

Highway Cabinet Member Decision Session

Thursday 12 June 2014 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.

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. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

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

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

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**HIGHWAY CABINET MEMBER DECISION SESSION
12 JUNE 2014**

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 - 16)
Minutes of the Session held on 10 April 2014
4. **Public Questions and Petitions** (Pages 17 - 18)
 - (a) New Petitions
There are no new petitions to report
 - (b) Outstanding Petitions
Report of the Executive Director, Place
5. **Parking Permit Prices** (Pages 19 - 38)
Report of the Executive Director, Place
6. **Petition in respect of Banner Cross/Ecclesall Road Proposed Parking Meter Scheme** (Pages 39 - 52)
Report of the Executive Director, Place
7. **Bus Rapid Transit (BRT) North Traffic Regulation Orders - Consultation Results** (Pages 53 - 86)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 10 July 2014 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 10 April 2014

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

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
John Bann, Head of Transport, Traffic and Parking Services
Andrew Marwood, Highways Engineer
Ian Taylor, Project Manager, Highways
Paul Fell, Business Manager, Highways

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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 Councillor Leigh Bramall declared a personal interest in agenda item 5 'Penistone Road Pinch Point and Better Buses Scheme' (see minute 5 below) as his father owned a business on Herries Road South.

3. MINUTES OF PREVIOUS SESSION

4. PUBLIC QUESTIONS AND PETITIONS

4.1 Public Question in respect of Parking Income

Mr Nigel Slack referred to item 9 on the agenda for the Session 'Parking Services Income'. He commented that the report indicated that the additional roll out of the system would cost £10,000 and the transaction fee a further £15,000. The report suggested that these costs will be covered by improved income from the 'Pay and Display' system by changes to the 'terms and conditions' concerning machines that were out of order and by improved take up of the 'RingGo' system itself.

Mr Slack further commented that appendices to the report gave great detail on the current parking charges in force in the City that were the source of the income in the 'parking account'. Mr Slack believed that what was missing, however, was any overall information on the income and expenditure of this account that would enable the Council or the public to consider the efficacy of the system or the changes proposed.

Mr Slack therefore asked will the Council provide information on the total income for this account, from the three identified income streams, the details of expenditure of this account and the resulting surplus generated and the details of the way this surplus was delivered?

In response, Councillor Leigh Bramall commented that a written response would

be provided to Mr Slack. He believed that further work was needed on the terms and conditions of the RingGo system and he would comment further on that under that item.

4.2 New Petitions

John Bann, Head of Transport, Traffic and Parking Services, reported that a petition, containing 5 signatures, had been received requesting a pedestrian crossing on Glossop Road. This would be added to the petitions list and a response provided at a future Session.

4.3 Outstanding Petitions List

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

5. PENISTONE ROAD PINCH POINT AND BETTER BUSES SCHEME

5.1 The Executive Director, Place submitted a report presenting the objections received following the advertisement of five Traffic Regulation Orders (TRO's) in relation to the Penistone Road 'Pinchpoint' and Better Buses scheme and the officer response to the objections.

5.2 Rupert Lyons, a representative of Transport Planning Associates who had been appointed by Tesco to assess the potential impact of the proposed Traffic Regulation Order to prohibit the left turn into Herries Road South, attended the Session to make representations to the Cabinet Member. He welcomed the recommendations, in particular the recommendation to defer a decision on a proposal to prohibit the left turn into Herries Road South pending further consideration.

5.3 In respect of the proposed no left turn, currently vehicles exiting the Tesco site were it occupied and travelling north could turn left on Herries Road South. If this left turn was banned vehicles would have to travel down the A61 and do a u turn on Livesey Street before travelling back North and this added an extra 1.29km onto journeys. This equated to an additional journey length for vehicles of 155km and 4 1/4 hours on any weekday. This would also impact on air quality. Mr Lyons concluded by stating that he welcomed the opportunity to work with officers to find an optimum solution to suit all.

5.4 John Bann commented that he welcomed Mr Lyons support for a deferral of the proposal for a no left turn. Officers were trying to create a balance between all users. The increase in delays was a valid point. He asked Mr Lyons if Tesco had considered other access to the store?

5.5 In response, Mr Lyons commented that currently there were 4 ways to access the store. The proposals would remove 2 vehicular crossovers and he had concerns about that. If the proposals were agreed there was potential on Penistone Road North for vehicles to slow down for cyclists and pedestrians which would have an

impact upstream. Creating a balance for all users was key.

- 5.6 Councillor Jillian Creasy also made representations to the Cabinet Member. She stated that her specific concern was the proposal to raise the speed limit from 30mph to 40mph between Infirmary Road and Capel Street. She believed that the report did not fully address the impact of the proposals on air quality. It would not save time as there were a number of junctions with heavy traffic which would not change as a result of the proposal.
- 5.7 She questioned why there was a need to raise the speed limit at this time in the context of the recent Scrutiny Cycling Inquiry and the recently launched Green Commission. There had been no evidence presented of a positive impact on air quality as a result of the proposals.
- 5.8 Andrew Richards, representing Cycle Sheffield, commented that he was disappointed with the summary of the objections in the report as this did not fully reflect the objections submitted. He congratulated the Council on their commitment to encourage people to cycle but was concerned that with schemes such as this there would be no proper legacy of cycling in the City.
- 5.9 There appeared to be a 'bolt on' approach to cycle infrastructure and audits. Measures to encourage cycling were often an afterthought to appease cyclists. Cycle audits were not being done properly as a matter of course. There was a need to provide good facilities to encourage people to cycle.
- 5.10 Despite the proposals presented in the report the best way to reduce congestion on Penistone Road was to provide the infrastructure for people to cycle. At Rutland Road there was nothing in the proposals for a pedestrian phase on the traffic lights at a junction already difficult for pedestrians and cyclists.
- 5.11 Mr Richards added that for many residents the design effectively barred them from using the healthy transport option and as a result many would drive and congestion would not be eased. The proposals would not reduce air pollution at a time when Sheffield was already on course to attract EU fines for breaching air quality regulations.
- 5.12 The new bus lane proposed had been identified as mitigation against the potential dangers in increasing the speed limit but as the bus lane only existed on one third of the proposed increase the mitigation would only be partial.
- 5.13 Matt Turner, also representing Cycle Sheffield, cited what he believed to be a lack of attention paid to non-motorised travel. He gave a multimedia presentation of the situation which currently existed on Penistone Road and the potential impact of the proposals. He expressed concerns at the planned removal of the pedestrian crossing used by some Hillsborough College students which would mean they would have to use the crossing on Bradfield Road which took approximately 4 minutes to get across as opposed to approximately 30 seconds with the crossing which was proposed to be removed.
- 5.14 The presentation highlighted how not many pedestrians waited for the green man

at the crossing at Hillfoot Bridge and this had obvious dangers. The solution for this was for there to be a red light on the left turn when anyone was crossing.

- 5.15 Mr Turner concluded by stating that, as his presentation had shown, any scheme could prevent all the potential conflict between motorists and other users and such works did not need to come at the expense of cars and buses.
- 5.16 Councillor Janet Bragg, local Ward Member for Hillsborough, commented that it was Council policy to present alternatives to the motor car. The cycle route currently meant cyclists having to get on and off their bikes to avoid traffic on side roads. The signage for the cycle route was also currently not clear. If some motorists could be persuaded to use a bike instead this would ease congestion. To not make any improvements to the cycle route as part of this scheme would be a missed opportunity.
- 5.17 John Bann responded that he took on board all the points raised in relation to cycling and pedestrian facilities. The scheme was possible because of funding from the Government specifically targeted at easing congestion through easing the traffic flow and helping bus services.
- 5.18 Ian Taylor reported the findings of the air quality report carried out for the 2009/2010 Smart Route scheme. The report found that the Smart Route scheme, on which the Pinchpoint/Better Buses scheme was based, would lead to a slight improvement in air quality. The report was based on a 40mph speed limit throughout the scheme.
- 5.19 Officers had considered cyclists from the outset of the design of the scheme. The Council's Cycle Officer had worked with Andrew Marwood, Highways Engineer, to see what could be done for cyclists. The Council were still investing in other areas on cycling. 10% of the highways budget was spent on cycling.
- 5.20 Andrew Marwood reported that a speed limit assessment had been undertaken which had indicated that 40mph was appropriate for the whole length of the road concerned. However, officers believed this didn't take into account the different environments of areas along the road and did not believe that it was suitable for the area from Herries Road South to Hillsborough Barracks.
- 5.21 Andrew Marwood added that 10 buses an hour were expected along Penistone Road. When no buses were there cyclists would be able to use the bus lane keeping them away from traffic. He confirmed that pedestrian and cycle facilities had not been an afterthought when designing the scheme. Existing problems had been looked at and attempts made to resolve these. He accepted the point made about the lack of footway for pedestrians in certain areas and commented that officers were trying to address this, particularly around Bradfield Road. It was about striking a balance between carriageway and footway.
- 5.22 In response to a question from Councillor Leigh Bramall as to why the scheme proposed to remove the shorter crossing around Bradfield Road, Andrew Marwood commented that there was a proposal for a toucan crossing at Hillsborough Barracks and observation of pedestrian movements had highlighted

that this wasn't a well-used crossing.

5.23 Councillor Leigh Bramall commented that part of the problem in relation to the objections raised was around the way that the funding came through and what the Government required it to be used for. Improving bus times and viability was a crucial element to the scheme as, after the Parkway, this was the major traffic corridor into the City.

5.24 **RESOLVED:** That:-

- (a) with the exception of the TRO to prohibit the left turn into Herries Road South, the objections be overruled to the TRO's related to the Penistone Road 'Pinchpoint' and 'Better Buses' scheme and the orders be made in accordance with the Road Traffic Regulation Act 1984 and the Orders be introduced;
- (b) a decision be deferred regarding the TRO to prohibit the left turn into Herries Road South and the raising of the speed limit to 40mph between Infirmary Road and Capel Street, pending further investigation;
- (c) the decision to increase the speed limit to 40mph between Infirmary Road and Capel Street be approved in principle but further discussions be held as to its operation; and
- (c) those who made representations be informed accordingly.

5.25 **Reasons for Decision**

5.25.1 The TRO to prohibit the right turn out of Hillsborough Barracks would mean that more green signal time could be given to traffic turning in and out of the junction, thereby reducing queuing traffic on Penistone Road and more efficiently releasing the vehicles exiting the Barracks.

5.25.2 The TRO to prohibit the left turn into Herries Road South would allow a signalised toucan crossing to be implemented across this junction, to aid pedestrian and cycling movements, without adding another stage to the junction's traffic signals. However, there have been objections, to this particular proposal, that officers had not had time to fully consider before needing to report back to the Cabinet Member.

5.25.3 The TRO to add further loading restrictions to part of Bradfield Road would maintain the free flow of traffic from Penistone Road.

5.25.4 The TRO for the designated outbound bus lane would increase the attractiveness of Penistone Road as a public transport corridor. It would also allow the bus lane to be camera enforced should the need arise.

5.25.5 The TRO to allow the speed limit change would satisfy the recommendation set out in the speed limit assessment of the City's 'A' roads, following the Department for Transport's national guidelines on setting speed limits. The increase in limit

would allow speeds to be consistent and appropriate for the surrounding environment and would provide an opportunity to highlight the change in character of the road where the limit becomes 30mph. However, the Cabinet Member requested that this element of the TRO be deferred to allow for further discussions on the proposed increase.

5.26 **Alternatives Considered and Rejected**

- 5.26.1 Although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackle issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.
- 5.26.2 An alternative to the scheme put forward would be to further increase provision for one particular user group, i.e providing an additional lane for general traffic/providing further bus lanes or more crossing points etc, however officers consider that this would affect the balance of the proposals and due to private land constraints would be at the expense of another user group.
- 5.26.3 Officers could have advertised the 40mph speed limit for a much longer section (Herries Road South to Shalesmoor) as recommended following the speed limit review of all 'A' class roads in the City in 2010. However, following a more recent review (breaking the route into two sections) and considering the proposals to be implemented as part of the 'Pinchpoint' scheme, officers consider a new limit of 40mph only to be appropriate between Infirmary Road and Capel Street.

6. **CITY CENTRE TO MOSBOROUGH KEY BUS ROUTE - CITY ROAD BUS LANE**

- 6.1 The Executive Director, Place submitted a report setting out proposals for a new outbound bus lane, to operate in the evening peak, on City Road as it approaches the junction with Park Grange Road (also known as the Spring Lane junction). The report summarised the results of the Traffic Regulation Order (TRO) advertisement in autumn 2013. It set out objections and other responses to the TRO and officer responses to them.
- 6.2 **RESOLVED:** That:-
- (a) the objections be overruled, the City Road Bus Lane Traffic Regulation Order be made and the scheme be implemented; and
 - (b) the objectors and respondents be informed accordingly.

6.3 **Reasons for Decision**

- 6.3.1 The scheme is part of the Mosborough Key Bus Route (the 120 bus route), 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 aimed to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment.

- 6.3.2 All objectors and respondents have been written to providing feedback on the issues they raised and also making them aware of the revision to the parking proposals. They have not formally withdrawn their objections: however, they were asked to advise if they wished to pursue them and none of the residents have done this, although one Ward Councillor has responded to say that he stands by his comments.

6.4 **Alternatives Considered and Rejected**

- 6.4.1 The initial option considered was a similar scheme but within the existing carriageway. The option did not get through the standard road safety audit process, as described in paragraph 4.5 of the report.

7. **PETITION REQUESTING REVIEW OF PERMIT PARKING ON FALDING STREET, CHAPELTOWN**

- 7.1 The Executive Director, Place submitted a report on the findings of initial investigations into possible alterations to the existing permit parking scheme at Falding Street, Chapelton, following a petition received from local residents. The report set out the likely implications of making the suggested changes and gives the recommendations accordingly.

7.2 **RESOLVED:** That:-

- (a) the Falding Street permit parking scheme remain in place as existing for the time being; and
- (b) the lead petitioner be informed of the findings of the initial investigations.

7.3 **Reasons for Decision**

- 7.3.1 No funding is available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings associated with the request.
- 7.3.2 Currently, the Council's priority for the investigation of new or revised permit parking schemes is the area adjacent to the City Centre. Changes at Falding Street would not contribute to this priority.
- 7.3.3 Due to excessive residential parking demand, alterations to the hours of operation of the scheme are unlikely to bring about an improvement in the availability of kerbside parking space. Whilst removal of the scheme would alleviate residents of the need to buy exemption permits, it may result in deterioration in parking conditions on Falding Street, although parking surveys conducted elsewhere in the town suggest any influx of non-residents is unlikely to be significant.

7.4 Alternatives Considered and Rejected

- 7.4.1 The potential removal of the then temporary scheme was consulted upon with local residents in 2010. The majority view at that time was to make the scheme permanent.
- 7.4.2 Introducing rationing of permits has been considered, so as to improve the parking situation by addressing the identified excess residential demand. Of the 20 valid issued permits, 3 are for the second vehicles. No permits have been issued to a household's third vehicle. Limiting permits to one per household would, at the present levels, reduce parking demand from 105% of capacity to 89% of capacity.
- 7.4.3 This approach would, at present demand, manage numbers of residents' vehicles that could be accommodated on street, although space would still be at a premium. Residents would still need to be careful to park in a space-efficient manner, without leaving excessive gaps, to ensure all resident's vehicles can be accommodated.
- 7.4.4 It is worth noting that 20 permits currently issued represents an increase of 33% from the peak permit holders' parking demand observed during on-street parking surveys conducted in October and November 2009. Whilst this apparent increase in residents' car ownership may not predict future trends, there may be merit in limiting the issue of permits to the available capacity (i.e. 19) to prevent over-subscription arising as a problem in the future. Once 19 permits are issued, further applicants for permits would be placed on a waiting list, with new permits issued on a first-come first-served basis only when existing permits are surrendered, withdrawn, or expired and not renewed.
- 7.4.5 Permit rationing has not, however, been recommended as it differs considerably from suggestions made by the petitioners. Such a proposal would also appear unlikely to be supported by those households who wish to park multiple vehicles on street. It also does not take into account the use of visitor permits.
- 7.4.6 Removal of the permit parking restriction has been considered as an option. Although this would be beneficial to residents in so far as they would no longer need to purchase exemption permits, it has not been recommended on the grounds that no funding has been allocated to cover the costs of removing the scheme, and that such changes would not contribute to the Council's priorities with respect to the investigation of permit parking schemes.
- 7.4.7 If there is external demand for parking in the vicinity, removal of the existing permit scheme may result in worsened conditions for parking on Falding Street as anyone would be able to park there. Further investigations would be required to assess how far this might be an issue.
- 7.4.8 Extending the hours of operation of the scheme has been considered. This would require a change to the traffic order, for which no funding is presently available. Given that the numbers of permits in issue exceeds the kerbside parking capacity, extending the operating hours of the scheme may not materially improve the

parking situation on the street.

- 7.4.9 Reducing the cost of permits has been considered. In the interests of equality, the changes for permits are fixed throughout the City (outside of the City Centre). Reducing the standard permit charge would have a considerable financial implication; the financial viability of permit parking schemes is dependent on income received from the sale of permits, which presently cover approximately one third of the operational and enforcement cost of permit parking schemes throughout the City.

8. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: THE 2014/15 CAPITAL PROGRAMME

- 8.1 The Executive Director, Place submitted a report confirming the previously reported overall transport Capital Programme for the Council in 2014/15.

8.2 RESOLVED: That:-

- (a) the previously outlined draft 2014/15 Local Transport Plan programme be confirmed subsequent to the Council's overall budget setting process; and
- (b) officers be instructed to seek appropriate financial approval for each project through the Council's formal Capital approval process.

8.3 Reasons for Decision

- 8.3.1 Council officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the proposed LTP Capital Programme for 2014/15 and the LSTF and "Better Buses" programmes meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

8.4 Alternatives Considered and Rejected

- 8.4.1 The alternative options for prioritising the allocations of transport funding were also discussed and endorsed in December 2013.

9. PARKING SERVICES INCOME

- 9.1 The Executive Director, Place submitted a report setting out how the Council uses income from parking in accordance with the Road Traffic Regulation Act 1984. The report also set out the parking prices and tariffs which it is proposed will be applicable in the City during the 2014/15 financial year and sought approval to progress a range of improvements to parking delivery.

- 9.2 Councillor Jillian Creasy made representations to the Cabinet Member and asked why a report on the petition on permit charges had been delayed? She welcomed the report but stated that many people were questioning how much money was

raised in individual zones from permits and meters and where the money was spent. Many residents believed that more money was raised than was spent on the cost of maintaining the scheme.

9.3 Councillor Leigh Bramall commented that he had given a detailed response to the petition at Full Council when it was presented but the reason that a report had not yet been submitted was that more detailed information was required and this would be submitted in due course.

9.4 Councillor Bramall then commented that he supported the recommendations but that he wished to defer recommendation 7.5 to give further consideration to the terms and conditions of the RingGo scheme.

9.5 **RESOLVED:** That the Cabinet Member for Business, Skills and Development:-

(a) formally endorses the Council using income from parking in accordance with Section 55 (4) of the Road Traffic Regulation Act 1984 on the type of scheme highlighted in paragraph 4.7 of the report

(b) approves the continued use of the tariffs outlined in paragraph 4.3 of the report and Appendices A1 and A2 and endorses the proposal not to raise tariffs in 2014/15;

(c) approves the continued use of the costs of residents and business permits, as set out in paragraph 4.5 of the report;

(d) approves the rollout of the RingGo phone payment system Citywide and the ceasing of the transaction fee, as set out in paragraph 4.8 of the report; and

(e) approves the further investigation of parking improvements, set out in paragraph 4.10 of the report.

9.6 **Reasons for Decision**

9.6.1 Although the Council are already following the legislation in terms of using parking income, recent high profile cases nationally underline the need to have the decisions and actions taken by the Council formally recorded as having political support.

9.6.2 It is proposed to develop an initiative for Smart Parking and to revise the RingGo payment system to improve convenience for motorists seeking to park in Sheffield. The Cabinet Member agreed with the principle behind the scheme but wished to defer the approval of the terms and conditions of the system pending further discussions.

9.7 **Alternatives Considered and Rejected**

9.7.1 Alternative options do not exist for utilisation of parking income, as the use of this income is specified by legislation.

- 9.7.2 The Council could maintain its current parking operation but this would not take advantage of developing technology to offer more customer focussed parking facilities in the City.
- 9.7.3 The Cabinet Member could have approved the change in terms and conditions in relation to pay and machine breakdown but requested that this be deferred until an evaluation of the outcome of the Citywide roll out of the RingGo payment system was provided.

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SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 June 2014

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sarah Carbert 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.	290	Request for a Reductions in Charges for Parking Permit Schemes	05 02 14	Transport Planning	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed. To go to the meeting on 12 June 2014.
2.	63	Banner Cross/Ecclesall Road Parking Metre Scheme (came in response to public consultation)		Transport Planning	ICMD	Came in as a response to a Public Consultation. Nat Porter producing a report. Acknowledged to lead petitioner. To go to the meeting on 12 June 2014.

SHEFFIELD CITY COUNCIL



Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 12th June 2014

Subject: Parking Permit Prices

Author of Report: Paul Fell Tel: 0114 205 7413

Summary:

The purpose of this report is to address two petitions which have been received requesting:

1. That parking permit prices be returned to pre-2011 levels, which were £10 for a first residents permit, compared to the current £36.
 2. That permit prices be reduced for people on low incomes.
-

Reasons for Recommendations:

Permit prices are now at the same level that they were in 2008. The drop in prices agreed in 2009 was only maintained for a short period and prices returned to their former levels in two stages by April 2013.

The main role of Parking Services is to ensure that parking policies are effectively implemented and enforced. The cost of permits contributes to the scheme's enforcement, maintenance and administration, but even at current levels, permit fees alone do not cover these costs fully.

A parking permit allows the holder a genuine advantage over other motorists and it has therefore been approved as reasonable that the motorist pays a contribution towards the overall costs of providing the administration and enforcement service.

Recommendations:

- Note the contents of the petitions and the requests to reduce permit prices to former levels and introduce lower prices for people on low incomes.
 - To endorse the permit prices already agreed for 2014/15 without further change. Instruct officers to advise the lead petitioners of the decisions.
-

Background Papers: Appendix A – re People on Low Incomes
Appendix B – re 2011 Charge Levels

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Yes Cleared by Catherine Rodgers,
Legal Implications
Yes Cleared by Nadine Wynter,
Equality of Opportunity Implications
NO
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
All
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
NO

Parking Permit Prices

1.0 SUMMARY

- 1.1 Parking permit schemes are a vital element of transport policy in Sheffield. They allow residents and businesses in the permit areas relief from the detrimental effects of all-day commuter parking, which did cause significant issues in those areas.
- 1.2 The Council have been progressively implementing a ring of permit parking zones around the City centre, forming the Peripheral Parking Zone.
- 1.3 The price of permits started out in 2004 at £35 for a first resident's permit and increased to £36 in 2008. The cost of a first residents permit is £36 for the current financial year.
- 1.4 Two petitions have been received requesting changes to parking permit prices.
- 1.5 The first, containing 290 signatures, states that current permit prices are unfair and excessive and requests that permit prices be put back to pre-2011 prices, i.e. £10 for a first resident permit.
- 1.6 The second requests that permit prices be lowered for people on lower incomes.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The operation of on and off street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the management of traffic in the city. Traffic management is a key part of the Local Transport Plan (LTP), a statutory document that sets out how transport will help support the development of the Sheffield City Region (SCR) over the next 15 years.
- 2.2 Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its "Vision for Excellent Transport in Sheffield", by investing in facilities to enable people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the City.

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 In line with the Road Traffic Regulation Act 1984, the priority in spending any surplus parking income is the provision and maintenance of off street parking spaces. Income may also be used to fund public transport, highway and road improvement and maintenance, reducing environmental pollution, maintaining and improving public open spaces.

- 3.2 Income from parking permits alone does not cover the expenses incurred in operating permit parking schemes.
- 3.3 The combination of permit income, parking penalty income and pay and display income does produce an overall surplus within the 'parking account' into which, by law, all parking related income must come.
- 3.4 The surplus parking income from the Parking Account underpins the activities of the Transport Traffic and Parking Services Division and allows that Division to carry out work which may not otherwise be funded. Any substantial reduction in parking permit income would mean a reduction in the amount of work the Service could carry out.

4.0 BACKGROUND

- 4.1 The main role of Parking Services is to ensure that parking policies are effectively implemented and enforced. This results in improved traffic and public transport flow, road safety, use of parking spaces and environmental benefits.
- 4.2 Permit parking schemes are aimed at easing parking problems that had been experienced for many years. Measures include the introduction of permit parking, pay and display parking and waiting restrictions. The schemes are designed to improve residents' ability to park near their properties, create a turnover of parking spaces to benefit visitors to the area and help operation of local businesses.
- 4.3 Within permit parking schemes, income comes from a variety of sources including:
 - Resident permits
 - Business permits
 - Visitors permits
 - Trade permits
 - On and off street pay and display bays
 - Penalty Charge Notices
- 4.4 The cost of permits contributes to the scheme's enforcement, maintenance and administration. The initial cost of permits within the Peripheral Parking Zone (starting at £35 for the first residents permit) was determined in the planning of the Broomhall and The Groves scheme which was implemented in 2004. These initial costs were determined from the experience of other authorities around levels of take up of permits and associated Penalty Charge Notice income with the aim of covering the schemes cost.
- 4.5 Permit prices were lowered in 2009 to £10 for a first residents permit, £30 for a second and subsequent residents permits and made free for low emission vehicles. Business permits were £20 for the first permit and £60 for the second and subsequent permits.
- 4.6 Although these prices were held as long as possible, the pressure on budgets has led to the increasing need for Highways services to be self-financing wherever possible in order to allow the Council to allocate it's

reduced funding to areas of greater need. As a result of the year-on-year budget cuts, permit prices were increased in 2012. A similar decision had to be made in 2013, with prices now being as set out in 4.7.

- 4.7 Charged permit parking is in operation within Broomhall and The Groves, Broomhill, Crookesmoor, Highfield, Hillsborough, Upperthorpe and eight smaller zones that made up the former Sharrow Vale scheme. The current permit prices within the Peripheral Parking Zone are:
- Resident: first permit £36, second permit £72 (these prices are halved for low emissions vehicles)
 - Business: first permit £72, second permit £144 (these prices are halved for low emissions vehicles)
 - Visitors permits: £12.50 for a book of 25 permits
- 4.8 The higher cost of the second permit is intended to encourage people to consider whether additional permits are required. This can reduce the number of vehicles in an area, easing parking problems and freeing up parking spaces for shoppers and business customers.
- 4.9 Business permits are not intended to be used simply to allow members of staff to park all day in the zone. They are for a vehicle which is being used in connection with the running of a business, which may not have its own off street parking. The higher permit charges, in particular for the second permit, is also intended to encourage business users to consider operational methods which require fewer rather than more vehicles. This can also reduce the number of vehicles being brought into the area, particularly at peak times, reducing parking problems faced by local residents and making more parking spaces available for shoppers and business customers.

Current income from permit schemes

- 4.10 As highlighted previously, there are different income streams within permit parking schemes including pay and display income (which is obtained from pay and display machines used by shoppers and other visitors to the area), fines issued and permit income.
- 4.11 Even at current levels, permit fees alone do not cover the cost of administering and enforcing PPZs, as the following information relating to permit parking zones from 2012/13 shows.

Income

- Pay and display income – In 2012-13 coin income within our permit parking zones was £1,129,565
- Parking Permits - In 2012-13 residents permit income within our permit parking zones was £315,189
- Recharges - In 2012-13 income within our permit parking zones was £5,085
- Penalty Charge Notices (PCNs) Penalties – The Council's Civil Enforcement Officers enforce parking restrictions across the city. In 2012-13 income from PCNs was £1,834,173. We do not keep specific records of income received from PCNs within each individual permit parking zones, but records show that around 82,300 PCNs were issued across the City between Feb 2012 and

January 2013. Around 22,200 (or 27% - were issued for bus lane and bus gate offences which are enforced using Cameras rather than Civil Enforcement Officers) with around 25,500 (31%) in the Peripheral Parking Zone. 31% of the income from PCNs is £568,570

- Using the above figures, total income within the peripheral parking zones would be around £2,018,409

Expenditure

- The total direct cost of operating Parking Services was £4,257,018. Using 31% to give an indicative cost of operating the peripheral parking zone, equates to a cost of £1,319,675 – far more than the cost of the permits themselves.

4.12 Income and expenditure within the peripheral parking zone forms part of the 'parking account' which is regulated by Section 55 of the Road Traffic Regulation Act 1984. This Act sets out the purposes for which surplus income from parking can be used. These include:

- Provision and maintenance of off street parking
- Funding public transport
- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improvement and maintenance of public open space
- Provision of outdoor recreational facilities open to the public without charge

4.13 All of these functions are carried out by the Council's Regeneration and Development service department, including Transport Traffic and Parking Services and Highways Maintenance Division.

4.14 Although permit parking schemes do provide a surplus, the income has already been factored into the budget calculations for the Regeneration and Development Services Division within the Place Portfolio as part of the annual budget planning. Any reductions in income expectation arising from a reduction in permit prices would need to be factored into the budget process as a pressure either on the TTaPS Division or Place Portfolio. The 2010-11 financial year (when a first residents permit was £10), income from permits was £139,000. The income from permits in the 2013-14 financial year was £424,000. Therefore the drop in income if, as suggested in the first petition, prices returned to the pre-2011 levels could potentially be £285,000.

Some examples of the potential impacts of such a reduction in income are:

- Withdrawal of Schools Crossing Patrol service, cost £197,000
- Ceasing maintenance and repairs of off street car parks, cost £60,000
- Car parking – rates, rents and hire of premises a proportion of the £824,000 cost could be saved by closing some off street community car parks

- Public Rights of Way - withdrawal of revenue budget for maintenance, equipment and supplies, cost £65,000

These examples give a flavour of the potential impacts of a funding reduction. There are many other items of expenditure which are currently funded by surplus income from the Parking Account.

Cost of running a vehicle

- 4.15 Recent studies concluded that the average cost of running a car in the UK is £3,500 per annum, equating to 27p per mile travelled. Therefore the price of a first residents permit (£36 per annum (or £18 per annum for emissions category A&B vehicles)) represents around 1% of the overall average cost of running a car, the daily cost being less than 10p.
- 4.16 Permit schemes were designed through public consultation in order to offer local residents and businesses relief from the issues caused by all day commuter parking. The advantages offered by a parking permit, which gives permit holders priority over any other motorists coming into the area during the scheme operating hours are very significant and represent extremely good value for the comparatively modest fee charged, compared to the other costs of running a vehicle.
- 4.17 Although the income from parking permits is more than the cost of processing requests, producing the actual permits and administering the scheme, a successful permit parking scheme needs to be well enforced - and it is in enforcement where the majority of Parking Services costs arise. The combined income from enforcement (through PCNs) and permits still do not cover the overall cost of running the service. It is only when cash income from pay and display parking is factored into the equation that the service produces a surplus.
- 4.18 As can be seen from the information provided above, the cost of parking permits in Sheffield is relatively modest and local residents and businesses gain a genuine advantage from having a permit. Many other Local Authorities charge for parking permits and a number of these charge more than Sheffield. Sample prices for an annual first Resident Permit:
- Bristol - £30 (second permits are £80, third permits £200)
 - Trafford - £32.50
 - Howden - £35
 - Sheffield - £36
 - York - £46.50 to £130 (depending on vehicle type and emissions)
 - Colchester - £60
 - Harrow - £64.90
 - Brighton & Hove - £90 or £120 (depending on zone)
 - Hackney - £10 to £265 (depending on engine size and emissions)
 - Manchester City Centre - £250-£750 (depending on zone)
- 4.19 It is therefore recommended that no changes be made to current permit prices as a result of this request.

- 4.20 The request in the second petition is for those on a low income to receive a reduction in permit prices.
- 4.21 As has already been demonstrated, compared to the average costs of running a vehicle, the cost of a parking permit is modest and it does offer a significant benefit to permit holders.
- 4.22 The financial impact of lowering permit prices for those on low incomes is very difficult to quantify as it is not known how many current or potential permit holders are on lower incomes, so the number eligible for any discount is currently very difficult to estimate.
- 4.23 Having a further differentiation in permit price would also add to the complexity and cost of permit administration as some proof of the persons income would need to be provided by the applicant or obtained by the Service in order to establish eligibility for any reduced price. Previous experience has shown that it is very difficult to share this type of information (for example, through housing or council tax records) between Council departments due to confidential nature of the information held.
- 4.24 It is therefore recommended that no changes be made to current permit prices as a result of this request.

Relevant Implications

Equalities Implications

- 4.25 A full Equality Impact Assessment has previously been undertaken for the wider transport Capital Programme in December 2012. The overall transport programme makes a clear commitment to the development of an inclusive transport system which provides an alternative for those who choose not to use a car and takes into account the needs of everybody. Of particular importance is making public transport easier to access and use and the promotion of more sustainable and cheaper modes of travel. The Programme aims to provide real travel choices and alternatives, in particularly for the more disadvantaged groups in society. Everyone is affected by transport issues.

Legal Implications

- 4.26 Section 45 of the Road Traffic Regulation Act 1984 gives the Council a power (a discretion) to designate parking places on a highway; to charge for the use of them and to issue parking permits for a charge. Income and expenditure within the peripheral parking zone forms part of the 'parking account' which is regulated by Section 55 of the Road Traffic Regulation Act 1984. As long as the Council continues to apply any surplus generated for the purposes prescribed within the legislation then it is acting lawfully and within its powers.

Financial Implications

- 4.27 If the recommendations are agreed there would be no financial implications. However, if permit prices were returned to 2010/11 rates as requested by the petition, this would create a budget pressure of around £300k which would require alternative savings to close this gap.

Any reduction in permit prices for people on low incomes would also create additional budget pressure both in terms of reduced income and increased administration costs of running such a scheme. Without further work it is difficult to quantify what the extent of this pressure might be but alternative savings would need to be found to mitigate any additional budget pressures.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The costs and impacts of reducing permit prices have been considered.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The parking permit prices to be used in the 2014/15 financial year have already been set and endorsed by the Cabinet Member in April 2014.
- 6.2 Service budgets for the 2014/15 financial year have already been set in anticipation of Parking Services achieving income targets, which include around £423,000 from income from parking permits in parking zones. Any reductions in the permit prices would be a pressure on the Parking Services Budget.
- 6.3 The cost of a permit is demonstrably modest and confers a significant degree of benefit to the permit holder. Therefore no justification is found for the contention that fees are unfair or excessive.
- 6.4 Offering a further discount to people on low wages would add complexity and cost to the permits administration process and would provide limited relief when compared with the cost of running a car.

7.0 RECOMMENDATIONS

- 7.1 Note the requests contained in the two petitions.
- 7.2 Endorse the permit prices already agreed for 2014/15 without further change.
- 7.3 Instruct officers to advise the petitioners of the decision.

Simon Green
Executive Director, Place

12 June 2014

Sheffield City Council Memorandum
Legal and Governance

From: Head of Democratic Services
(Council and Members)

To: Councillor Leigh Bramall
Cabinet Member for Business,
Skills and Development

Date: 6th February 2014

Tel: 34122 – John Turner

c.c. Head of Traffic, Transport and
Parking Services

Ref: Petitions/75/JT

PETITION – REQUESTING A REDUCTION IN CHARGES FOR PARKING PERMIT SCHEMES

I enclose a copy of a joint paper and electronic petition which was received by the Council at its meeting held on 5th February, 2014, and referred for your attention. The petition contains 290 signatures, requesting a reduction in charges for Parking Permit Schemes.

The petition organiser is Sarah Jane Smalley, 19 Langdon Street, Sheffield, S11 8BH, and she has been informed that you will contact her within four weeks of the date of the meeting to inform her of the action taken in response to the petition.

Please note that the officers indicated in this memorandum have received copies of the petition for information only. They will not be required to take any action on the petition unless you specifically request them to provide you with information to inform your response.

Please could those officers copied into this memorandum note that, in those cases where there are a large number of signatures, you will only receive a small sample of the petition. The full copy will be held by the relevant Cabinet Member.

Please copy me into any responses you send in order that I can publish the outcome on the Council website, as required by the Council's Petitions Scheme.

[Faint, illegible handwritten notes or signatures]

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Regeneration & Development Services

Director: David Caulfield, MRTPI
Howden House · 1 Union Street · Sheffield · S1 2SH

Officer: Emma Barker
Ref: ic 113381

Tel: (0114) 0114 2053001
Date: 27 February 2014



Thank you for your complaint received on 24 February 2014 about parking permits.

John Bann, Head of Transport, Traffic & Parking Services on 0114 2736135 will ensure your complaint is fully investigated and attempt to resolve this matter and has asked Emma Barker, Assistant Manager Parking Services on 0114 2053001 to investigate your complaint. You will receive a written response within 28 days.

If you are not satisfied with the response or if you are unhappy with the way your complaint has been handled, you can ask for matters to be reviewed by a more senior manager.

I have enclosed further information which explains the process but if you have any questions please do not hesitate to contact me.

Yours sincerely

A. Hassan

Admin Officer
Regeneration & Development Services

Enc

Large print versions of this letter are available by telephoning (0114) 273 4791

Document 1

1/03/2014



Dear Sir/Madam

I am writing this letter as I have many concerns about the parking scheme in the Hillsborough area. My concerns are that over the last two years the scheme has been running the cost has been increased nearly four times since it started and the residents of Hillsborough are the ones paying the majority of these cost. I would like to know why the cost is targeted to residents and not the shoppers and I would also like to know why the increase has risen so rapidly. I don't think it is right residents have to pay the cost and all this will achieve in residents will start to park of the roads further away from Hillsborough and cause congestion on those roads. If you were to keep the cost down for residents and up the cost for shoppers the congestion wouldn't be such a problem. I feel very strongly about this situation and I have done a petition on my road as to see what other people in the area think. As you will note residents are not happy with the scheme and I would like to it if something could be put in place for people on low incomes or lowering the cost of a yearly permit and visitors permits as the cost is very over priced and far to costly for residents to be expected to pay. I have complained by phone to the council and I have emailed my MP on this matter before and I have included letters and emails within this letter so you can keep up to date on where I am on the progression of this situation. I have also included a letter from one of the other residents on my road has they would also like to see something done about the problem.

Thank you.

Yours sincerely





01/03/14

HILLSBOROUGH PARKING PERMITS

I am starting up a petition to try to help Residents who live in the Hillsborough area and see if we can make a difference to the parking scheme enforcement. My concerns are that in the two years the scheme has been running the cost has gone up from £10.00 to £36.00 for resident permits and for visitors permits from £2.50 a book to £12.50. I want to put it to the council and to our local MP Mr Bob Johnson that something needs putting in place for people on low incomes and people that work all week and only need a permit on Saturdays, I also think that the council are targeting the residents in Hillsborough for the cost of the scheme and the cost should be targeted at the shoppers NOT the residents. To make it easier I have bullet pointed the issues below and if you agree with me on them please could you sign your name in the space provided.

Thank you for your help and I will let residents who sign the petition know the outcome of what the council and MP replies with.

Thanks again

- 
- 
- Putting in place something for people on low incomes.
 - Putting something in place for just Saturdays.
 - Stop targeting residents and target the shoppers.

Please sign below

01/03/14

HILLSBOROUGH PARKING PERMITS

I am starting up a petition to try to help Residents who live in the Hillsborough area and see if we can make a difference to the parking scheme enforcement. My concerns are that in the two years the scheme has been running the cost has gone up from £10.00 to £36.00 for resident permits and for visitors permits from £2.50 a book to £12.50. I want to put it to the council and to our local MP Mr Bob Johnson that something needs putting in place for people on low incomes and people that work all week and only need a permit on Saturdays, I also think that the council are targeting the residents in Hillsborough for the cost of the scheme and the cost should be targeted at the shoppers NOT the residents. To make it easier I have bullet pointed the issues below and if you agree with me on them please could you sign your name in the space provided.

Thank you for your help and I will let residents who sign the petition know the outcome of what the council and MP replies with.

Thanks again
Miss S.Talbot

- Putting in place something for people on low incomes.
- Putting something in place for just Saturdays.
- Stop targeting residents and target the shoppers.

Please sign below

[REDACTED]
[REDACTED]

DEAR SIR / MADAME.

I AM WRITING CONCERNING THE OUTSTANDING INCREASES IN PAYMENT FOR PARKING IN THE HILLSBOROUGH AREA. AS I AM A HILLSBOROUGH RESIDENT I CANNOT JUSTIFY THE INCREASES BEING MADE OVER THE LAST 2 YEARS. A SMALL INCREASES I COULD UNDERSTAND I.E. 5-10%, HOWEVER THE INCREASE RESIDENTS HAVE BEEN SUBJECTED TO OVER THESE LAST 2 YEAR IS RIDICULOUS.

YOURS FAITHFULLY

[REDACTED]

My name is [REDACTED] and I am a resident in Hillsborough sheffield, I live on my own and struggle at the best of times to pay bills, my question to you is about the parking permits in Hillsborough. The road I live on is not a pay and display road it's one where you can park on the road for two hours with no return between the hours of 8am to 6.30. I don't have my own car as I can't afford one but I do have to bring my works van home. I work Monday to Friday 8.30- 5pm which means I only need a permit on Saturdays. I can't afford the current charges of the permits at £36.00 when I only need a Saturday one. I have spoken to the council and the only thing they say I can do is get a visitors permit book, but I have one of those but I don't want to have to try to remember each Saturday to display it, why can't the council do more permits that can be displayed in the vehicles all year round instead of having to remember to scratch the visitors permits off each time you need them, and why can't there be something in place for residents who are on a low income to help them out?
Please could you get back to me as the council was not very helpful in this matter.

Thank you

Yours sincerely
[REDACTED]

Sent from my iPhone

hammond@sheffield.gov.uk. Always show content.

Take
with
Outic
devic



15

I'm very sorry to hear that you are struggling with your parking charges. Your situation of needing a permit only on weekends is not unique but we find that most people prefer to have the option of parking any time-hence why there is no weekend option. The visitor permit is (as you have been advised) the cheapest option.

We don't run a low-income scheme on the permits but as you say it is just your works van which you park I wonder if you had approached your employer about paying for the permit? There are certain requirements and tax arrangements about business vehicles which may help you and this might be where you can receive most assistance.

I really am sorry that I can't be of more help. I know the permits are pricey but all the money is spent on administering and enforcing the scheme. If you let me know which road you live on, I'll record that you are having issues and we may in future review the scheme. I will pass on your suggestion about a longer permit.

If I can be of any assistance in future, let me know.

Yours sincerely,

Cllr George Lindars-Hammond

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Cabinet Highways Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills & Development

Date: 12 June '14

Subject: Petition – Request for further consultation with respect to a proposed pay & display parking scheme on Ecclesall Road at Banner Cross.

Author of Report: Nat Porter (t 34192)

Key Decision: NO

Reason Key Decision: Not applicable

Summary: The purpose of this report is to receive a petition concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre. The petition requests that additional public consultation is conducted before the proposed experimental introduction of the scheme.

The report sets out the background to this petition and makes recommendations accordingly.

Reasons for Recommendations:

The petitioners' request can be accommodated as part of the development process for the scheme at only minor cost.

Recommendations:

The findings from the public consultation exercise to be held on 3rd June, 2014 inform the development of the proposed parking scheme.

The lead petitioner and affected parties are informed of the outcome of that meeting and this decision.

Background Papers: Appendix A – Petition and appended documents

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: M. Bullock 8 May '14
Legal Implications
YES Cleared by: N. Wynter 1 May '14
Equality of Opportunity Implications
NO Cleared by: I. Oldershaw 24 Apr '14
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
Ecclesall ward
Relevant Cabinet Portfolio Lead
Cllr. Leigh Bramall
Relevant Scrutiny Committee
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press Release
NO

REPORT TO THE CABINET MEMBER FOR BUSINESS, SKILLS & DEVELOPMENT

PETITION – REQUEST FOR FURTHER CONSULTATION WITH RESPECT TO PROPOSED PAY & DISPLAY PARKING SCHEME ON ECCLESALL ROAD AT BANNER CROSS.

1.0 SUMMARY

- 1.1 The purpose of this report is to receive a petition concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre. The petition requests that additional public consultation is conducted before the proposed experimental introduction of the scheme.
- 1.2 The report sets out the background to this petition and makes recommendations accordingly.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Managing kerbside parking in district shopping centres to protect access for customers contributes to '*A Strong and Competitive Economy*'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
 - Ensure that the proposed parking scheme achieves the objective of improving customer access to shops in the Banner Cross district centre.
 - Minimise any negative impacts of the parking scheme as far as possible whilst achieving the above objective.

4.0 MAIN BODY OF THE REPORT

- 4.1 A petition signed by 47 people in the Banner Cross area was received in April 2014, requesting that proposals for a pay & display parking scheme on Ecclesall Road at Banner Cross are deferred until further consultation has taken place. This is included in Appendix A to this report.
- 4.2 The scheme involved the introduction of time-limited pay & display parking on Ecclesall Road at Banner Cross district centre. The scheme is being progressed in response to concerns raised by some traders and ward councillors that long-term parking is hindering customer access to their shops, and is intended to improve trading conditions for local businesses by improving the turnover of parked vehicles.
- 4.3 A consultation exercise was held with frontagers of the directly affected part of Ecclesall Road on March 2014, with a view to determining appropriate time limits and extents for the scheme. An indicative scheme was presented as part of this consultation. A revised scheme is currently being developed, informed by the responses received to the public consultation.

- 4.4 Only frontagers on Marmion Road and the part of Ecclesall Road under consideration were invited to participate in the March 2014 consultation. This was because the purpose of the consultation was principally to identify suitable time limits and extents for the pay & display parking, to best meet the needs of local businesses.
- 4.5 Subsequent to that consultation exercise, a business proprietor based on Ecclesall Road collected the petition regarding the scheme, predominantly signed by residents of side streets adjacent to Ecclesall Road. The petition requests that the introduction of a scheme is deferred until further consultation has taken place.
- 4.6 Documents appended to the petition also described a number of concerns raised regarding the proposed parking scheme, and a number of suggested alternative schemes.
- 4.7 Following the receipt of various concerns of residents of side streets in the Banner Cross area, ward members have arranged a public meeting, which will have been held on the evening of 3rd June. This will form part of the development process for the proposed scheme, and is considered to meet the petitioners' request.
- 4.8 This meeting will be held nine days before the Cabinet Member Decision Session, and after the deadline for the submission of reports. An officer will give a verbal update at the Cabinet Member Decision Session.

4.9 **Legal Implications**

The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature it must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Declining the petitioners' request for additional consultation was considered. Petitioners would still have opportunity to comment on the scheme as part of the statutory process laid out by the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996. In this particular instance, this would be for a six month period, during which the scheme would be introduced experimentally when comments can be made and considered in light of practical experience of the operation of the scheme.
- 5.2 In this instance, it was felt that a public meeting would be advantageous in providing an opportunity to explain the likely impacts of the scheme based on experience elsewhere, to allay concerns about the proposals that may not be well founded, and to consider where changes to the proposals could be made to help address concerns of the wider area.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The petitioners' request can be accommodated as part of the development process for the scheme at only minor cost, and can allow for changes to the scheme to be considered to mitigate for any local concerns.

7.0 RECOMMENDATIONS

7.1 The findings from the public consultation exercise to be held on 3rd June, 2014 inform the development of the proposed parking scheme.

7.2 The lead petitioner and affected parties are informed of the outcome of that meeting and this decision.

Simon Green
Executive Director, Place

May 2014

Banner Cross Ecclesall Road Parking Proposals

Further to the proposed parking meter scheme, we have reviewed all the available information over the past 2 years, and have carried out a very brief local consultation exercise, involving email and leaflets in the immediate area over a period of 4 days in April 2014.

We have documented these as follows:

1. Petition against implementing proposed parking measures without further consultation
2. Comments received from local businesses, organisations and residents.
3. Potential consequences of introducing proposed pay and display scheme
4. Possible Alternative Solutions
5. Summary of timeline of notices, meetings and consultations
6. Copies of relevant documents listed in previous items

In conclusion

We request that Sheffield City Council defer the proposed experimental scheme until a proper consultation has been carried out, to include all the local businesses, organisations and residents, not just the Traders Association.

There are other possible solutions that should be considered which could help all parties, not just the Traders to the detriment of everyone else.

The local economy and residents' quality of life is too precious to experiment with!



On behalf of local residents and businesses listed

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
1	<p>Parking issues that will affect us (915 Ecclesall Rd):</p> <ol style="list-style-type: none"> 1. Residents parking - We don't have parking to the rear of this part of Ecclesall Road like the houses further down below the Co-op, so the on-street parking is all there is, unless we park on a side street (very congested most of the time). We bought this house knowing the bus lane would cause certain amount of restrictions but they are manageable. Changing this would significantly affect our quality of life, work productivity and future desirability of our house. 2. Business parking - We run our business from home, which involves coming and going during the day and evening, usually with survey equipment and paperwork / drawings - the survey equipment is heavy and can't be carried far so we need to load up and unload outside the house. Paperwork gets damaged and wet if we're walking far with it in rainy / windy weather, which we have to do in bus lane times. We try to organise our meetings and site visits during bus lane times to minimise wasted time and effort walking between house and cars. 3. Employment - If we lose the ability to easily and freely park outside, we will have to seriously consider relocating (we have already been looking into this since the letter in February), which will not only cost us money, but will adversely affect our business and ultimately if we cannot find a suitable affordable alternative place in the near locality, we would lose our 3 staff as they all live locally but do not drive. 4. Ongoing Health issues - I have breast cancer and cannot use my right arm for carrying heavy things, so again the issue of having to park up elsewhere and carry shopping bags back is a big health risk (lymphodema). I will be undergoing chemotherapy and radiotherapy shortly and these treatments cause fatigue so it would be much better to be able to park close to the house most of the time. 5. Blighted houses - This part of Ecclesall Road does suffer from neglect - it is blighted due to the petrol station and casino etc opposite and Finnegans yard behind us, and many of the houses are rented out and look shabby and ill-maintained. However, there are several owner-occupied houses, and over recent years some of the worst houses have changed hands and been refurbished, so it is improving. We do feel that because it looks a bit run down in places, it is overlooked and treated as if we don't matter, especially with lack of consultation at times on highways and planning issues. We are very fortunate to have the Banner Cross Neighbourhood Group to keep us in the loop. <p>If the parking meter restrictions are implemented, it will further downgrade the houses here, as they will be come totally unsuitable for anything other than HMOs, and they will eventually fall into disrepair due to neglect by landlords and blight the rest of Ecclesall Road. On the planning policy this part of the road is designated as office/commercial use but in reality most of it is residential and has been so for the past 110 years. In order to keep a good mix of residents, free parking outside the houses is essential.</p>
3	<p>The fall out may also extend to the Coop and or Sainsbury's putting meters up in their parks to dissuade casual non-customer parking. All in all, I can see it being a hassle. I'm most fearful that permits will arise when the problem parking in neighbouring streets develops. What I've seen in Hunters Bar has been a real pain to people from what I can understand.</p>

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
6	there was no consultation with us - and parking on blair athol is already very pressured during the day when I suspect people park here to catch buses to town, and in the evening when people go out on ecclesall road (it frees up after 11 ish at night)
8	I'm appalled about their proposals & what it means to us as local residents. We already find it a struggle to park on our road at the moment & what the council are proposing will only make that worse especially for those residents who have young families.
13	I totally agree that the proposed changes will create more problems and inevitably lead to residents permits being introduced on side roads. It's a bad idea thought up by someone with too much time on their hands and a budget they have to spend.
14	<p>I am writing to comment on the proposed parking restrictions on Ecclesall Road. I have heard TODAY, that the restrictions at Banner Cross are to extend to the junction with Greystones Road. This will have a serious effect on a number of St. Williams' parishioners. Each day there is a Mass which is attended by a significant number of people, many of whom come in their cars and park close to the church.</p> <p>I personally have to use my car on Mondays, as immediately afterwards I take Holy Communion to some people in Fulwood Lodge, therefore I need my car. It would therefore be a cost to pay for an hour's parking outside Church during the service. This is also applicable for each day for those taking Holy Communion to the housebound.</p> <p>On Wednesday there is a lunch club for the elderly in the church hall. Whilst most of the clients arrive by minibus, there are some who come by car, they would need to park from 10.30am until 1.00 pm, would this length of time be possible? and at what cost? also the volunteers who help run the lunch club arrive at 10.00am and leave at 1.30pm</p> <p>As you can see from just the two examples I have mentioned new parking restrictions would have a serious effect on people who use St. Williams' church. Yet there has been NO consultation with the parish whatsoever.</p> <p>The social consequences of these restrictions could be severe and damaging, as some elderly people will no longer attend the lunch club, thus become more isolated. It could be more difficult to recruit volunteers to run the club.</p> <p>Some people would find it more difficult to attend Church to practise their Faith.</p> <p>Looking at the map, there are even more restrictions than I had thought!! Also it extends to Saturday until 6.30pm - Saturday evening Mass begins at 6.30pm so parishioners would need to park beforehand would have still to get the free 15min ticket - AND be careful not to park before 6.15pm!</p> <p>There are also other activities which occur on Saturdays too.</p>

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
16	<p>We support your view that a more creative scheme, sensitive to the various needs of residents, businesses and traders in the area is needed rather than the extensive pay and display scheme proposed (which is bound to have a negative impact on residents in nearby streets, and may also back-fire in terms of reducing trade to small and medium businesses in the immediate local area). It will also make the residential houses on Ecclesall Road (a significant number) less attractive to residents and businesses considering basing themselves there.</p> <p>I looked on the Sheffield City Council website to see if I could find out more about this scheme, and could not find anything about it. I had heard vague rumours through a friend of a friend about parking restrictions but that is all.</p> <p>We are regular visitors to Banner Cross shops and Ecclesall library (on foot), but have not noticed any information on lamp-posts, notice-boards etc.</p> <p>It seems crazy for the council to prepare to implement a scheme which will be expensive, will frustrate residents and shoppers, and may actually harm trade and business without consulting more widely in the neighbourhood, and more carefully considering different options. Tidal bus lanes are used in other parts of the SW of the city, so why not on Ecclesall Road?</p> <p>Banner Cross is a mixture of all sorts of businesses and residences, and the needs of all local people should be taken into account.</p> <p>If there are particular issues with parking immediately in the vicinity of some small shops then a short stay restriction should be put in place just near the shops, leaving the rest of the street for residents and those who need to visit for longer (hair appointments, visits to estate agents, solicitors etc.).</p> <p>Sainsbury's is doing very well with its own dedicated lay-by (few people regard it as a loading bay only) so maybe there should be a couple of 'loading bays' installed near the other shops to balance things up!</p> <p>Sorry for ranting, but please add our names to your list. It is essential that the council do a proper public consultation before making costly changes.</p>
19	These proposals will make a nightmare to residents.
25	your note through the letterbox is the first I've heard of it!
26	Cynical revenue raising exercise that benefits no one locally and will pave the way for having to pay to park outside my own house.
27	<p>I am a resident of Murray Road and am disgusted that we have not been consulted regarding this needless change. I already have to fight for parking on my street and seldom get a space near my house, partly due to shoppers at Banner Cross and partly because there is a Murray road resident selling vehicles (up to 15 counted) from their home that the council have said they can do nothing about. If this proposal goes through it will mean a further influx of vehicles on my road and others in the vicinity. I am flabbergasted that the council have the temerity to suggest that parking restrictions, where there doesn't seem to be a problem, will improve trade for local businesses. This is absolutely ridiculous. I agree with both of your proposals as both are clearly more thought out than the existing plan.</p>

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
28	<p>I would like to largely support your opposition to the proposed scheme. Parking on an the road at this time of day, is not an issue, as it was in the hunters bar area, and the scheme as described would negatively affect local businesses and residents.</p> <p>however I would have to disagree with the tidal flow road suggestion, as with the signage and road marking changes needed it would become very expensive to do. I would prefer a "do nothing" solution, as there is really no problem as it stands.</p> <p>I lived on Sharrow vale road when their parking scheme came live, and it was certainly very disruptive for the residents. largely due to the number of permits the council would permit per residence, in an area filled with multiple occupancies. In the long run however for businesses in the area the increased car turnover rate appears to be better for business, but this is with an area where parking was an issue.</p>
29	<p>I have lived on Tullibardine Road for 19 years. I live on the bottom section of the road with Greystones School on the opposite side.</p> <p>The school causes some traffic problems but these are usually only for about half an hour in the morning and then again another half an hour from 3pm. I am tolerant of the school traffic as both my children attended the school and I have sympathy for parents trying to deliver their children safely to school and then going to work themselves. The most important thing is the safety of the young children on their journey to and from school.</p> <p>We also have a GP surgery situated at the bottom of the road on the junction with Greystones Road which causes extra traffic. All the houses on this part of the road and the next section of Tullibardine Road have on-street parking. In fact all the roads around us have terraced houses and on-street parking.</p> <p>In the last few months, there have been extensive roadworks on the streets around us and these streets have been closed to through traffic. This has forced the residents, and others who use the streets to park in the daytime, onto Tullibardine Road and Huntingtower Road. Sometimes it is impossible to park on my own street or even 2 streets away. This is a small taster of what will happen if meters are introduced at Banner Cross. Businesses and residents on Ecclesall Road will be forced to find parking on the neighbouring streets and this will have an impact on residents.</p> <p>People who live in leafy suburbs or have houses with driveways cannot imagine the stress and anxiety caused by not being able to park your car near your home. I have suffered from rheumatoid arthritis for over 10 years and find it difficult, for instance, to carry heavy shopping bags from my car if it is parked on the next street.</p> <p>Residents of the terraced houses are more likely to have lower incomes than those living further up the hill in semi-detached houses with driveways. On-street parkers also pay more car insurance than those with private driveways. So if the knock-on effect of installing meters at Banner Cross is that the surrounding streets also get metered parking, then residents are hit financially yet again.</p> <p>I think that any "consultation" should be greatly widened to include residents and businesses who will be affected in the long term, otherwise it isn't really a consultation and is not examining the impact realistically and fairly. I would be interested to hear the views of residents in the Sharrowvale area who have had meters installed on their streets but certainly it seems very undemocratic to make this decision without proper evaluation and wider consultation.</p>

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
30	<p>There are 5 of us living here (909 Ecclesall Rd) with 2 cars between us. We are 3 adults, 1 minor & a baby.</p> <p>I have today copied relevant info, including your letter, & sent it to the landlord of 907. He was unaware of the councils proposal.</p> <p>I also visited the petrol station today, the manager there didn't seem to know about it either!</p> <p>So much for consulting with the local businesses!!!</p>
31	<p>We believe that it will harm the smaller shops without car parks and will increase the problems on the side roads which already have reached their parking limit.</p>
32	<p>These restrictions will greatly inconvenienced the 20-30 people attending the daily service at St William's Church, where we have timed it so that they can park on the road</p>
33	<p>Given that the range of shops are local in nature and not 'destination' shops per se it is likely that the restrictions will have a negative impact and then lead to an offset effect of additional parking pressure in adjacent roads. The proposed traffic regulation order TRO for these restrictions should contain a statement of reasons as to why the council feel they are required. I can see no justification that is valid and this is just a revenue generating exercise.</p>
34	<p>When I received the consultation document, I commented that we were against the scheme, and felt it was unnecessary – just another scheme for Sheffield City Council to extract more money from the local community, under the guise of "improving the community"</p>
37	<p>I'm sure this idea is the thin end of the wedge, with the council wanting to spread resident's parking into our area, only this week, I received a card from Lewis Dagnal, saying parking permits would solve all our parking problems.</p> <p>We don't have a major parking problem, as you say, on Ecclesall Road and a contra-flow system would appear good for the shops.</p> <p>I have lived in this area for over fifty years, the last forty-four on Huntingtower Road, so have good knowledge of our problems. I now don't shop at lower Ecclesall Road, Brooke Hill and London Road and think that bringing in these heavy-handed restrictions, has always been a step backwards.</p> <p>The only reason they do it, in my opinion, is that we, car users, are convient 'cash cows'. The council tried to bring these restrictions into the Firth Park area of Sheffield, it was successfully resisted there.</p>
39	<p>I had no idea! I certainly haven't been consulted and I live on Murray Road which is likely to be affected.</p>

Ecclesall Road - Parking Meter Proposals -	
Comments received from leaflets / emails to residents / businesses, 2-4 April 2014	
42	<p>Local residents have certainly not been consulted and I am totally opposed to any measures that will increase demand for parking on the side streets at Greystones as this is already a huge problem. I can't see that metered parking on the main road at Banner Cross will be helpful to anyone. I live on Tullibardine so have to put up with the parking problems generated by Greystones school – and parking on Murray or Blair Athol is virtually impossible as these roads are largely used for 'park and ride' purposes by commuters so are parked solid every day. There is already as much, if not more demand for parking spaces in this area by non-residents so the proposed restrictions will simply make the situation worse.</p> <p>Although I sometimes wish we did have resident- only parking I believe this would just create another set of parking problems and I would resent having to pay for a permit which would not necessarily guarantee me a space – not to mention the nuisance for visitors, tradesmen etc.</p> <p>Last year (August) I emailed all three Ecclesall councillors about parking difficulties for residents in this area but only got a brief response from Roger Davison.</p>
45	<p>Im not sure if there is a way to record additional issues with the plan? The main one being that when you are pulling out of Huntingtower Road and there are cars (or even worse vans) parked on the section up to the crossing it is virtually impossible to see if any traffic is coming down. I have seen many near misses and a couple of crashes there over the last few years. I believe that this area needs to be double yellow lines with no waiting right up to the crossing zig zags.</p>
47	<p>I support the view that metered parking on Ecclesall Road is likely to have a negative impact on the area.</p>

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 12 June 2014

Subject: Bus Rapid Transit North
Traffic Regulation Orders - Consultation Results

Author of Report: Ian Taylor, 273 4192

Summary:

In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the Bus Rapid Transit North project.

This report presents the objections received to the advertisement of the TRO's along with the Officer response to the objections.

Reasons for Recommendations:

- The TRO to prohibit the right turn into the north-eastern access to number 438 Sheffield Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict at the junction with the access to the proposed development on the opposite side of the road. The right turn into the south western access to number 438 would still be possible as would the left turn out of both accesses.
- The TRO to prohibit the right turn from Sheffield Road through the gap in the central reserve opposite St Lawrence Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict caused by vehicles slowing significantly, to make the right turn, being struck by following vehicles travelling ahead on Sheffield Road.
- The TROs to introduce the two 'one-way' and two 'ahead-only' restrictions at the Sheffield Road/Blackburn Meadows Way junction would formalise the traffic movements intended for the designed road layout, deterring injudicious manoeuvres.
- The TRO to prohibit U-turns at the Sheffield Road/Blackburn Meadows Way junction would reduce the likelihood of drivers making injudicious manoeuvres to access Sheffield Road (south west section towards the M1 J34) and Ferrars Road.

- The TRO to introduce a 24 hour clearway on Blackburn Meadows Way and part of Sheffield Road would complement the existing 24 hour clearway for Meadowhall Way and would reduce the amount of signing and lining required to convey and enforce the Order to prohibit stopping.
- The TROs for the ahead-only restrictions on Attercliffe Common, at its junction with Carbrook Street, would reduce the likelihood of drivers making injudicious turning manoeuvres through the gap in the central reserve of the dual carriageway.
- The TROs to prohibit waiting and loading on parts of Attercliffe Common, Carbrook Street, Dunlop Street, Weedon Street and Meadowhall Drive would help to ensure that the proposed BRT route between Sheffield and Rotherham is kept clear for buses and other vehicles using the route. One response, however, although received after the closing date and therefore not a valid objection, was in regard to loading & unloading issues that would arise if stopping was prohibited 24 hours per day. Currently a peak hour (Mon-Fri 0800-0930 & 1600-1830) loading restriction exists and in view of the potential issues that would be caused to the business in question it would be appropriate to delay implementing the 24 hour clearway restriction for a short length (approximately 15 metres) of Attercliffe Common to the south of Newark Street pending monitoring to see if loading/unloading has a significant impact on traffic movement.
- The TROs to prohibit driving at Clay Street and Fell Street, at their junctions with Attercliffe Common, would prevent potentially hazardous turning manoeuvres close to the traffic signals installation for the pedestrian crossing, the bus pre-signals and the bus stop proposed for the end of Fell Road.
- The TRO to prohibit waiting in the newly formed turning head of Webster Street would help to keep the area free of parked vehicles and available for use as a turning area as intended. It would also facilitate the provision of a cycle facility from the nearby Five Weirs Walk and along Webster Street to link with the National Cycle Network.

Recommendations:

- Overrule the objections to the Traffic Regulations Orders related to the Bus Rapid Transit North scheme.
- Make the Orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders but delay the implementation of a 24 hour loading restriction on a 15 metre section of Attercliffe Common to the south of Newark Street pending monitoring of the effect of loading/unloading on traffic movement.
- Inform those who made representations accordingly.

Background Papers:

Appendix 'A' – Plan of BRT North Route (1 page)

Appendix 'B' – TRO Proposals (7 pages)

Appendix 'C' – TRO Consultation Letter (2 pages)

Appendix 'D' – Summary of Objections and Officer Responses (11 pages)

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
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
Attercliffe, Carbrook and Meadowhall
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

BUS RAPID TRANSIT NORTH SCHEME

REPRESENTATIONS MADE IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the Bus Rapid Transit North project.
- 1.2 This report presents the objections received to the advertisement of the TRO's along with the Officer response to the objections.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 Funding in excess of £28M has been secured from the Department for Transport (£15.88M), European Regional Development Fund (£8.13M), Growing Place/Section 106 (£2.20M) and Local Transport Plan (£2M). The scheme can be implemented relatively quickly and is anticipated to have immediate beneficial impact.

2.2

The improvements being progressed will improve the city's public transport facilities, reducing journey times and improving transport facilities for the people of Sheffield.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The "BRT North" scheme is planned to introduce a rapid and reliable public transport service between the centres of Sheffield and Rotherham. There will be a limited number of stops at key locations along the route. The scheme will benefit all traffic and will particularly help to reduce congestion at the Tinsley/M1 South junction (J34).

- 3.2 The "BRT" proposals contribute specifically to the aims and objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':

- 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.

4.0 REPORT

- 4.1 In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the BRT North project.
- 4.2 The proposals complement the BRT North project, some of which is being constructed and some of which is still in the design stage. Works are expected to be complete by September 2015.

- 4.3 A plan of the BRT route is included in Appendix 'A'.
- 4.4 Traffic Regulation Order Consultation
- 4.5 The BRT North scheme would be complemented by a number of TRO's. Some elements of the scheme could only be introduced following the making of certain TROs. The order is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.
- 4.6 In March 2014 letters, explaining the TRO process and inviting comments, were delivered to around 850 properties potentially affected by the BRT North scheme. Statutory consultees were also consulted, around 100 site Notices were erected and details appeared in the Sheffield Star.
- 4.7 The consultation period ran from 21 March 2014 until 11 April 2014.
- 4.8 During the consultation period six responses were received. Of the six responses two were in support with comments or questions, three were objections and one was a request for further waiting restrictions.
- 4.9 Three further responses were received, after the end of the consultation period, two disagreeing with certain elements of the proposals and one making general comments. Because these responses were received late they are technically not lawful objections but are nevertheless being given consideration.
- 4.10 The responses to the proposals, together with the Officer responses, are set out in 'Appendix D'. The main points are summarised as follows:
- 'Support the scheme but ask for suitable diversions for cyclists during the works'*
'No issues but request additional double yellow lines on Webster Street'
'Object to closure of Clay Street/Attercliffe Common junction'
'Objects to loss of on-street parking'
'Against bus lane and restrictions on access and egress to Fell Road'
'Appeal against closure of Clay Street'
'Disagree with restrictions on deliveries of goods'
'Supports Tinsley Link (now named Blackburn Meadows Way) but could part of Sheffield Road be downgraded when the Tinsley Link Road opens?'
- 4.11 Contact has been made with all respondents and discussions & meetings have taken place with many of them. Work is ongoing to try and help reduce or eliminate any potential adverse effects caused by the TROs particularly those related to road closures and the removal of on-street parking. In this regard the recommendation is to delay the introduction of the 24 hour loading ban outside one potentially affected business. In terms of another potentially affected business, although the proposals do not affect on-street parking on the adjacent highway, they affect on-street parking on nearby streets and we are working closely with the business to develop a set of measures to mitigate the effect of the proposals. For other businesses we are discussing the introduction of waiting restrictions to facilitate access.

4.12 Relevant Implications

Finance

- 4.13 The main funding for the BRT North is being provided by the Department for Transport. Part of the funding comes from the European Regional Development Fund (Yorkshire and Humber Programme 2007-13) and the LTP. Section 106 monies generated from increased development around the areas benefiting from the BRT scheme will contribute towards the scheme but until these are received the City Council has borrowed funding from the Growing Places fund. This will be repaid as developer funding is received.

Equality

- 4.14 The proposals would affect all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. Many aspects would be positive, such as connecting Rotherham and Sheffield, and strategic places in between, particularly for those who do not have access to, or who do not wish to use, a car. Car drivers, however, would also be able to benefit from the new link road and the removal of obstructive parking along the route.

Legal Implications

- 4.15 The Council has the powers to make TROs under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). 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 all been complied with and whilst there is no requirement for public consultation this has been undertaken and the Council should consider and respond to any lawful public objections received as a result.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative routeing was considered using an appraisal carried out in 2013 by consultants Arup, comprehensive local knowledge and the desired locations for the BRT bus stops. The three option variations were:

1. Carbrook Street / Dunlop Street / Weedon Street / Meadowhall Drive / Meadowhall Way
2. Attercliffe Common / Weedon Street; and
3. A6178 Sheffield Road / Vulcan Road.

- 5.2 The view formed was that routeing along Carbrook Street, Dunlop Street, Weedon Street, Meadowhall Drive and Meadowhall Way to reach the new Blackburn Meadows Way would improve journey time reliability and reduce journey times. This is because of outbound congestion, from the M1 J34 Tinsley back to Arena Square, caused by capacity issues at the M1 J34 junction (something that is largely outside the control of Sheffield City Council). Similarly

inbound congestion, from Arena Square back to Weedon Street, results from flows from the M1 and the Outer Ring Road (A6102 Broughton Lane) converging to cause the junction to be at capacity. Neither of these issues can be resolved by traffic signal timing improvements and both can only be addressed by major highway schemes.

- 5.3 In addition to the above-mentioned regular congestion there are frequent major events at the Sheffield Motorpoint Arena that can exacerbate commuter congestion and/or lead to significant delays at off peak times. In order to maintain journey time reliability it would be prudent for the BRT buses to avoid such congestion.
- 5.4 As well as giving the best journey times the preferred route is the most appropriate for the proposed bus stop locations especially the major development set to take place on and around Meadowhall Drive.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO to prohibit the right turn into the north-eastern access to number 438 Sheffield Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict at the junction with the access to the proposed development on the opposite side of the road. The right turn into the south western access to number 438 would still be possible as would the left turn out of both accesses.
- 6.2 The TRO to prohibit the right turn from Sheffield Road through the gap in the central reserve opposite St Lawrence Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict caused by vehicles slowing significantly, to make the right turn, being struck by following vehicles travelling ahead on Sheffield Road.
- 6.3 The TROs to introduce the two 'one-way' and two 'ahead-only' restrictions at the Sheffield Road/Blackburn Meadows Way junction would formalise the traffic movements intended for the designed road layout, deterring injudicious manoeuvres.
- 6.4 The TRO to prohibit U-turns at the Sheffield Road/Blackburn Meadows Way junction would reduce the likelihood of drivers making injudicious manoeuvres to access Sheffield Road (south west section towards the M1 J34) and Ferrars Road.
- 6.5 The TRO to introduce a 24 hour clearway on Blackburn Meadows Way and part of Sheffield Road would complement the existing 24 hour clearway for Meadowhall Way and would reduce the amount of signing and lining required to convey and enforce the Order to prohibit stopping.
- 6.6 The TROs for the ahead-only restrictions on Attercliffe Common, at its junction with Carbrook Street, would reduce the likelihood of drivers making injudicious turning manoeuvres through the gap in the central reserve of the dual carriageway.
- 6.7 The TROs to prohibit waiting and loading on parts of Attercliffe Common,

Carbrook Street, Dunlop Street, Weedon Street and Meadowhall Drive would help to ensure that the proposed BRT route between Sheffield and Rotherham is kept clear for buses and other vehicles using the route. One response, however, although received after the closing date and therefore not a valid objection, was in regard to loading & unloading issues that would arise if stopping was prohibited 24 hours per day. Currently a peak hour (Mon-Fri 0800-0930 & 1600-1830) loading restriction exists and in view of the potential issues that would be caused to the business in question it would be appropriate to delay implementing the 24 hour clearway restriction for a short length (approximately 15 metres) of Attercliffe Common to the south of Newark Street pending monitoring to see if loading/unloading has a significant impact on traffic movement.

- 6.8 The TROs to prohibit driving at Clay Street and Fell Street, at their junctions with Attercliffe Common, would prevent potentially hazardous turning manoeuvres close to the traffic signals installation for the pedestrian crossing, the bus pre-signals and the bus stop proposed for the end of Fell Road.
- 6.9 The TRO to prohibit waiting in the newly formed turning head of Webster Street would help to keep the area free of parked vehicles and available for use as a turning area as intended. It would also facilitate the provision of a cycle facility from the nearby Five Weirs Walk and along Webster Street to link with the National Cycle Network.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the Traffic Regulations Orders related to the Bus Rapid Transit North scheme.
- 7.2 Make the Orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders but delay the implementation of a 24 hour loading restriction on a 15 metre section of Attercliffe Common to the south of Newark Street pending monitoring of the effect of loading/unloading on traffic movement.
- 7.3 Inform those who made representations accordingly.

Simon Green
Executive Director, Place

12 June 2014

APPENDIX 'A' – PLAN OF BRT NORTH ROUTE

APPENDIX 'B' – TRO PROPOSALS

APPENDIX 'C' – TRO CONSULTATION LETTER

Regeneration and Development Services

Director: David Caulfield, RTP1

Room G30, Town Hall, Pinstone Street, Sheffield S1 2HH

email: BRT@sheffield.gov.uk

Website: www.sypte.co.uk/brtnorth

Officer: John Priestley

Tel: 0114 273 4479

Ref: BN653

Date: 21 March 2014

The Occupier

Dear Sir/Madam

Proposed Traffic Regulation Orders for the Bus Rapid Transit Scheme

As you may already be aware Sheffield City Council, South Yorkshire Passenger Transport Executive and Rotherham Metropolitan Borough Council are working in close partnership to deliver a Bus Rapid Transit (BRT) service. BRT is a nationally recognised, efficient, public transport service that has been embraced locally in order to help people travel to and from the centres of Sheffield and Rotherham on a safe but rapid, high quality and reliable bus service. In order to reduce journey times the number of stops between the two destinations will be limited but the service will still provide access to key leisure, commercial and manufacturing facilities along the route. It will also facilitate economic growth, by providing links to existing and proposed employment sites in the Lower Don Valley, whilst reducing greenhouse gas emissions.

BRT North, the section between Newhall Road and Tinsley, is aimed mainly at improving the capacity and journey time reliability of the bus network and includes a new highway link from Meadowhall Way, under the Tinsley viaduct onto Sheffield Road, which will help provide congestion relief for all local traffic around the Tinsley area and junction 34 (South) of the M1.

The BRT services are planned to commence in the Autumn of 2015 and in order to secure the £30 Million of external capital, and use it within the required funding timescales, enabling works have started at the Tinsley Link site.

To help ensure that the highway network is kept sufficiently clear for traffic, including the BRT buses, to travel the route safely and without delays, we are proposing to introduce new and amended Traffic Regulation Orders (TRO's) at strategic points along the route.

The attached drawing shows details of the proposed changes near your property and further information can be found on the BRT project web pages at www.sypte.co.uk/brtnorth.

As part of the statutory TRO process, notices will be displayed on-street and published in the Sheffield Star. We are inviting people to comment on, object to or support the scheme as they wish. We would like to hear from as many people as possible, regardless of their views.

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

Please note that if you wish to formally object, then in order to comply with the provisions of the Road Traffic Regulation Act 1984, you must let us know the grounds of your objection in writing not later than 11th April 2014.

This can be either by email to our mailbox which is BRT@sheffield.gov.uk or through the post to:-

The Director of Regeneration and Development Services
Room G30
Town Hall
Pinstone Street
Sheffield S1 2HH

All comments received will be reported to the Cabinet Member responsible for highway matters, who will carefully consider all the responses before making a decision on how to proceed.

In order to keep an accurate record of all responses received, and help to ensure that they are clearly reported to the Cabinet Member, we would prefer to receive your comments in writing but if you wish to speak with someone for further information about the proposals please contact John Priestley on 0114 273 4479.

Yours faithfully



Ian Taylor

Transport, Traffic and Parking Services Division

**APPENDIX 'D' – SUMMARY OF OBJECTIONS WITH
OFFICER RESPONSES**

Response from CTC Right To Ride:

We SUPPORT this scheme and would like to make the following comments:

It appears that there will be marginal improvements for cyclists. Re-routing the 5WW off Carbrook St will make it safer if a little longer, the road closures will improve conditions for cyclists and linkages with the proposed new routes that are connected with the Next & Ikea developments will make for a joined-up cycle network in this area, which could provide a model for what we would like to see in the rest of the city. We will need this network to be in place to cope with the development that will come along with the Meadowhall HS2 station. (£10bn investment around the HS1 terminal in London so far.)

Hopefully if BRT is successful it should get drivers out of cars and on the bus, further improving conditions for cyclists.

I have the proviso that while work is in progress we want to see proper diversions for cyclists put in place in accordance with the points we made at the City Cycle Forum on the 18th March

1. Sustrans to be notified of all works on NCN routes at least one month before they begin.
2. Diversions to be agreed by Sustrans Volunteer Rangers and posted.
3. Where there is space (as on Meadowhall Way) an alternate walking and cycling route to be marked out by temporary barriers, so that the option of a traffic-free route is preserved.

The failure to put any arrangements in place for the current closures between Weedon St and Meadowhall Way for pipe laying and along Meadowhall Way for preparatory BRT works is unacceptable.

Officer Response:

Thank you for your support for the TRO's.

Re: your comments about diversions I will pass details on to the Amey site team.

Response from a Business in the Carbrook Area:

I work for the Post Office Depot situated in at the end of Carbrook Hall Road. The work is being carried out to block off the end of Webster St by our gate, I have no issue with this at all. I do however have a request please.

Cars are parked on both sides of Webster Street and we have large HGV vehicles that need access to our yard. Would it be possible for double yellow lines to be put down Webster Street on the side directly outside our depot. This would help the drivers and prevent any RTC's if drivers are struggling to make turns either into or out of our yard. All our large vehicles used to access our yard via the end of Webster Street which is being blocked off.

Officer Response:

Thank you for responding to our TRO consultation. As mentioned in our letter these proposals relate specifically to the BRT route but I do accept your comments about access to your premises. Technically the highway is for the passage of traffic but I think we all appreciate that some parking, provided it is not particularly obstructive, is of benefit. Webster Street is probably a standard 'industrial' road width of 7.3m but with parking both sides I can imagine that problems and hazards might occur. Our proposals are effectively turning Webster Street into a cul-de-sac, thereby forcing traffic to use Carbrook Hall Road then most of Webster Street to reach your premises and I feel that on that basis we ought to consider your request. Having said that, we are unable to 'add' proposed restrictions once we have gone out to consultation. What we can do, however, is propose restrictions in a future consultation for the area (hopefully not too far in the future) and I will ask our Traffic Regulations team to add this to the next TRO proposal for the area. I hope this is acceptable to you but please contact me if you wish to discuss it.

Response from a Resident of Maltby Street:

I am writing to you about the proposed closure of the junction of Clay Street to Attercliffe common. I have lived at XX Maltby Street for over 10 years now and would find life very difficult if the proposed junction is closed. I use that junction two three or more times a day. I am a driver and a poll taxpayer and I pay road tax for the right to use the roads. I do not see why they cannot co-exist. I realise public transport has its needs but so do the Sheffield taxpayers road tax payers road users and local businesses. Therefore, under the road traffic regulation act of 1984 I hereby formally object to the closure of clay street-Attercliffe common junction. Thank you for the option to object to this proposal.

Officer Response:

I can understand your desire to enjoy the use of the local road network as you have done for many years but, as you mention in your letter, public transport has its needs and in this case leaving Clay Street open to vehicles would affect the proposals for the new bus lane and pedestrian crossing facility nearby. It is sometimes difficult for us to introduce such new measures without affecting some people and in your case I accept that it would mean a longer journey particularly if heading north towards the M1. I have checked on the map and it would mean an additional 250 metres or so if you were to use Norman Street and Newhall Road to reach Attercliffe Common. Heading south towards Sheffield would mean an additional 80 metres or so but arguably turning right out of Newhall Road, via the traffic signals, would be an easier and perhaps safer movement than turning right out of Clay Street.

Notwithstanding the above I accept your comments and I can confirm that your objection will be reported to a future meeting where the Cabinet Member for Business, Skills and Development will carefully consider all representations made before deciding on a way forward. Nearer the time you will be invited to attend the meeting and given the date and venue etc. At this time I anticipate that the meeting will be in June 2014.

Response from a Business in the Carbrook Area:

Part 1

I have received plans for changes to the TRO's in close proximity to our building and would like some clarification on what these changes mean. A large section of Carbrook Street (South Leg), Meadowhall Drive and Weedon Street are marked as 'Prohibition of waiting and loading/unloading at any time'. These areas are currently used for on street parking, with these changes will this parking facility be removed? Can you be explicitly clear for me please so that I know how much, if any, parking will be lost as a result of this change. Your answer will then determine if we will lodge a formal objection to the plans.

Part 2

I have just walked round the areas highlighted for TRO changes and I believe the loss of parking along Carbrook St South and North, as well as Dunlop St to be approx. 58 vehicles. Couple this with the loss of parking for approx. 35 vehicles along Weedon St (only as far down as Carbrook St) this amounts to the loss of approx. 93 parking spaces in areas all used by our staff. Given this total, please take this communication as Xxxx's formal objection to the plans. This is going to have a huge impact in the area where parking is already in exceptionally high demand and will particularly hit our business hard as one of the largest employers in this vicinity. We currently employ getting on for 600 people and only have 117 parking spaces in our own car park. I fail to see why the bus route needs to cut through the estate when the main Attercliffe road could carry the buses either as far as Weedon St and then turn left, or, all the way down to Meadowhall and then onwards under the viaduct. Im assuming the time benefit is the reason but this must be an absolute minimal saving compared to Attercliffe road which is usually free flowing. This area is already excellently served by the Supertram network and the bus network, this further transport link seems a little unnecessary. Further pressure on the parking in this manner is going to affect our position to the extent that relocation is a very real possibility. There is no point investing in the building if the surrounding environment is not conducive to our needs. Parking is a real issue and we have had planning permission refused twice in the past to increase capacity of our car park so removing so many spaces around our building is only going to compound things. The loss of so much parking around the area will have very real impact on our business. The majority of staff in the building work in the call centre environment and have a particular time to start work – failure to do so means that our service to customers will be affected, something which we will not tolerate. With the removal of so much parking we will have staff taking longer to park, having to walk further distances to get to the building and more than likely there will be an increase in late arrivals. There is also the added danger that when staff finish late at night they will have the extra distance to walk back to their cars in the dark.

Part 3

By my crude calculation from using the scale on Google Maps, it looks like by diverting the bus through our estate it will save approximately 450m of travelling along Attercliffe Road. I can see that during peak times travelling into Sheffield in the morning rush hour this might save literally 1 or 2 minutes, but I don't think the loss of so much parking and damage to the businesses around this area warrant the proposed bus route to make such a small saving. I would also dispute the time saving on the evening rush hour travelling out of Sheffield. The part of Attercliffe Road between the Carbrook St turn off and Weedon St is rarely blocked and is usually free flowing. It is not until you get past the Weedon St turn off that traffic is usually slow stop/start.

Part 4

Apologies for my late reply but things have been busy this last week or so. I don't have too much in the way of specifics [refused planning application] but I spoke to someone in the planning department last year and he told me that the reason for decline were traffic generation in an air quality area, the area is well served by public transport, currently have more parking than the Council guidelines permit, visual impact, increased run-off.

Officer Response:

Part 1

Thank you for enquiring about our Traffic Regulation Order proposals. We are not proposing any changes on Carbrook Hall Road itself but as you will have seen from the consultation drawings we are proposing to introduce 'loading' restrictions nearby on Carbrook Street (south). At present on-street parking is possible for two vehicles between Attercliffe Common and Carbrook Hall Road. Under the proposals there would be no parking at this location. Further along Carbrook Street, towards Dunlop Street, there is currently on street parking for perhaps thirty vehicles. Under the proposals this section would be no waiting and no loading/unloading and therefore parking would not be permitted. Meadowhall Drive is currently subject to 'no waiting at any time' restrictions, or a 24 hour clearway Order, so no parking is permitted there and although we are proposing to introduce loading restrictions there would be no effect on parking. On Weedon Street there is a substantial amount of unrestricted parking and I would estimate that our proposals affect spaces for thirty or so vehicles. I hope the above clarifies the situation and assists you in making an informed decision on whether or not to object. In any event we would welcome your comments.

Part 2(a)

Thank you for your further communication. I can confirm that I will report your comments as a formal objection and can assure you that prior to the report being considered by Cabinet we will give your comments careful consideration with a view to addressing them as far as we are able. I will come back to you when we have done that.

Part 2(b)

Notwithstanding the fact that I will still be reporting your objection I have made further investigation into your comments about the need for buses to use Carbrook Street and Dunlop Street, rather than Attercliffe Common, to reach Weedon Street. I thought I would let you know what I found out. Several route options were considered, including the one that you suggest and which arguably seems sensible on the face of it. However the investigations showed that in the mornings inbound queues form on Attercliffe Common, from around Weedon Street up to Arena Square. Similarly in the evening peak there are regularly queues on Attercliffe Common stretching from the M1 J34 at Tinsley back to Arena Square. In order to avoid the BRT getting caught up in much of this traffic the proposed route was promoted. Unfortunately because the queues are far reaching and are caused by capacity at the M1 junction 34, and saturation where the Outer Ring Road meets the inbound flow from the M1, it is not something that could easily be solved by, say, improving traffic signalling. Widening to accommodate bus lanes would obviously be difficult and very expensive.

Whilst I will, as mentioned, still report your objection I thought you might wish to know our reasoning for looking at Carbrook Street and Dunlop Street for the BRT.

Part 3

In regard to the journey times the assessment was carried out using a larger model covering all of Sheffield and Rotherham. Strategically it is a good model but when focusing in on specific roads, as happened with Attercliffe Common, actual traffic patterns are not particularly well simulated. Inaccuracies in this particular case were identified as the a.m. inbound and p.m. outbound traffic flows on Attercliffe Common. This might for example be because data for the larger model (such as number plate recognition) is collected on a much greater scale than street by street. Also the modelling is carried out in 'neutral' months and not, for example, November, December and other times when Meadowhall is really busy, or during events at venues such as the Arena. Consequently local knowledge (including that of our UTC section who are based at Carbrook and so not only see traffic problems on camera but for this scheme first hand) led us to conclude that on many occasions there would be significant delays to BRT buses using Attercliffe Common and Weedon Street, being caught up with traffic mostly heading to or from the M1. The only issue with this, as far as I can see, is on-street parking. I accept that there is a place for on street parking but it needs to be balanced with the requirement to keep the highway clear for the passage of traffic. In addition if we are to improve congestion and address the high demand for on street parking, through people choosing to use private cars, we need to encourage use of alternatives such as walking, cycling and quality & reliable public transport. In this regard should the proposals be implemented we would be happy to work with you in encouraging staff to use these modes of transport where possible, and perhaps assisting you with a travel plan.

Part 4

Thanks no problem re: reply timescale. Thanks for the info it's something for us to consider. I am looking at what we might free up on street but it will be quite difficult without risking additional congestion. The roads are pretty much parked up already as you know. I will certainly get the Planners' take on things and see if they have changed since 2008 although it sounds like you spoke with them last year. At the end of the day, as I've probably mentioned, technically the highway is for the passage of traffic and nobody has a right to on street parking but I am striving to find some common ground. I will contact you again when I've been in touch with Planners.

Part 5

Internally we have been looking again at what we might do to help and I think we have a range of possible measures to discuss. Would you be up for a meeting with me rather than us send lengthy protracted emails? I'd happily come to your site as I often visit the SCC Carbrook offices. In the meantime may I introduce my colleague from our Economic Development team? His team focuses on enterprise, investment and the economy. They could be helpful in keeping things going at a strategic level, perhaps with your colleagues at UK HO etc.

Response from a Business in the Attercliffe Common Area:

Part 1

We currently have up to ten articulated vehicles per week making collections from our premises and when they leave they turn right out of our warehouse into Clay St and proceed up to Attercliffe Common. Under your proposed road closure these trucks will have no option but to turn left out of our warehouse. Unfortunately there is a telegraph pole located on the pavement just to the left of our entrance and there is a real danger that a truck will clip the pole and possibly bring it down. The problem is compounded as there are parked cars on the road opposite the telegraph pole making a left turn nearly impossible.

Therefore I would be very grateful if you could re-consider the proposed closure of Clay St or possibly relocate the telegraph pole to a safer position and put down some double yellow lines immediately opposite to facilitate a safe left turn out of our premises.

Part 2

Many thanks for your reply. It would be very helpful if you could visit us here and discuss the points raised in your reply. The date and time suggested are fine.

Officer Response:

Part 1

The closure of Clay Street, at its junction with Attercliffe Common, has been proposed in order to prevent potentially hazardous turning manoeuvres close to the proposed traffic signals and islands for a pedestrian crossing and bus pre-signals. It is sometimes difficult for us to introduce such new measures without affecting some people and in your case I accept that it would mean delivery and other traffic using Newhall Road and Norman Street instead. I think it would be only fair for us to help ensure that this practice can be undertaken as safely and conveniently as possible. Consequently I am happy to promote waiting restrictions to keep the highway clear for moving traffic. I assume, from your reference to the nearby telegraph pole, that you are referring to the access out onto Clay Street itself. If this is the case then I think it would make sense to propose 'no waiting at any time' restrictions across your access and round onto Norman Street to your car park entrance. On the opposite side of Clay Street I would propose similar restrictions from the corner of Maltby Street and round into Norman Street to the entrance to the gate. I would prefer to confirm this with you and would, therefore, ask that you give me a call on the number below when you have considered the suggestion. As we would be closing Clay Street we could look to removing some of the existing yellow lines to provide on-street parking where it would not cause an obstruction.

I am concerned about your comments concerning the telegraph pole in that in order to collide with it a vehicle would have to be badly over-running the footway, perhaps by some four or five metres, which clearly has safety implications. Clay Street probably has the standard 7.3 metre wide carriageway and I would like to think that by introducing waiting restrictions we could overcome the need to over-run the footway. I can see from Google maps that there has been significant wear to the grass on the other side of the access in question, suggesting regular over-run by vehicles turning right out of the building. Again I would like to think that this has been due to issues with parking rather

than the vehicles in use being simply too large to make the turn. Perhaps we could discuss that when you call.

I look forward to discussing the issues with you and in the meantime I can confirm that your objection will be reported to a future meeting where the Cabinet Member for Business, Skills and Development will carefully consider all representations made before deciding on a way forward. Nearer the time you will be invited to attend the meeting and given the date and venue etc. At this time I anticipate that the meeting will be in June 2014.

Part 2

OK, great, see you then. Your original letter arrived today, stamped in on 08 April. It doesn't matter now but I thought I'd let you know it did get through eventually and I apologise for the time it took to reach me.

Response from a Business in the Attercliffe Common Area:

I am writing to you regarding the above and in order to lodge an objection against the introduction of the proposed bus lane and in particular the proposed traffic restrictions in respect of access and egress to Fell Road.

Our Company has a branch which is located in the Attercliffe Common Ind Estate and we are very concerned that any restriction to free traffic movement in this area will have a detrimental effect on business at a time when the Company is working very hard to recover from the effects of the economic downturn.

The proposed change to vehicular access to Fell Road will increase the volume of traffic which will be required to use Howden Road which already provides access and egress for the adjacent Police Station.

Officer Response:

Thank you for your communication.

Technically your objection has arrived too late to be valid but in the interest of fairness, as it is only a few days after the closing date, I am willing to report it and ask that that it be given due consideration as a valid objection.

The next Cabinet Member meeting is likely to be in June 2014 and we will let you know the date and time so that you may, if you wish, send a representative. In any case we will keep you apprised of the progress.

Response from a Business in the Attercliffe Common Area:

Part 1

We are a Business on Attercliffe common who has been here for over 10 years we have daily Delivery from carries of good to manufacture without them being able to deliver to us we would be put out of Business Fairly quickly as you are proposing no stopping or unloading!!!!!! We would therefore disagree with this and would be looking for compensation if it went ahead

Part 2

We will be forwarding your responses and comments and we too will be seeking advises as you at moment have not reached a decision? However I have been on Holiday so request you to add this to the valid responses that you have

Part 3

The issue here is that we have 3 or 4 very large lorrys delivery every working day some items 5 meters long parcels and heavy they would not get up our Drive at all and Newark street has allready been taken over in space Terms by the giving recent planning and highways permision for yet another car wash. Who has then put a large driveway In most of one side of the road and Put cones on the front bit for access To swing into the driveway and i am not aware of any limited loading ?

Think you should take a visit here we have a scrap yard next door and child care unit all who visitors and staff park or try to park on newark street its full before 8.00 am every morning, I would like to know who will use the buses as there are no people walking in this area or people living close by to use it either ?

And this is just making long establish buissinesses whome have been in this area for years close putting people we have employed for years out of work

Part 4

Thanks it's very much appreciated that we can carry on trading

Officer Response:

Part 1

Unfortunately your response has been submitted too late to be valid, the closing date for responses being 11 April 2014. However I take your comments on board and we will give some consideration to any way of helping you with parking and deliveries etc. I note your comments about compensation and will seek legal advice but I believe that there is no right to compensation for works on the highway. I will get back to you as soon as I have found out more information and I thank you for your comments.

Part 2

I note that you have a private access to the side of your premises and, although it is quite narrow near the main road, it widens out and can obviously accommodate a van or similar with space to load and unload. In addition Newark Street is only 10 metres to the side of your premises, where there is unrestricted parking. If this road is regularly parked up we could look at introducing yellow lines, perhaps on one side, whereby 'parking' would not be permitted but legitimate loading and unloading would be. Whilst I appreciate that you might wish to be able to load and unload from Attercliffe Common hopefully you can appreciate our desire to keep this road free for moving traffic and

build on the existing part time loading ban that already exists there. If you could consider the above and let me have your thoughts I'd appreciate it.

Part 3(a)

Thanks Mr X I will consider your further comments, see what else we might be able to do, and get back to you. In the meantime the loading restriction already in place, that I referred to previously, applies from 8.00am to 9.30am and 4.00pm to 6.30pm Monday to Friday and has been there for many years. The signs and kerb marks can be seen here on Google Maps. Regarding your comment about the use of the buses the project in question is for a rapid service between Sheffield and Rotherham centres, stopping at only a few strategic places in between, rather than serving the more local community. However there would be benefits to all other vehicles, including local buses, in keeping the road clear for the passage of traffic.

Part 3(b)

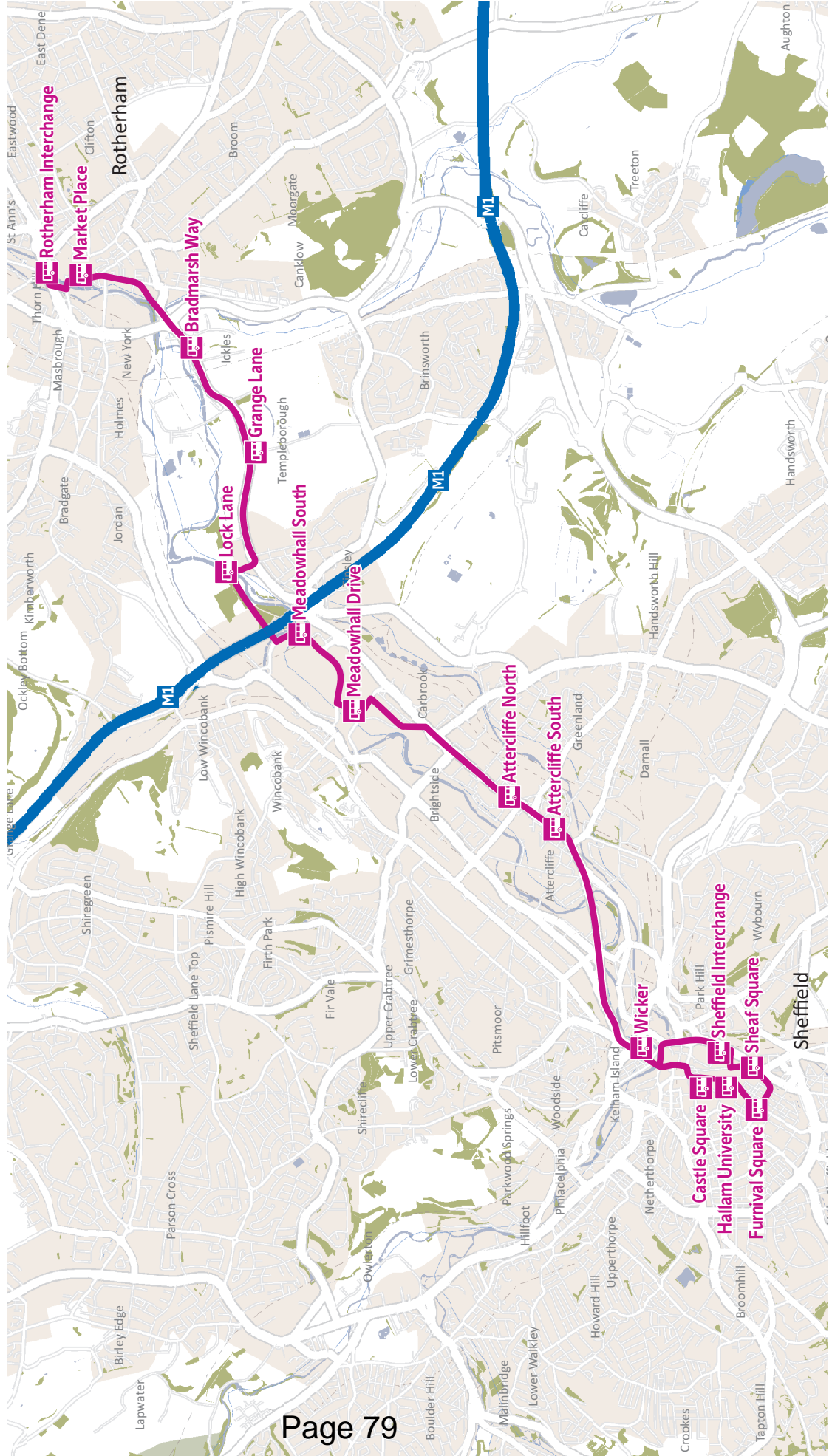
Hello again Mr X. I have discussed your issues with colleagues, from SYPTTE and Sheffield Council, who are co-managing the BRT North project. Like me they are sympathetic to your business needs and although they too hoped that you might be able to use Newark Street we all agreed that in order for you to take deliveries (outside the existing peak hour restriction) we are willing to defer implementation of the 24 hour loading ban outside your premises. In effect this means that there would be no change to the restrictions outside your premises. I hope this is good news. Once the BRT scheme is operational (anticipated September 2015) we would need to review the situation to ensure that undue delay is not occurring and if we observed any issues I would discuss them with you before we proposed any further action. In view of the above please would you confirm that you are willing to withdraw your objection so that I can keep it on record and, if asked, demonstrate the reason for varying the proposals?

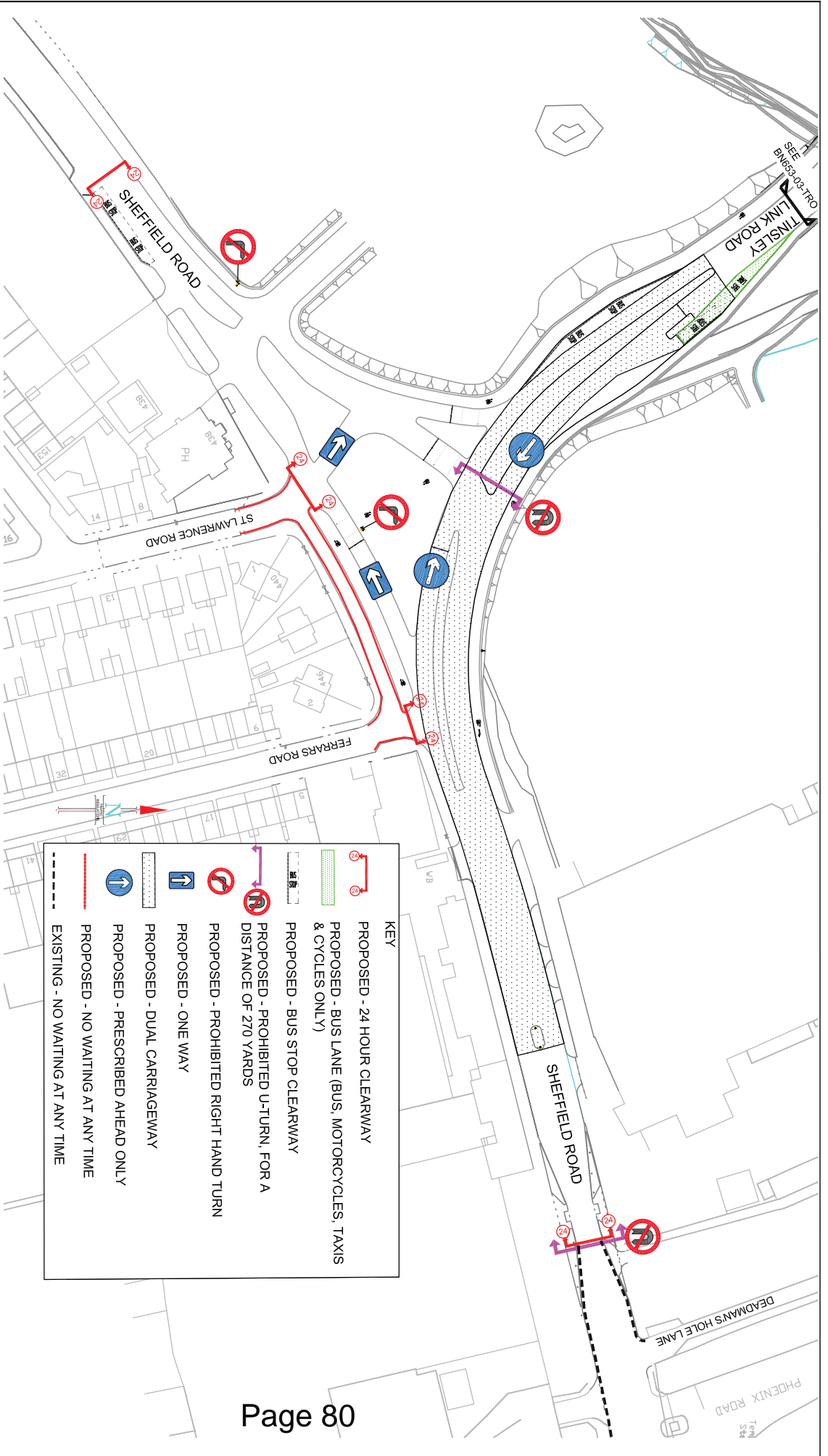
BRT NORTHERN LINE OF ROUTE



**SOUTH YORKSHIRE
PASSENGER TRANSPORT**

EXECUTIVE





KEY

- PROPOSED - 24 HOUR CLEARWAY
- PROPOSED - BUS LANE (BUS, MOTORCYCLES, TAXIS & CYCLES ONLY)
- PROPOSED - BUS STOP CLEARWAY
- PROPOSED - PROHIBITED U-TURN, FOR A DISTANCE OF 270 YARDS
- PROPOSED - PROHIBITED RIGHT HAND TURN
- PROPOSED - ONE WAY
- PROPOSED - DUAL CARRIAGEWAY
- PROPOSED - PRESCRIBED AHEAD ONLY
- PROPOSED - NO WAITING AT ANY TIME
- EXISTING - NO WAITING AT ANY TIME

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

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic.Reggs@Sheffield.gov.uk
Regeneration and Development Services
 Director: David Caldwell, KT11

A Service Area of the Directorate of Place
Sheffield City Council



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DRAWN

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FEB 2014

CHECKED

Client: **SHEFFIELD CITY COUNCIL**

Scheme

BRT NORTH - TINSLEY LINK/SHEFFIELD ROAD

Drawing Title

**PROPOSED RESTRICTIONS
Traffic Regulations Drawing**

Drawing No.

BN653-02-TRO

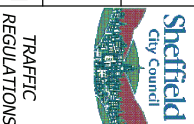
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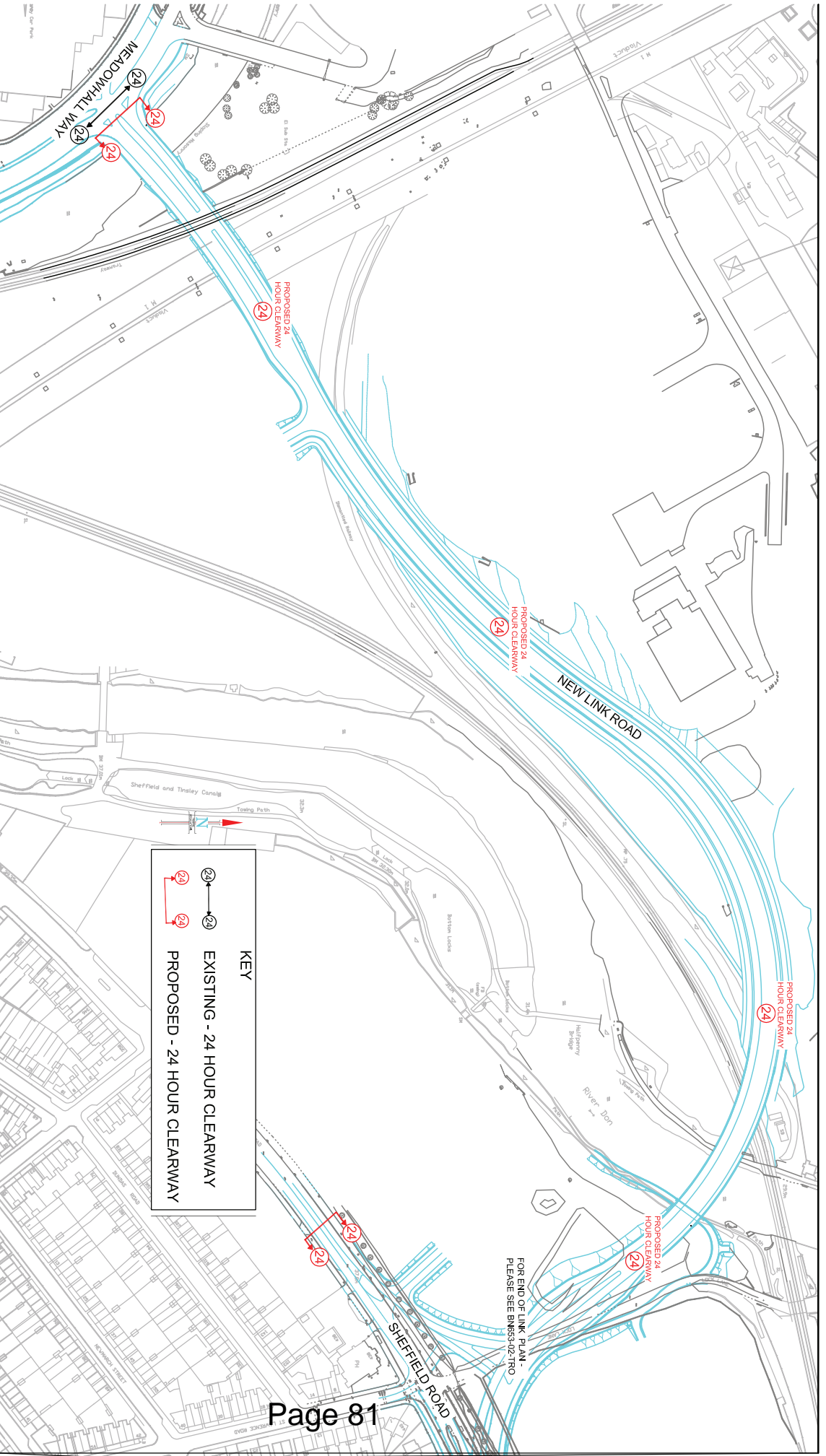
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Date

FEB 2014





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

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic.Reg@sheffield.gov.uk
Regeneration and Development Services
Director: David Caulfield, RTPI

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Sheffield City Council

2D FILE NAME: BN653-03-TRO.dwg



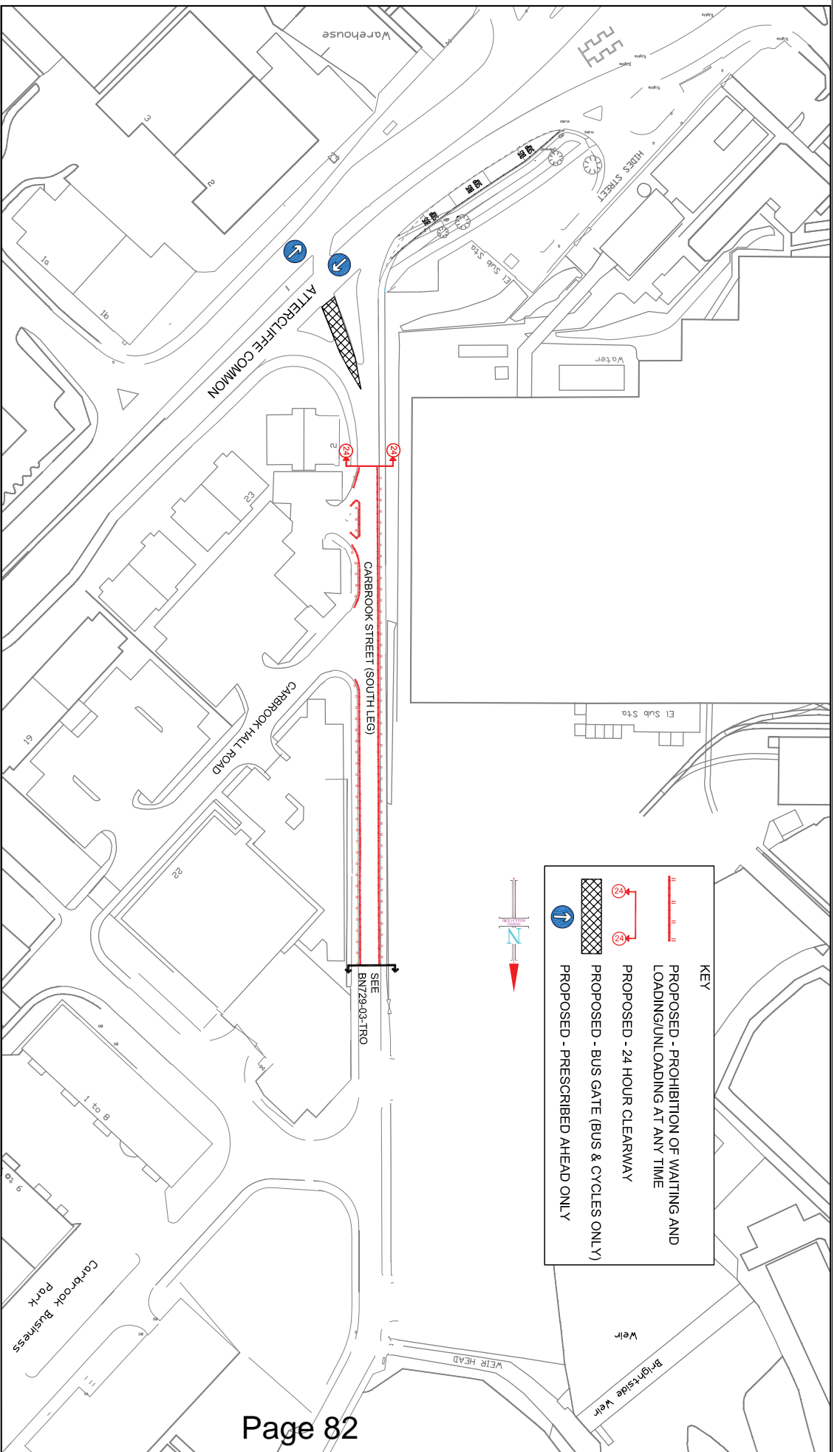
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NC	
FEB 2014	

Client	SHEFFIELD CITY COUNCIL
Scheme	BRT NORTH - TINSLEY LINK ROAD
Drawing Title	Traffic Regulations Drawing

Drawing No.	BN653-03-TRO
Scale	1 / 2000
Date	FEB 2014
	A3





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

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

Email: Traffic.Regsgs@sheffield.gov.uk
Regeneration and Development Services
 Director: David Caldwell RTPI

A Service Area of the Directorate of Place
Sheffield City Council



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Client: **SHEFFIELD CITY COUNCIL**

Scheme: **BRT NORTH - ATTERCLIFFE ROAD/CARBROOK ST**

Drawing Title

Traffic Regulations Drawing

Drawing No.

BN729-01-TRO

Scale

1 / 1000

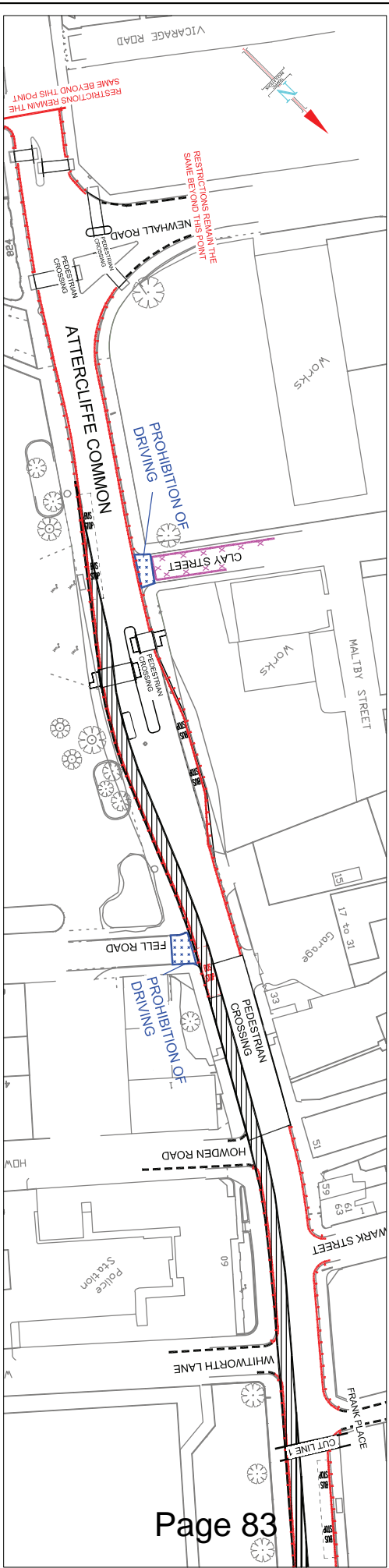
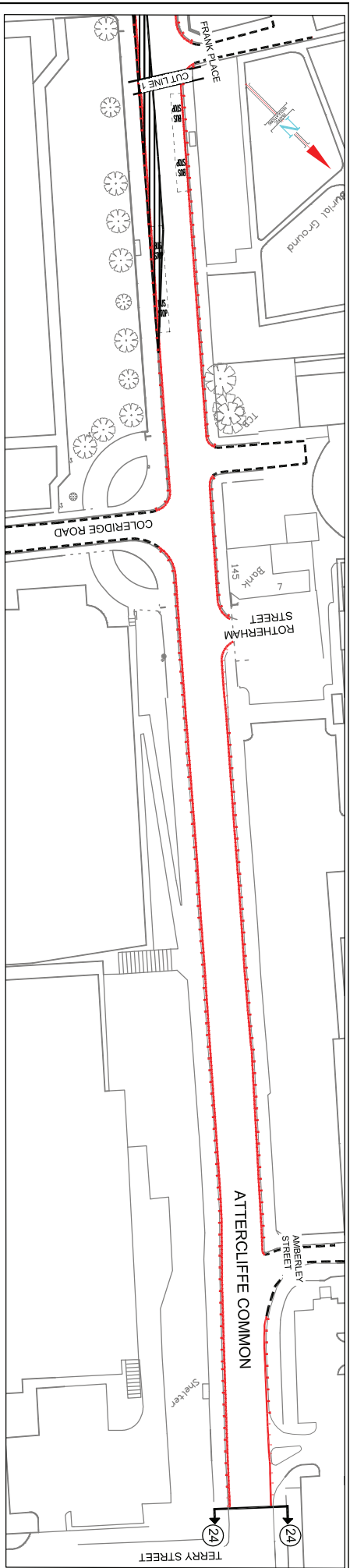
A3

Date

FEB 2014

TRAFFIC
REGULATIONS





KEY	
	PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
	PROPOSED - BUS STOP CLEARWAY
	PROPOSED - BUS LANE (BUS, MOTORCYCLES, TAXIS & CYCLES ONLY)
	PROPOSED - PROHIBITION OF DRIVING
	EXISTING - 24 HOUR CLEARWAY
	EXISTING TO BE REVOKED - PROHIBITION OF WAITING
	EXISTING TO BE RETAINED - PROHIBITION OF WAITING

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Client: **SHEFFIELD CITY COUNCIL**
Scheme: **BRT NORTH - ATTERCLIFFE COMMON**

Drawing No.: **BN729-02-TRO**
Scale: **1 / 1000**
Date: **FEB 2014**

DRAWN: **NC**
CHECKED:

Drawing Title: **Traffic Regulations Drawing**

Sheffield City Council
TRAFFIC REGULATIONS



SEE BN729-01-TRO

CARBROOK STREET (SOUTH LEG)






CARBROOK STREET (NORTH LEG)

WEBSTER STREET

DUNLOP STREET

SEE BN729-06-TRO

KEY

-  PROPOSED - PROHIBITION OF WAITING AT ANY TIME
-  PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
-  PROPOSED - PROHIBITION OF LOADING/UNLOADING AT ANY TIME. EXISTING PROHIBITION OF WAITING AT ANY TIME
-  PROPOSED - PROHIBITION OF DRIVING OF MOTOR VEHICLES
-  EXISTING TO BE RETAINED - PROHIBITION OF WAITING AT ANY TIME

**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
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Client: SHEFFIELD CITY COUNCIL

Scheme: BRT NORTH - CARBROOK ST/DUNLOP ST

Drawing Title

Traffic Regulations Drawing

Drawing No.

BN729-03-TRO

Scale

1 / 500

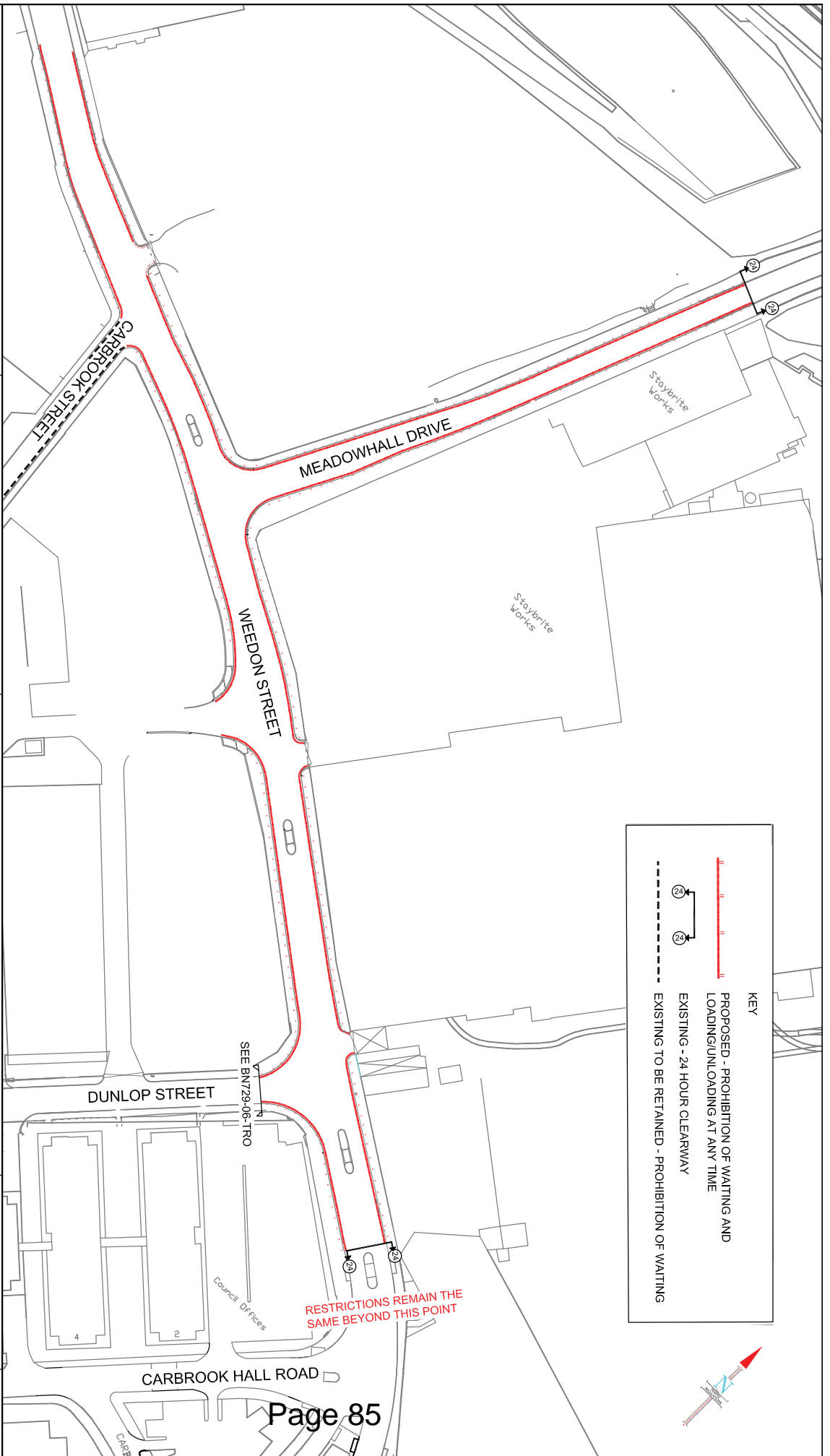
A3

Date

FEB 2014



TRAFFIC REGULATIONS



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Client: SHEFFIELD CITY COUNCIL
 Scheme: BRT NORTH - WEEDON STREET
 Drawing Title: Traffic Regulations Drawing

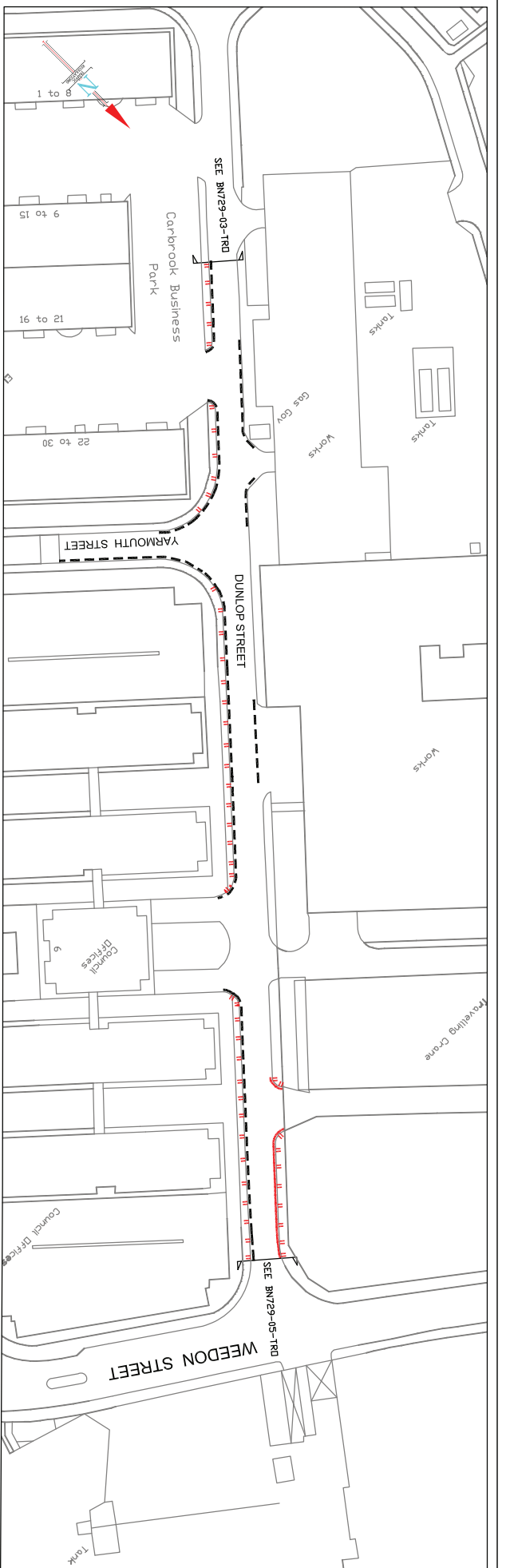
Client: SHEFFIELD CITY COUNCIL
 Scheme: BRT NORTH - WEEDON STREET
 Drawing Title: Traffic Regulations Drawing

Drawing No. BN729-05-TRO
 Scale: 1 / 1000
 Date: 01/02/2014



DRAWN: NC
 FEB 2014

CHECKED



KEY

- PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
- PROPOSED - PROHIBITION OF LOADING/UNLOADING WITH EXISTING PROHIBITION OF WAITING RESTRICTIONS
- EXISTING PROHIBITION OF WAITING AT ANY TIME

**DEVELOPMENT SERVICES
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Client: **SHEFFIELD CITY COUNCIL**
 Scheme: **BRT NORTH - DUNLOP STREET**
 Drawing Title: **Traffic Regulations Drawing**

Drawing No. **BN729-06-TRO**
 Scale: **1 / 1000**
 Date: **FEB 2014**

