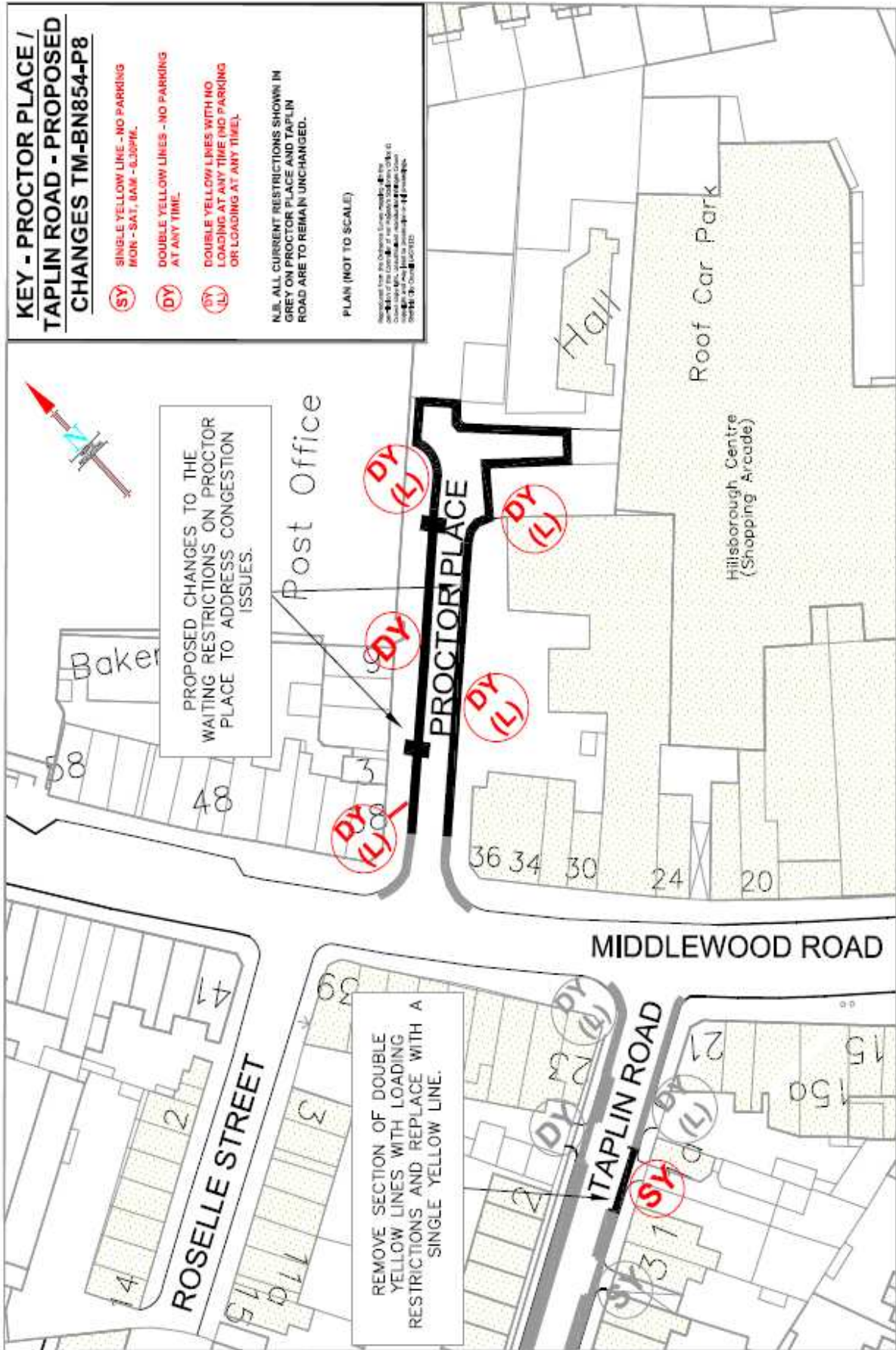
N.B. ALL CURRENT RESTRICTIONS ON MINTO ROAD AND LEADER ROAD (SHOWN IN GREY) ARE PROPOSED TO REMAIN UNCHANGED.

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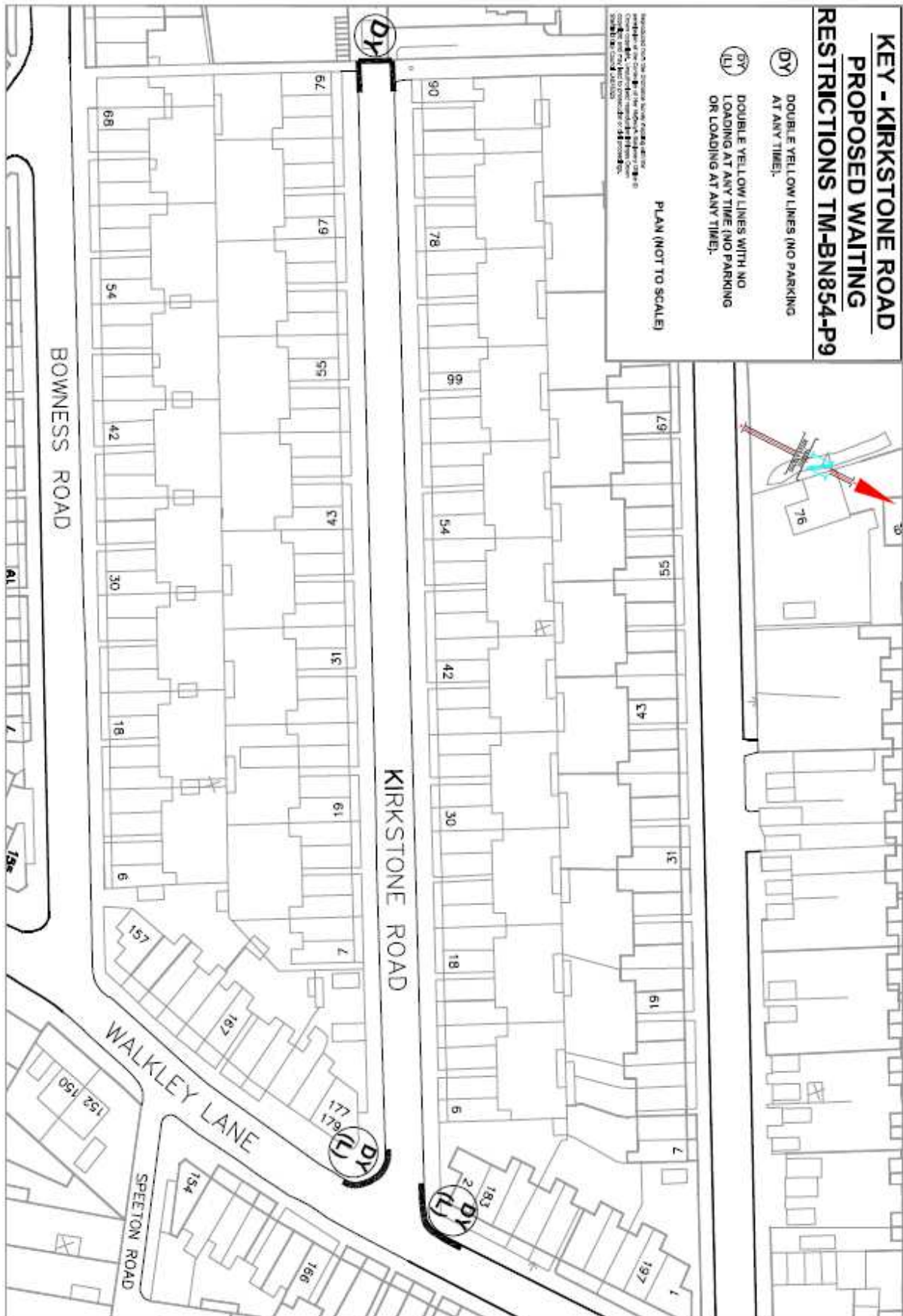
PLAN (NOT TO SCALE)



TM-BN854-P8 – TAPLIN ROAD / PROCTOR PLACE AREA PLAN



TM-BN854-P9 – KIRKSTONE ROAD AREA PLAN



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