

Highway Cabinet Member Decision Session

Thursday 11 September 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.

Sheffield

PUBLIC ACCESS TO THE MEETING

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

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

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. 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
11 SEPTEMBER 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 - 8)
Minutes of the Session held on 9 July 2014
- 4. Public Questions and Petitions** (Pages 9 - 10)

 - (a) New Petitions
To record the receipt of petitions (a) containing 12,571 signatures requesting road safety measures on Normanton Hill, (b) containing 287 signatures requesting a zebra crossing outside Hucklow Primary School and (c) containing 11 signatures requesting action regarding car parking problems on White Lane.
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Gleadless Key Bus Route Scheme Update and Traffic Regulation Order Consultation** (Pages 11 - 46)
Report of the Executive Director, Place
- 6. Investing in Sheffield's Local Transport System: Progress on the 2014/15 Capital Programme and the Draft 2015/16 Programme** (Pages 47 - 62)
Report of the Executive Director, Place
- 7. Sheffield 20mph Speed Limit Strategy: Consultation Feedback to the Introduction of a 20mph Speed Limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane Area of Chapelton** (Pages 63 - 80)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 9 October 2014 at 10.00 am

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 9 July 2014

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

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Simon Botterill, Transport and Traffic, Design and Delivery Manager
Simon Nelson, Traffic Management Engineer

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1. EXCLUSION OF PRESS AND PUBLIC

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

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous session held on 12 June 2014 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

There were no new petitions.

4.2 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. CARTERKNOWLE ROAD ZEBRA CROSSING: FEEDBACK ON PUBLIC CONSULTATION

5.1 The Executive Director, Place submitted a report describing the responses from residents to site a zebra crossing on Carterknowle Road at the gates to Carterknowle Junior School and the related relocation of nearby bus stops.

5.2 Simon Botterill, Team Manager, Traffic Management reported that objections had been received from two residents of Carterknowle Road. The owner of a further property fronting the proposed bus stop had submitted an objection which they wished to be read out. They stated that the proposed bus stop markings would cover their drive and restrict on street parking. They also often

had elderly visitors with restricted mobility and this would impact on them. There would also be overlooking into their property from users of the bus stop.

- 5.3 A further letter from a resident was read out. Their property fronted the proposed crossing point. The residents of the property were an elderly couple who had health problems and as a result may need the use of a wheelchair or mobility scooter in the future. They therefore needed access to the property and a dropped kerb. They also requested a shield be put on the beacon at the bus stop to prevent light getting into the property. A litter bin at the bus stop was also requested.
- 5.4 In response, Simon Botterill stated that the kerb would be dropped as requested. The inclusion of a shield on beacons was standard practice at crossings next to residential properties. It was not within officers' power to install a litter bin but this request would be forwarded to AMEY for consideration.
- 5.5 Simon Botterill also read out a statement from the head teacher of Carterknowle Junior School who stated that she was very much in favour of the crossing as it would keep children safe and be good for the community.
- 5.6 Councillor Nasima Akther, local Member for the Nether Edge ward, attended the meeting to make representations to the Cabinet Member. She stated that she acknowledged the concerns expressed by residents of two properties on Carterknowle Road. However, buses were infrequent after 8.00 p.m. so noise would not be an issue. It had been a long standing request for a crossing which had been promised to the community in the past. There was widespread support in the local community for a crossing as it was useful for child safety and for elderly and vulnerable people. There were also numerous safety issues in the area and cars often didn't stick to the 30mph speed limit.
- 5.7 Councillor Leigh Bramall responded that the Council did try and accommodate requests where they could but the area in question was public highway and residents did not have an automatic right to park there, The residents who had raised objections did have driveways with which to park their cars. As the buses stopped running after 8.00 p.m. noise would also not be an issue.
- 5.8 **RESOLVED:** That:-
- (a) the Cabinet Member notes the responses to the consultation exercise;
 - (b) the scheme be constructed, as shown in Appendix B to the report;
 - (c) Parking Services be requested to take enforcement action against anybody parking illegally at the start of the September term;
 - (d) the residents be informed of the decision accordingly.
- 5.9 **Reasons for Decision**

5.9.1 There have been three petitions requesting a crossing in this area, the most recent (2009) signed by 244 people. Local residents were consulted in 2011 on a scheme to be funded by the South Community Assembly, only for it to be shelved due to a reduction in funding from Central Government. The proposed crossing enjoys the full support of the school and Councillors for Nether Edge ward.

5.10 **Alternatives Considered and Rejected**

5.10.1 South Yorkshire PTE has again been asked to consider the need for the two bus stops. They have confirmed that the removal of the stops would be unacceptable due to the distance this would leave between the preceding and following stops (approximately 600m).

5.10.2 Officers have investigated whether the standard 27m bus clearway restriction could be reduced in front of the houses 88 to 92 to reduce the loss of on-street parking. Unfortunately, if the length of restriction were reduced a bus would not be able to turn into the bus stop around a parked vehicle and align neatly to the kerb at the stop without bumping over an existing speed cushion.

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No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1	12,571	Petition Requesting Road Safety Measured on Normanton Hill	02.07.14	Transport Planning	ICMD	Lead petitioner responded to. To be considered at Cabinet on 12 November 2014.
2	287	Petition Requesting a Zebra Crossing Outside Hucklow Primary School	02.07.14	Transport Planning	ICMD	Lead petitioner responded to and informed that request will be assessed as Enhancement in line with Streets Ahead Core Investment Period (CIP) (or after CIP if zone complete).
3	11	Petition Requesting Action Regarding Car Parking Problems on White Lane	14.07.14	Transport Planning	ICMD	Lead petitioner responded to. A scheme assessment will be carried so that this request could be implemented with the relevant Streets Ahead Zone. If it fails to score highly enough to action when compared to other requests, it will not be progressed and the petitioner will be informed accordingly.

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 11th September 2014

Subject: Gleadless Key Bus Routes 2014/15 - Project update and Objections to Traffic Regulation Orders

Author of Report: Tony Lawery, 2734192

Summary:

This report describes the measures to be introduced during 2014/15 along the Gleadless Key Bus Route corridor to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area.

It also sets out officer responses to objections received to Traffic Regulation Orders in respect of proposed parking restrictions and bus lanes and general comments received with regard to the proposals.

Reasons for Recommendations:

The Traffic Regulation Orders and highway improvements works described in this report will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area. Having considered the objections to the proposed Traffic Regulation Orders it is recommended that the reasons set out in this report for making the Traffic Regulation Orders outweigh any unresolved objections.

Recommendations:

Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.

Introduce the Traffic Regulation Orders, complete detailed design and implement the proposals described in this report subject to the proposed works being brought through the Council's Capital Approval procedures.

Note that full funding for this scheme has not yet been secured.

Inform the objectors and other respondents accordingly.

Background Papers: Appendix 'A' – Location Plan
Appendix 'B' – Blackstock Road/Constable Road
Scheme drawing and consultation responses
Appendix 'C' – Blackstock Road/Gleadless Road
Scheme drawing and consultation responses
Appendix 'D' – Richards Road Widening
Scheme drawing and consultation responses
Appendix 'E' – Spencer Road/Prospect Road/Myrtle Road
Scheme drawing and consultation responses
Appendix 'F' – Consultation responses

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: Annemarie Johnston
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
Gleadless Valley
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

GLEADLESS KEY BUS ROUTES 2014/15 PROJECT UPDATE AND OBJECTIONS TO TRAFFIC REGULATION ORDER

1.0 SUMMARY

1.1 This report describes the further measures to be introduced during 2014/15 along the Gleadless Key Bus Route corridor to improve the accessibility and punctuality of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area, building on the work which commenced in 2013.

1.2 It also sets out officer's responses to objections received to Traffic Regulation Orders with regard to proposed parking restrictions and bus lanes and general comments received with regard to the proposals.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The Gleadless Key Bus Route (KBR) is one of the corridors being progressed to improve Sheffield's public transport facilities. Improvements to the bus routes in this part of the city will reduce delays in bus travel, help to make travel by public transport to and from City more reliable, and improve the accessibility of public transport services, contributing to making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that when the proposals are in place they will improve the reliability and accessibility of bus services between Gleadless Valley and the City Centre. The improvements will support the Sheffield Bus Agreement, a partnership between the Council, South Yorkshire Passenger Transport Executive (SYPTTE) and the operators. One of the key aims of the Agreement is introduce improvements on bus routes to make the journeys more attractive and help to reduce reliance on the private car.

3.2 The proposals will address queuing delays for buses at key locations, which will help to reduce harmful exhaust emissions and improve journey times.

4.0 REPORT

Introduction

4.1 In February 2013 the Department for Transport granted South Yorkshire Passenger Transport Executive £18.3million of funding towards improving infrastructure for buses on certain Key Bus Routes. This second Better Buses Area Fund (BBA2) grant to SYPTTE combined money that traditionally would have been paid directly to operators as Bus Service Operators Grant with additional Government funding to be invested by SYPTTE in

improving bus services and traffic management across Sheffield. The Gleadless Key Bus Route is one of the first projects to be brought forward by SYPTE and the City Council within this Better Buses funding programme.

4.2 The purpose of the project is to improve bus journey times, improve service reliability and punctuality, tackle congestion hotspots, enable enforcement of existing restrictions and improve passenger access, safety and information at bus stops. All bus stops along these routes will be brought into compliance with the Equality Act 2010 through the provision of raised kerbs and tactile paving to aid boarding and disembarkation and bus clearway waiting restrictions to prevent parking and to enable buses to pull up to the kerb. New bus shelters and real-time bus timetable information displays will also be provided where appropriate. Works on the Gleadless KBR commenced in 2013 which included the upgrade of some 30 bus stops and implementation of improvement schemes at the Blackstock Road bus terminus and at the junction of Raeburn Road/Constable Road.

4.3 During the current financial year, a further 38 bus stops are to be upgraded, together with completion of the detailed design of a number of other improvement schemes which have been developed to address problems at locations where bus services are delayed by the road layout and/or on-street parking practices. It is anticipated that implementation of the schemes will commence in Spring/Summer 2015. Where possible, the works will be designed and built in co-ordination with the Streets Ahead highway maintenance programme for this area.

4.4 The improvements are supported by the operators involved in the Sheffield Bus Partnership, namely First Group, Stagecoach, and Sheffield Community Transport.

Proposed measures

4.5 The bus infrastructure works programmed for the current financial year fall into two categories – improvements to bus accessibility at bus stops and measures to improve service reliability.

4.6 Access to certain of the bus stops on the route is poor. In response, it is proposed to improve the approaches to the stops by putting in ramps of a more suitable gradient.

4.7 Where appropriate, SYPTE have consulted residents and other affected frontages regarding the bus stop upgrades, in accordance with agreed procedures. Two objections were received and these have been resolved satisfactorily.

4.8 The bus operators, assisted by SYPTE and the Council, have identified a number of locations where service reliability and journey times are adversely affected by the current road layout

and/or parking practices (see Appendix A). Improvement schemes have been developed to address the specific problems and assist the operation of buses and are proposed to be implemented at four of these locations. Works are anticipated to commence late in the current financial year and continue into 2015/16. A brief description of the proposals is outlined below and shown on the appended consultation plans.

- Blackstock Road/Constable Road - junction improvement incorporating a pedestrian refuge on Blackstock Road and associated bus stop alterations.
(See Appendix B).
- Widening of Blackstock Road between Bankwood Road and Gleadless Road to accommodate an inbound bus lane and provision of 2 refuges on Blackstock Road to assist pedestrians. The opportunity is also being taken to install a zebra crossing on Gleadless Road as an alternative to the existing pedestrian subway in response to a number of historical requests from the public. The sub-way would be retained.
(See Appendix C).
- Widening of Richards Road along the frontage of Ann's Grove School playing field to enable two way traffic movements whilst accommodating residents' parking.
(See Appendix D).
- Widening of Spencer Road/Prospect Road between Ann's Road and Myrtle Road to accommodate an inbound bus lane and improvement of Prospect Road/Myrtle Road junction. The optimum junction arrangement has yet to be finalised. Further public consultation will be undertaken when assessments have been completed. The scope and extent of the proposed bus lane is unlikely to change.
(See Appendix E).

Bus stops in the vicinity of the proposed improvement schemes will be upgraded in conjunction with the works.

- 4.9 Implementation of all four schemes will require various parcels of land adjacent to the highway, currently the responsibility of two Council Services: Children, Young People and Families and Housing. Discussions have commenced regarding transfer of the necessary land. No problems are anticipated to arise

Public consultation

- 4.10 During July/August 2014, officers consulted residents and other interested parties about the proposals at each location and advertised the appropriate Traffic Regulation Orders. A total of 35 representations have been received, including 5 formal objections to the TROs. Two of these relate to the bus lane proposals at Blackstock Road (although there have been several other representations objecting to the scheme) and 3 relating to waiting restrictions at Blackstock Road/Constable Road. In order to address these and other reported bus stop-related concerns, the scheme has been revised. The changes include removal of a bus stop located in a lay-by (thus providing additional on-street parking for residents) and the existing bus stop near to Constable Road being re-located to a more appropriate location which enables the reduction of certain lengths of waiting restrictions. The operators and SYPTTE need to consult locally about these changes and the outcome will be reported verbally at the meeting. The representations received in respect of each proposal are outlined respectively in Appendices B, C, D and E, together with officer's responses
- 4.11 Gleadless Valley TARA have requested a public meeting to enable local residents to outline their concerns and objections to the Blackstock Road/Gleadless Road scheme. This has been arranged for 26th August and the outcome will be reported verbally by Officers at the ICM meeting.

Other Consultees

- 4.12 The emergency services, Veolia and South Yorkshire Passenger Transport Executive have been consulted about each of the four 'service reliability' schemes. No objections have been received. Representations have been received from other affected parties and these are outlined in Appendix 'F', together with officers responses.

Relevant Implications

- 4.13 The cost of the measures at Gleadless is estimated to be in the region of £2m (including the works completed in 2013/14 at a cost of £290,000). A sum of £745,000 has been allocated to the Gleadless project leaving a £1.255m shortfall in funding. The original approval was to undertake the bus stop work and the increased cost arises from the junction alterations and other road improvements.
- 4.14 The City Council will need confirmation of this funding before the expanded scheme can be implemented. Investment in improved public transport facilities has been made possible by a Government award to SYPTTE of approximately £18m of "Better Bus Area" funding (BBA2) in support of the Sheffield Bus Partnership. SYPTTE administer the fund. The Sheffield Bus Partners are currently reviewing BB2 allocations in the light of emerging priorities. Indications are that the benefits calculated to result from the proposed improvements strongly justify the

additional funding required and will therefore be endorsed by the Sheffield Bus Partnership Programme Board in the Autumn of 2014.

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

4.16 The Council has the power to make a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to persons or other traffic using the road; to facilitate the passage on the road of traffic (including pedestrians); and to preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Before the Council can make an Order it must consult with relevant bodies in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. Although there is no requirement for public consultation, the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Officers considered a number of options for each scheme. In the case of the Blackstock Road/Constable Road scheme, a zebra crossing was considered but was not progressed as the speed of traffic on Blackstock Road would have required the introduction of traffic calming on the approaches to the crossing and would have detrimentally affected the availability of on-street parking availability. The proposed central refuge was tested in various locations both in relation to the bus stops and with a view to minimising the negative impact on parking.

5.2 The Blackstock Road widening scheme was developed following a review of an earlier proposal to provide a minor bus-only facility at the junction of Gleadless Road. This was discounted as, without the additional length of bus lane now proposed, the limited time saving benefits for buses did not justify the scheme cost.

5.3 The Richards Road widening proposals were developed after consideration of a new parking lay-by on the opposite side of Richards Road to accommodate residents' on-street parking requirements. The widening scheme now proposed accommodates parking along the frontage of the properties rather than on the opposite side of the carriageway and provides a slight increase in parking availability over the existing arrangement. The previous lay-by option would have resulted in a net loss of parking spaces.

5.4 With regard to the Spencer Road/Prospect Road/Myrtle Road proposals, although the scope and extent of the proposed bus lane has

been determined, a number of different junction layouts are currently under consideration. Computer traffic modelling is being utilised to assess the arrangements and compare the outcomes with a simple 'give-way' layout, as currently exists. This latter arrangement may offer the most flexibility for all traffic throughout the day, with little negative impact on the calculated bus time-savings. In view of the ongoing assessments and the necessity to undertake further, localised, consultation when the optimum junction layout has been finalised, it is proposed to submit a further report on these proposals and the outcome of consultation in due course.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The proposals described in this report, supported by the Traffic Regulation Orders, will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area together with accessibility improvements to/from bus stops and for passengers boarding and alighting buses. Having considered the objections to the proposed Traffic Regulation Orders it is recommended that the reasons set out in this report for making the Traffic Regulation Orders outweigh any unresolved objections.

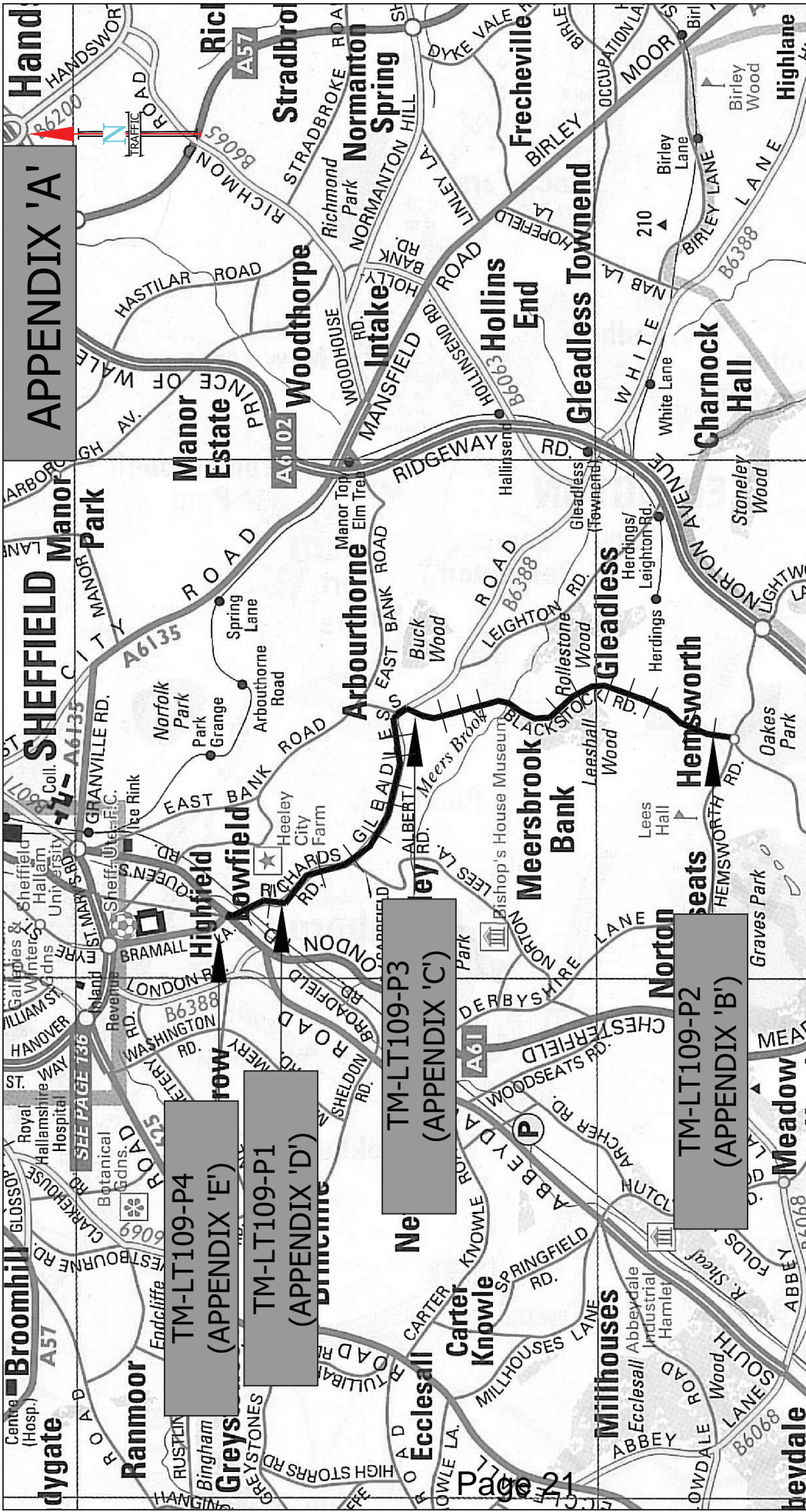
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Introduce the Traffic Regulation Orders, complete detailed design and implement the proposals described in this report subject to the Council's Capital Approval procedures.
- 7.3 Note that full funding for this scheme has not yet been secured.
- 7.4 Inform the objectors accordingly.

Simon Green
Executive Director, Place

11th September 2014

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APPENDIX 'A'

TM-LT109-P4
(APPENDIX 'E')

TM-LT109-P1
(APPENDIX 'D')

TM-LT109-P3
(APPENDIX 'C')

TM-LT109-P2
(APPENDIX 'B')

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN
2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
Tel: 0114-273-6208. Fax: 0114-273-6182
E-mail: Traffic.Management@Sheffield.gov.uk
Regeneration and Development Services
Director: David Gaultfield, RTPI

A Service Area of Place
Sheffield City Council

CAD FILE NAME:

Client	SHEFFIELD CITY COUNCIL
Scheme	Gleadless Key Bus Route
Drawing Title	Appendix A Location Plan

Drawing No.	TM-LT109-LP
Scale	NTS
Scale	A4
Scale	0 Millimetres
Date	AUG 14
SCHEME DESIGN	

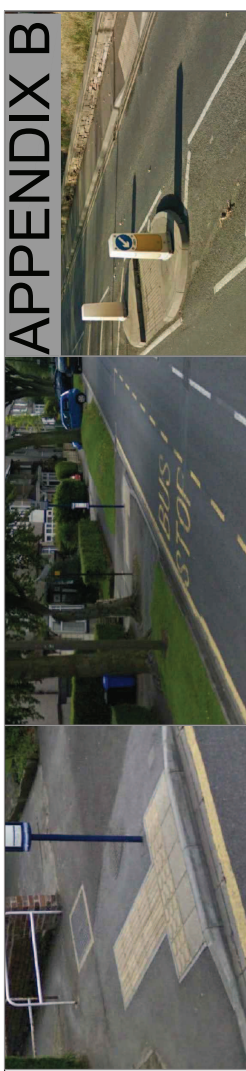
- Do not scale from this drawing
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- If in doubt, ask
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AUTHOR	ATM
CHECKED	AUG 14

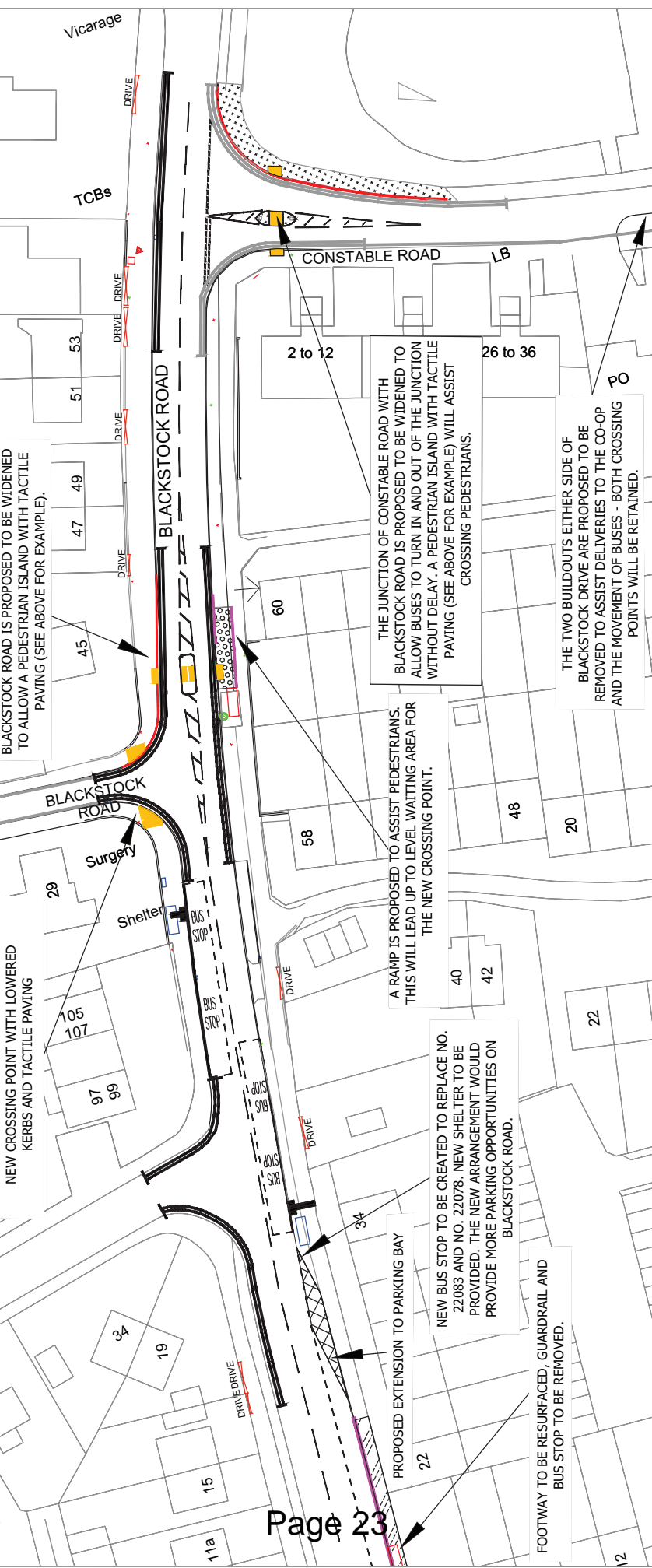


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APPENDIX B



Example of a Pedestrian Island with tactile paving
Example of a Bus Stop Clearway
Example of Raised Kerb and Tactile Paving



KEY

- Proposed Ramp for Pedestrian Crossing Point.
- New Footway.
- Existing Double Yellow Lines (No Waiting at any Time).
- Existing Single Yellow Lines (No Waiting 8am-6.30pm, Mon - Fri).
- Proposed Double Yellow Lines (No Waiting at any Time).
- Proposed Bus Stop Clearway (No Stopping At Any Time within the marking).
- Proposed Tactile Paving and Raised Kerb.

Example of Raised Kerb and Tactile Paving
 BLACKSTOCK ROAD IS PROPOSED TO BE WIDENED TO ALLOW A PEDESTRIAN ISLAND WITH TACTILE PAVING (SEE ABOVE FOR EXAMPLE).

Example of a Bus Stop Clearway
 BLACKSTOCK ROAD IS PROPOSED TO BE WIDENED TO ALLOW BUSES TO TURN IN AND OUT OF THE JUNCTION WITHOUT DELAY. A PEDESTRIAN ISLAND WITH TACTILE PAVING (SEE ABOVE FOR EXAMPLE) WILL ASSIST CROSSING PEDESTRIANS.

Example of a Pedestrian Island with tactile paving
 BLACKSTOCK ROAD IS PROPOSED TO BE WIDENED TO ALLOW BUSES TO TURN IN AND OUT OF THE JUNCTION WITHOUT DELAY. A PEDESTRIAN ISLAND WITH TACTILE PAVING (SEE ABOVE FOR EXAMPLE) WILL ASSIST CROSSING PEDESTRIANS.

THE JUNCTION OF CONSTABLE ROAD WITH BLACKSTOCK ROAD IS PROPOSED TO BE WIDENED TO ALLOW BUSES TO TURN IN AND OUT OF THE JUNCTION WITHOUT DELAY. A PEDESTRIAN ISLAND WITH TACTILE PAVING (SEE ABOVE FOR EXAMPLE) WILL ASSIST CROSSING PEDESTRIANS.

THE TWO BUILDINGS EITHER SIDE OF BLACKSTOCK DRIVE ARE PROPOSED TO BE REMOVED TO ASSIST DELIVERIES TO THE CO-OP AND THE MOVEMENT OF BUSES - BOTH CROSSING POINTS WILL BE RETAINED.

A RAMP IS PROPOSED TO ASSIST PEDESTRIANS. THIS WILL LEAD UP TO LEVEL WAITING AREA FOR THE NEW CROSSING POINT.

NEW CROSSING POINT WITH LOWERED KERBS AND TACTILE PAVING

NEW BUS STOP TO BE CREATED TO REPLACE NO. 22083 AND NO. 22078. NEW SHELTER TO BE PROVIDED. THE NEW ARRANGEMENT WOULD PROVIDE MORE PARKING OPPORTUNITIES ON BLACKSTOCK ROAD.

PROPOSED EXTENSION TO PARKING BAY

FOOTWAY TO BE RESURFACED, GUARDRAIL AND BUS STOP TO BE REMOVED.

		SCHEME DESIGN	
Drawing No. TM-LT109-P2A		A3	
Scale NTS		Date AUGUST 2014	
Client SHEFFIELD CITY COUNCIL		Drawing Title BLACKSTOCK ROAD / CONSTABLE ROAD - PROPOSED CHANGES	
Scheme GLEADLESS KBR		Checked TL	
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APPENDIX 'B'

Blackstock Road/Constable Road

Scheme Description - Widening of the above junction to enable large vehicles to negotiate turning manoeuvres more easily, introduction of a pedestrian refuge and changes to bus stops. The measures require a TRO to enable introduction of associated waiting restrictions (double yellow lines).

The following representations have been received :-

- 3 formal objections to the waiting restrictions, (two of which were from disabled users) on the grounds of removal of on-street parking availability and increased distance to other available on-street parking.

Officer response : Whilst it is acknowledged that residents prefer to park as closely as possible to their homes, the primary purpose of the public highway is the safe and efficient movement of vehicles and non-motorised users. Changes in the highway often require the introduction of parking restrictions along certain lengths of road. However, following discussions with the PTE and Bus Operators, it is proposed to combine two relatively close bus stops into a single stop located between the two existing stops (see dwg no TM-LT109-P2A). This would remove the need for the proposed restrictions previously indicated and it is anticipated the objections will be withdrawn. Although SYPTE and the bus operators have no objections to the proposals, they need to undertake passenger and frontage consultation. This had not been completed when this document was being prepared and the outcome will be reported verbally at the meeting.

- Request to upgrade the bus-stop opposite the Backmoor Road junction where vehicles parking in the bus-layby prevent the bus pulling in to the stop correctly, to the particular detriment of elderly and visually impaired passengers.

Officer response : The proposal outlined above to relocate the stop will satisfactorily address the problem.

- Request to remove the build-outs adjacent to the Co-op store on Constable Road.

Officer response : The build-outs were provided as a means of providing traffic calming and narrowed crossing points on the entrance frontage to the former Hemsworth Primary School, which has since been demolished. The build-outs occasionally cause delays to all traffic, including buses. Large vehicles delivering to the Co-op also encounter difficulties from time to time. Accordingly, it is proposed to remove the build-outs, but the crossing points will be retained.

APPENDIX 'C'

NEW SLIP ROAD FOR 'BUSES, CYCLES AND TAXIS ONLY' (SEE EXAMPLE BELOW)

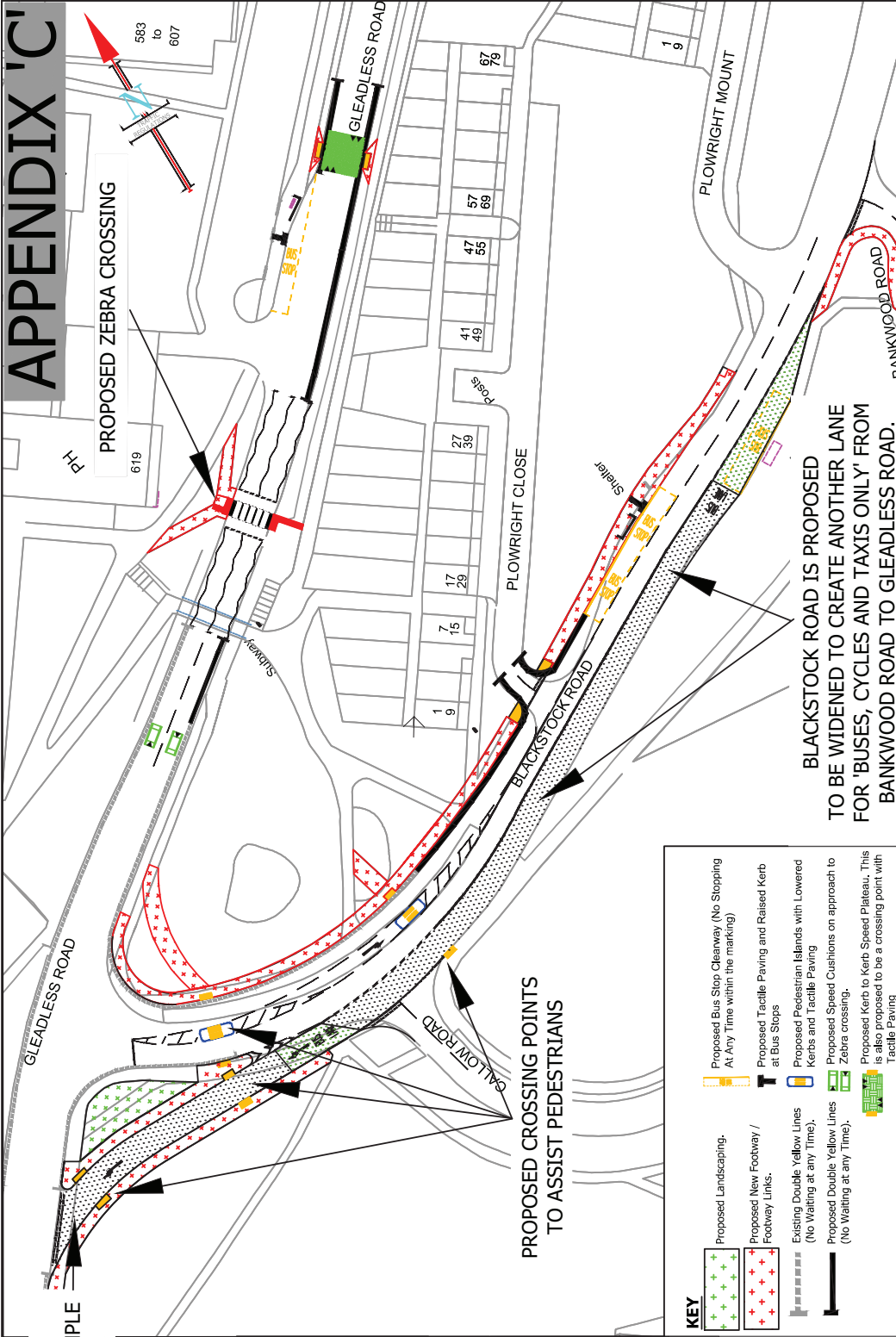
Example of a Pedestrian Island with tactile paving



Example of Raised Kerb and Tactile Paving



Example of a Bus Lane



<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN</p> <p>3-10 CABBROOK HALL ROAD SHEFFIELD S20 2DB Tel: 0114-272-6208 Fax: 0114-272-6182 E-mail: Traffic.Management@Sheffield.gov.uk Regeneration and Development Services Director: David Caulfield, RTPI</p> <p>A Service Area of Place Sheffield City Council</p>		<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: GLEADLESS KEY BUS ROUTE IMPROVEMENTS</p> <p>Drawing Title: BLACKSTOCK ROAD / GLEADLESS ROAD PROPOSED BUS LANE AND CROSSING FACILITIES</p>	<p>Drawing No. TM-LT109-P3 REV A</p> <p>Scale: 1:1000@A3</p> <p>Millimetres: 0 to 30</p> <p>Date: AUGUST 2014</p>	<p>SCHEME DESIGN</p>
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APPENDIX 'C'

Blackstock Road/Gleadless Road

Scheme description - Widening of Blackstock Road between Bankwood Road and Gleadless Road to accommodate an inbound bus lane and provision of 2 pedestrian refuges on Blackstock Road. Provision of a zebra crossing on Gleadless Road.

The following points were raised by a number of respondents, including Gleadless Valley Wildlife Trust, Gleadless Valley Tenants And Residents Association and Gleadless Valley Community Action Group. A public meeting has been arranged to be held on 26th August. A verbal report of the proceedings will be presented at the meeting. The Council's Ecology Unit has also raised concerns :-

- Severe concerns regarding destruction of trees and parkland where the new bus lane is proposed.

Officer response : Any trees affected by the proposals will be replaced with specimens which are robust and fit-for-purpose. The area of parkland affected by the relatively short length of new slip-road (approx. 50m) is not excessive and the areas adjacent to the new highway will be landscaped (as appropriate) and maintained to maximise the attractiveness of the parkland and soften any impact resulting from the new length of highway. Detailed design of the proposals will specifically aim to minimise the extent of encroachment.

- No popular reason or call locally for the changes.

Officer response : The proposals were developed following provision of journey-time data supplied by the Bus Service Operators which demonstrated the significant delay to buses used by local people due to queuing traffic, mainly during peak hours, but also on other (less frequent) occasions.

- Possible subsidence concerns.

Officer response : There are no indications that the works will result in an increase to the threat of subsidence. However, the City Council's PFI partners, Amey (who undertake all works in the highway on behalf of the Council), will ensure that any such issues are quickly and appropriately addressed in the unlikely event of this occurring.

- Disruption and inconvenience.

Officer response : Any works of this nature unfortunately result in a certain amount of disruption and inconvenience for the local community and all users of the highway, to a

lesser or greater degree. However, all possible steps will be taken to minimise the impact of the operations, which will be completed as quickly and efficiently as possible.

- Waste of public money, when there are probably more important locations and uses for the money.

Officer response : These measures are grant-funded by Central Government and the City Council and its BBAF partners (SYLTE, Bus Operators etc) are not permitted to utilise this funding for any other purpose or in unrelated areas or fields of work.

- The congestion at the junction of Blackstock and Gleadless road occurs only at rush hour and is not so severe as to warrant these disproportionate changes.

Officer response : It is acknowledged that the highest level of delay and congestion occurs during the morning peak. However, based on data supplied by the service operators, delays can occur periodically throughout the day. Furthermore, provision of bus lanes or other bus priority measures provide the service operators with a degree of certainty when projecting figures with regard to fuel consumption, bus time-tabling etc.

- It will make the Blackstock Road/Bankwood Road area less pleasant due to the 'bypass' nature of the road changes.

Officer response : It is not felt the proposed measures will have a severe impact on the immediate environment due to the large areas of existing public open space, grassed verges and parkland which more than offsets the relatively short additional lengths of carriageway.

- Would prefer provision of a controlled crossing at Blackstock Road; Proposed zebra crossing on Gleadless Road not in the best location.

Officer response : Introduction of additional phases into the signals to accommodate pedestrian demand would severely erode the time-saving benefits calculated to accrue from provision of the bus lane. Provision of refuges will significantly improve safety for pedestrians as they need only concentrate on traffic movements from one direction as they cross Blackstock Road, rather than having to wait until the road is safe to cross in one movement. The location of the zebra crossing (close to the pedestrian underpass) is in response to public requests to provide an alternative to the subway as many users had personal safety concerns and felt intimidated when using the underpass at certain times of day, particularly after dark.

- Blackstock Road has just been closed for resurfacing. It is now proposed to redesign it and dig it up again. It would have made more sense to do both jobs together.

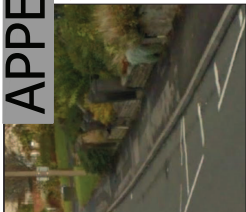
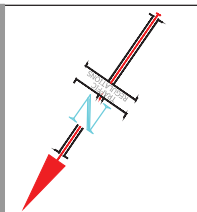
Officer response : Discussions were held regarding the programming of these separate sets of work. However, funding of the respective works is from vastly differing budgets and Amey (the Council's PFI partners) are contractually bound to achieve completion of specific areas of work by specified dates. Accordingly, it was not possible to delay the core works to enable all the works to be undertaken together. However, abortive works will be kept to a minimum.

- General comment that none of the Gleadless KBR proposals are necessary.

Officer response : The calculated time-savings justify the proposals to the satisfaction of the Sheffield Bus Partnership who fully support the schemes.

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APPENDIX 'D'



Example of Bus Stop Clearway

Example of Raised Kerb and Tactile Paving

Example of a parking bay

- KEY**
- Area to be re-landscaped with trees / shrubs.
 - New Footway.
 - Existing Double Yellow Lines (No Waiting at any Time).
 - Proposed Double Yellow Lines (No Waiting at any Time).
 - Proposed Tactile Paving and Raised Kerb
 - New Fence Line

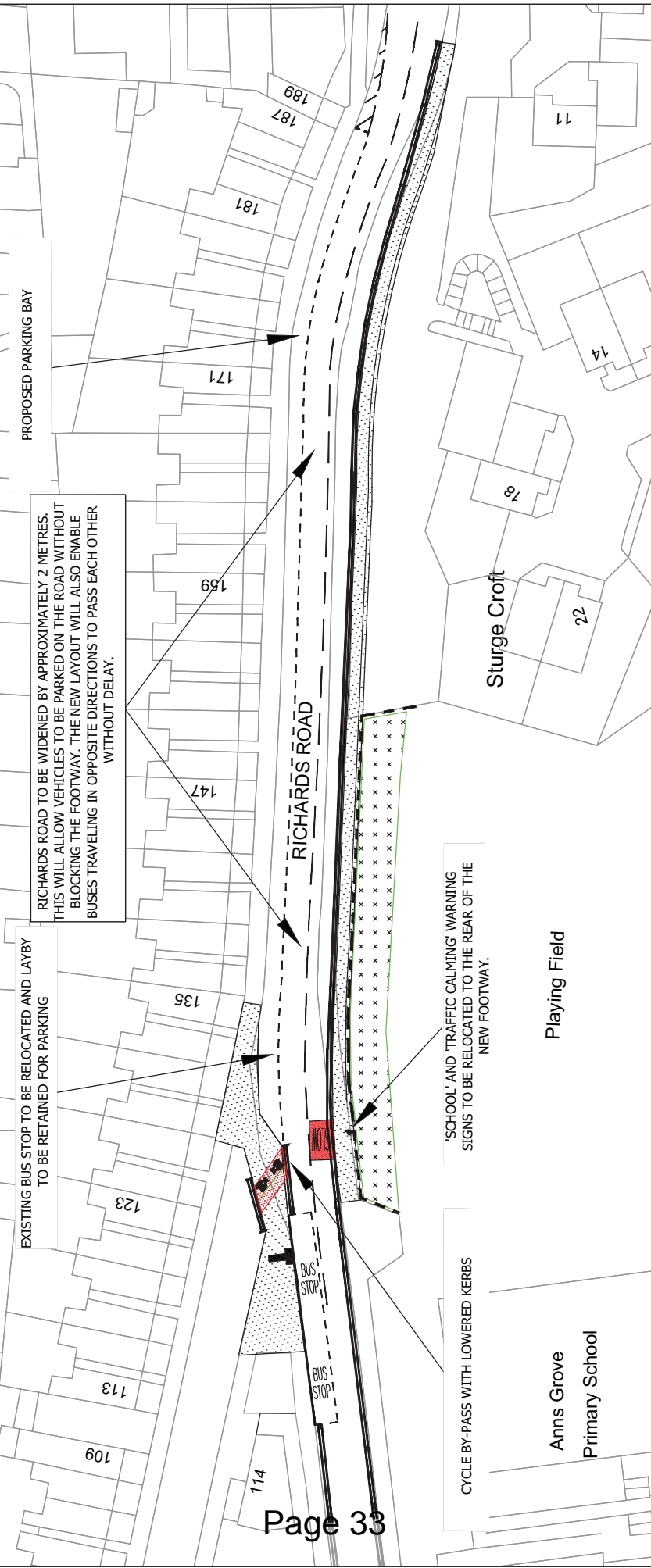
EXISTING BUS STOP TO BE RELOCATED AND LAYBY TO BE RETAINED FOR PARKING

RICHARDS ROAD TO BE WIDENED BY APPROXIMATELY 2 METRES. THIS WILL ALLOW VEHICLES TO BE PARKED ON THE ROAD WITHOUT BLOCKING THE FOOTWAY. THE NEW LAYOUT WILL ALSO ENABLE BUSES TRAVELING IN OPPOSITE DIRECTIONS TO PASS EACH OTHER WITHOUT DELAY.

'SCHOOL' AND 'TRAFFIC CALMING' WARNING SIGNS TO BE RELOCATED TO THE REAR OF THE NEW FOOTWAY.

CYCLE BY-PASS WITH LOWERED KERBS

PROPOSED PARKING BAY



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APPENDIX 'D'

Richards Road

Scheme description – Widening of Richards Road on the southwest side to provide adequate width of carriageway to accommodate a lay-by for residents parking on the opposite side and enable unimpeded movement of traffic on Richards Road. The proposals require a strip of land approx. 2m wide from land under the control of Sheffield Housing Services and from the playing field of Ann's Grove Primary School. The required school land does not form part of the pitches etc but forms an earth bund supporting a screening belt of young trees/bushes. Accommodation works (in full discussion with the school) will be undertaken in respect of the security fence and all landscaping issues. A TRO is required to introduce parking restrictions along the frontage to be widened. An existing bus stop is proposed to be re-located to maximise parking availability in the lay-by.

Representations about the scheme from the School, Heeley City Farm and the Cyclist's Touring Club are included at Appendix F. In addition to these the following representations were received from residents :-

- 3 residents in full support of the proposals
- Objection from the nearby Dental Surgery to the position of the re-located bus stop – will create difficulties for ambulances that need to access the premises from time-to-time.

Officer response : The bus stop has been moved to a new position to the satisfaction of the objector.

- Objection from a resident of Richards Road about re-locating the bus stop from the lay-by onto the main carriageway where it will impede traffic movement whilst waiting at the stop, resulting in an increase in noise and air pollution.

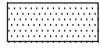
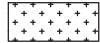
Officer response : If the stop was to remain in its current location, some 5 or 6 parking spaces would be lost due to the introduction of a standard bus box which is 27m long and is necessary to enable buses to pull in to the stop and 'dock' correctly at the boarding point without being impeded. The new location of the stop (in 'live' carriageway) is not a 'timing point' and is not expected to delay traffic to any significant degree whilst passengers board or alight. Location of the stop in the running carriageway here is no different to the vast majority of bus stops throughout Sheffield.

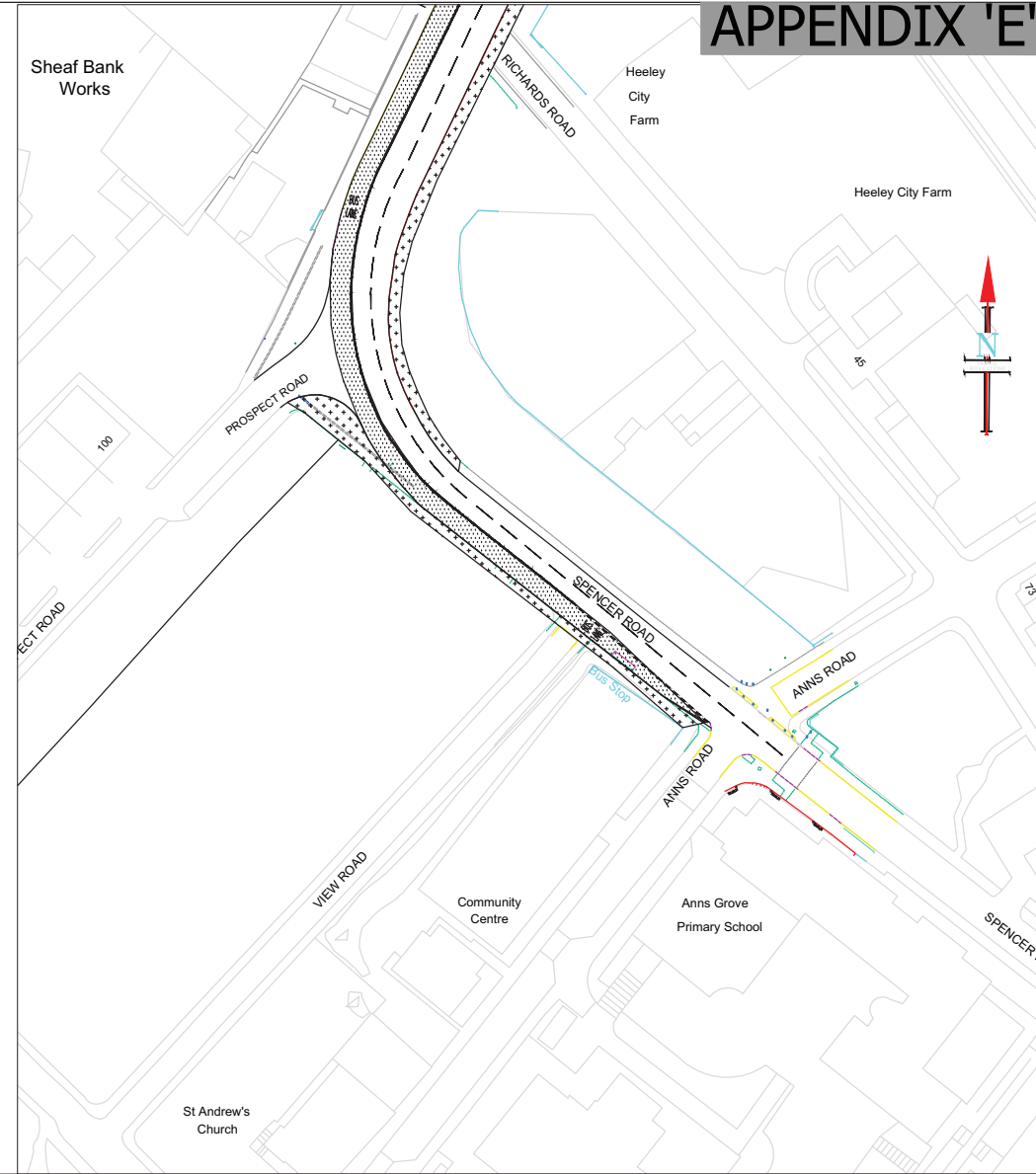
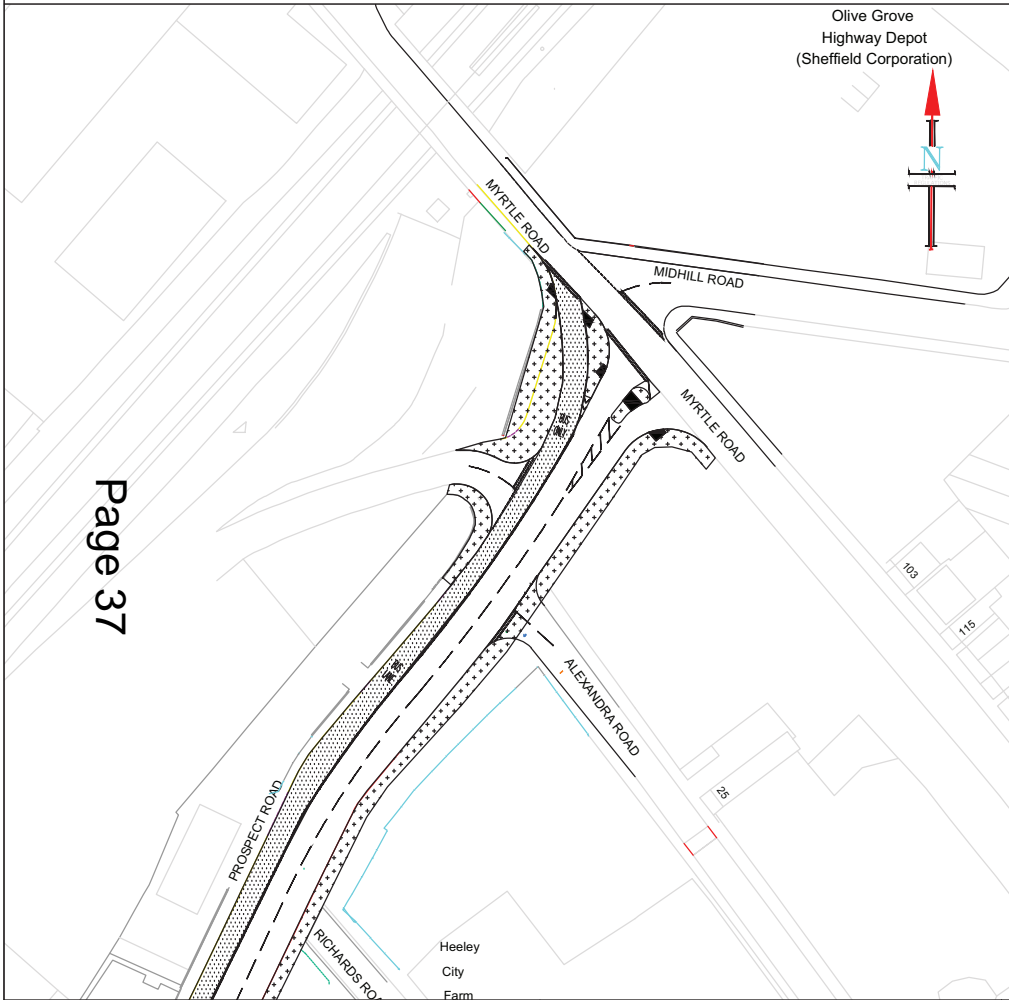
- Concerns expressed about the impact of the widening on trees (other than those affected along the School frontage) and the potential for increased speeds on this length of Richards Road.

Officer response : It's highly unlikely the trees referred to will be affected by the proposals. However, prior to works commencing, advice will be sought from

Arboriculturist colleagues with particular regard to potential damage to the rooting system of the trees. Any trees identified to be removed will be replaced within the scope of the scheme. Introduction of additional calming measures is under consideration to address the potential for increased vehicular speeds.

KEY

-  Authorised Vehicles Only (Buses, Taxis and Cycles) - At all times
-  New Footway



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 Director: David Caulfield, RTP1


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Client SHEFFIELD CITY COUNCIL	Drawing No. TM-LT109-P4 TRO
Scheme GLEADLESS KBR	Scale 1:1000@A3
Drawing Title PROSPECT ROAD / SPENCER ROAD / MYRTLE ROAD-TRAFFIC REGULATION ORDER PLAN	Date JUNE 2014

A3

0 50
 Millimetres




SCHEME DESIGN

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APPENDIX 'E'

Spencer Road/Prospect Road/Myrtle Road

Scheme Description – widening of the carriageway between the junctions of Ann's Road and Myrtle Road to accommodate an inbound bus lane. The widening will require land from the Council on the east side of the road. A number of options are under consideration to identify the optimum arrangement to ensure the junction operates as efficiently as possible. It is proposed to undertake further localised consultation when the most appropriate junction layout has been identified. The extent and scope of the bus lane is unlikely to change and could be incorporated irrespective of the junction arrangement.

The following representations have been received :-

- A number of representations relating to the other schemes included comments in support of the proposals.
- 3 respondents indicated they were not in favour of introduction of signal control at the Myrtle Road junction and Councillor McDonald felt the proposals would exacerbate congestion at the junction.

Officer response :- As outlined above, assessments to identify the optimum layout at the junction are being undertaken. It is proposed to undertake further localised consultation when the most appropriate junction layout has been determined.

- Concerns expressed about removal of trees.

Officer response :- As with the other schemes, every effort will be made to minimise the impact on trees. Advice will be sought from specialist arboriculturists and any trees removed will be replaced with appropriate specimens.

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APPENDIX 'F'

Other Consultees – Representations and officers response

Local Ward Councillors were consulted and a subsequent briefing meeting was held. The following issues were raised :-

- Councillor Cate McDonald expressed concerns that the Blackstock Road/Gleadless Road proposals did not include controlled crossing facilities for pedestrians. Officers explained it was likely the time lost by introducing additional phases into the signals would severely erode the time-saving benefits calculated to accrue from provision of the bus lane. However, a review of the signal arrangements is currently being undertaken to determine if the scheme will still produce significant bus time-savings if pedestrian phases were to be introduced. Officers added that the proposed pedestrian refuges on Blackstock Road would, however, be a significant improvement on the existing situation.

Note : The outcome of the assessment was unavailable prior to completion of this report. Consequently, Officers will report the details verbally at the ICM meeting.

- Councillor Tim Rippon requested that the zebra crossing proposed on Gleadless Road be implemented irrespective of decisions about the bus lane scheme.
- Councillor McDonald was concerned that the proposed scheme at Prospect Road/Myrtle Road would exacerbate congestion at the junction. Members were informed that a number of options are under consideration to identify the optimum arrangement at this location to ensure the junction operates as efficiently as possible. It is proposed to undertake further localised consultation when the most appropriate junction layout has been identified. The extent and scope of the bus lane is unlikely to change and could be incorporated irrespective of the junction arrangement.

The Councillors requested that they be informed of the responses to the public consultation. Details of the representations received and officer responses were provided upon completion of the consultation period.

Ann's Grove Primary School – (Richards Road and Spencer Road/Prospect Road)
The Head-teacher was contacted and an Officer was invited to attend a Governor's meeting at the school to outline the proposals to the Staff and Governors. Officers subsequently responded to the points raised at the meeting, as follows :

- Concerns were expressed with regard to potential increases in traffic volumes as a result of the scheme.

Officer response :- Widening of the carriageway over the relatively short distance of 150m is highly unlikely to attract additional traffic to the route.

- Request for provision of school warning signs and carriageway markings to address the potential increase in vehicular speed.

Officer response :- Amey will be requested to ensure these will be provided. Additionally, Officers will investigate provision of a further two sets of calming features along the widened section to link with the traffic calming that exists along the school frontage.

- Request for the school/pupils to be involved in the new landscaping proposals.

Officer response :- Request acknowledged, to be arranged with Amey colleagues.

Heeley City Farm - Officers also met with the Chief Executive who had raised a number of points with regard to the Richards Road and Spencer Rd/Prospect Road schemes, as follows :-

- Request that the consultation period be extended into September/October to enable Ann's Grove School to be consulted.

Officer response :- The school has already been consulted (see above).

- Consideration should be given to control of vehicular speeds/volume on Spencer Road/Richards Road.

Officer response :- The widening is unlikely to attract additional traffic to the route. It is proposed to investigate provision of a further two sets of speed reducing features along the section of Richards Road affected by the widening proposals to address any potential increase in speed. The measures will complement the existing traffic calming on Spencer Road in the vicinity of the school.

- Consideration should be given to the adverse effects of pollution caused by increased traffic volumes.

Officer response :- It is not anticipated there will be any increase in traffic volumes. Additionally, the proposals are designed to address the delays caused by the narrow width of carriageway/on-street parking and it is well-documented that exhaust emissions from moving traffic are less harmful than emissions from standing traffic.

The Cyclist's Touring Club, (CTC – Right to Ride Representative) have expressed the following concerns:

- The proposed parking lay-by on Richards Road creates the potential for cyclists being hit by motorists opening car doors, request the footway be made segregated or shared use.

Officer response :- The new parking arrangement is no different to many other locations where cyclists need to ride past vehicles parked on-street adjacent to the kerb. Additionally, the up-hill gradient of Richards Road along this length is likely to

limit the speed of cyclists and provide adequate opportunity for cyclists to avoid any instances of careless door opening.

- Concerns relating to restricted carriageway widths on Blackstock Road resulting from the provision of pedestrian refuges - request that a zebra crossing be provided instead.

Officer response :- Carriageway widths at refuges are tailored to enable cyclists to ride past the restrictions safely by having either adequate width to accommodate a car overtaking a cyclist (preferred), or narrow enough to discourage motorised vehicles overtaking until the cyclist is clear of the constraint. Unfortunately, the necessary land required to accommodate the preferred arrangement is not available at this location. Provision of a zebra crossing has been considered previously, but this would require the introduction of speed cushions on each approach to address the higher vehicular speeds. This in turn would require the introduction of additional waiting restrictions, to the detriment of local residents who, in the absence of off-street parking availability, park on-street along the section which would require parking control. Revisions to the scheme lay-out have already been made to address objections to the waiting restrictions required under the initial layout.

The Gleadless Valley Wildlife Trust –

- GVWT have objected to the Blackstock Road bus lane scheme on the grounds of the severely detrimental effect on the mature trees which occupy areas of the south-west quadrant which would be affected by the proposed bus-only left slip road. Additionally, there is potentially a detrimental impact on a Pear tree which forms part of what remains of a Victorian orchard on the north side of Blackstock Road.

Officer response : Trees affected by the proposals will be replaced with semi-mature specimens which are robust and fit-for-purpose. The area of parkland affected by the relatively short length of new slip-road (approx. 50m) is not excessive and the areas adjacent to the new highway will be landscaped (as appropriate) and maintained to maximise the attractiveness of the parkland and soften any impact resulting from the new length of highway. Detailed design of the proposals will specifically aim to minimise the extent of encroachment and the number of trees affected. The new length of footpath to link with the existing route to the subway will be re-aligned to avoid affecting the Pear Tree

The Gleadless Valley Community Action Group (GVCAG) –

The GVCAG have raised a number of concerns and objections to the Blackstock Road/Gleadless Road widening scheme, as follows :-

- Proposed Links with the existing footpath to/from the subway under Gleadless Road.

Officer response : The new length of footpath to link with the existing route to the subway will be re-aligned to avoid affecting the Pear Tree.

- Crossing Location Proposal:

Officer response : The location of the zebra crossing (close to the pedestrian underpass) is in response to public requests to provide an alternative to the subway as many users had personal safety concerns and felt intimidated when using the underpass at certain times of day, particularly after dark.

- Destruction of trees and parkland where new bus route is proposed:

Officer response : Any trees affected by the proposals will be replaced with specimens which are robust and fit-for-purpose. The area of parkland affected by the relatively short length of new slip-road (approx. 50m) is not excessive and the areas adjacent to the new highway will be landscaped (as appropriate) and maintained to maximise the attractiveness of the parkland and soften any impact resulting from the new length of highway. Detailed design of the proposals will specifically aim to minimise the extent of encroach.

- No popular reason or call locally for the changes.

Officer response : The proposals were developed following provision of journey-time data supplied by the Bus Service Operators which demonstrated the significant delay to buses used by local people due to queuing traffic, mainly during peak hours, but also on other (less frequent) occasions.

- Possible subsidence concerns

Officer response : There are no indications that the works will result in an increase to the threat of subsidence. However, the City Council's PFI partners, Amey (who undertake all works in the highway on behalf of the Council), will ensure that any such issues are quickly and appropriately addressed in the unlikely event of this occurring.

- Disruption and inconvenience

Officer response : Any works of this nature unfortunately result in a certain amount of disruption and inconvenience for the local community and all users of the highway, to a lesser or greater degree. However, all possible steps will be taken to minimise the impact of the operations, which will be completed as quickly and efficiently as possible.

- Waste of public money, when there are probably more important locations and uses for the money.

Officer response : These measures are grant-funded by Central Government and the City Council and its BBAF partners (SYPT, Bus Operators etc) are not permitted to utilise this funding for any other purpose or in unrelated areas or fields of work.

- The congestion at the junction of Blackstock and Gleadless road occurs only at rush hour and is not so severe as to warrant these disproportionate changes.

Officer response : It is acknowledged that the highest level of delay and congestion occurs during the morning peak. However, based on data supplied by the service operators, delays can occur periodically throughout the day. Furthermore, provision of bus lanes or other bus priority measures provide the service operators with a degree of certainty when projecting figures with regard to fuel consumption, bus time-tabling etc.

- It will make the Blackstock Road/Bankwood Road area less pleasant due to the 'bypass' nature of the road changes.

Officer response : It is not felt the proposed measures will have a severe impact on the immediate environment due to the large areas of existing public open space, grassed verges and parkland which more than offsets the relatively short additional lengths of carriageway.



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 11/09/2014

Subject: Investing in Sheffield's Local Transport system:
Progress on the 2014/15 Capital Programme and the
Draft 2015/16 Programme

Author of Report: Dick Proctor; Tel: 2735502

Summary: The purpose of this report is to outline progress on the Council's overall transport capital programme for 2014/15; and to provide early guidance on the 2015/16 Local Transport Plan programme

Reasons for Recommendations:

Council Officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the ongoing 2014/15 capital programme and draft 2015/16 programme meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

Recommendations:

- Note current progress on the overall 2014/15 transport programme
 - Endorse the draft outline 2015/16 Local Transport Plan programme, subsequent to the Council's overall budget setting process;
 - Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.
-

Background Papers: Appendix A: details of the 2014/15 transport capital programme
Appendix B: draft proposals for the 2015/16 transport capital programme

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Damian Watkinson
Legal Implications
YES Cleared by Deborah Eaton
Equality of Opportunity Implications
YES Cleared by Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
All
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: THE 2014/15 AND DRAFT 2015/16 CAPITAL PROGRAMMES

1.0 SUMMARY

- 1.1 The purpose of this report is to outline progress on the Council's overall transport capital programme for 2014/15; and to provide early guidance on the Local Transport Plan element of the 2015/16 programme.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 The Council's overall transport programme is now funded from several sources. The programme will help deliver our "Vision for Excellent Transport in Sheffield", enabling people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the city.
- 2.2 The transport programme will reinforce the "Excellent Transport" vision by ensuring that transport contributes to achieving many of the outcomes in the Council's Corporate Plan, and will help deliver the specific transport objectives in the Corporate Plan, namely:
- Thriving neighbourhoods
 - Sustainable and Safe transport
 - Reducing carbon emissions
- 2.3 The transport programme also makes a significant contribution to the Council's new Public Health role, the Green Commission and links to ongoing Tour de France "legacy" work and the recent Council Cycling Inquiry.

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 The priority when using transport funds is to make it easier and safer for people to move around when walking, cycling or using public transport, particularly when travelling to work. The programme also aims for people to be well connected to local facilities and the wider transport network within and beyond the City. The programme is also very closely aligned with the 'Streets Ahead' project to improve the condition of the city's roads and pavements. These are priorities set out in 'Standing up for Sheffield', but they also fit well with the priorities for Local Transport Plan funds, for Local Sustainable Transport Funds (LSTF) and for Better Bus Area (BBA) funds.
- 3.2 The broader work linked to Public Health initiatives and the emerging Green Commission can help improve the lifestyle and health of all Sheffield residents, particularly that associated with cycling and walking.

4.0 REPORT

Introduction

- 4.1 In April 2014, the Cabinet Member for Business, Skills and Development (responsible for Transport) confirmed the content of the Council's 2014/15 programme of transport projects, funded by external funds made available nationally. The Local Transport Plan (LTP) is the main source for this, provided by Government and the Department for Transport (DfT) for local authorities to set out their transport strategy and for the nationwide allocation of funds for projects. Sheffield is part of the South Yorkshire Local Transport Partnership, governed by the Sheffield City Region Combined Authority. Sheffield's share of the LTP for 2014/15 is £4.523m.
- 4.2 Other funding sources have also been made available to South Yorkshire partners. These are the Local Sustainable Transport Fund (LSTF) and Better Bus Area (BBA) programmes. Sheffield is also responsible for leading on the delivery of several of the packages of interventions on behalf of the South Yorkshire Partnership.
- 4.3 The Sheffield City Region (SCR) has also been awarded significant amounts of new funding by the Government for 2015/16 and the following two years in support of the SCR Strategic Economic Plan (SEP). This new funding is mostly gathered into a single "pot", the SCR Growth Plan Fund, geared to underpinning the growth of the local economy.
- 4.4 Another very significant influence is the Streets Ahead programme. The Council's contractor Amey is making good progress on the initial five-year "core investment period" during which most roads and footways in the city will be improved, the works being spread across 108 "zones" to facilitate this. Maximising opportunities to dovetail funding (and therefore value for money) whilst minimising disruption therefore continues to be central to the priorities for the Council's overall transport capital programme for the next five years.

Progress on the 2014/15 Local Transport Plan Programme

- 4.5 The 2014/15 programme was provisionally endorsed by the Cabinet Member in December 2013 and confirmed in April 2014. The December 2013 report described the rationale and priorities for the various "block allocations" within Sheffield's programme.
- 4.6 Details of the projects within the block allocations are shown in Appendix A, together with an outline of progress to date. The current 14/15 programme can be summarised as follows:

Current 2014/15 LTP Programme by Block Allocation	£ million
Road Safety schemes	0.993
Action linked to "Streets Ahead" Programme	1.500
Action for Pedestrians	0.575
Action for Cyclists	0.600
Traffic management schemes	0.415
Public Transport measures	0.440
Total (£4.523 available)	4.523

A summary of the other more prescriptive, funding programmes is:

Other 2014/15 funding streams	£ million
Penistone Road Pinch Point project	3.013
LSTF cycling initiatives	0.360
LSTF Woodhouse bus corridor	0.950
LSTF other schemes (see appendix A)	0.690
Better Bus Area ("BB2") Programme	1.440
Other multi-funded projects	0.750
South Yorkshire Network Management schemes	0.100
(sub-total)	7.303
Grand Total	£11.826m

- 4.7 At the time of writing, this year's transport projects are on programme to be fully delivered by March 2015. This will contribute to the completion of the overall South Yorkshire LSTF Programme and provide ongoing support for the City Regions Transport Strategy and the Bus Partnership's Investment Plan. Further progress reports are proposed on a quarterly basis as an input to Corporate performance monitoring.

Proposed 2015/16 Transport Capital Programme

- 4.8 For next year, the LTP funds available to the City Council have been reduced by approximately 40% in line with national guidelines. The Government has 'topliced' the funding released to allocate £200 million nationally towards Growth Plan funds and an element of this has been attributed to the overall SCR Growth Plan Fund.
- 4.9 The Growth Plan Fund also contains significant amounts of SCR Investment Fund (SCRIF) resources, together with new "Sustainable

Transport” and “LSTF2 Revenue” funds. The majority of these new three-year funds are still being “unpacked” and prioritised by the SY/SCR partnership, and further reports will be brought back to Committee as appropriate.

- 4.10 The provisional LTP allocation for the 2015/16 programme needs to be developed and designed now, so as to continue the close pre-planning in alignment with the Streets Ahead core programme and to ensure delivery and spend of allocated funds. The draft 2015/16 LTP programme for Sheffield is set out in more detail in Appendix B and is summarised in the table below. It should be noted that in addition to a specific allocation for commuted sums for projects led by SYPTE each City Council block allocation also typically contains 20% for commuted sums.

Draft 2015/16 LTP Programme by Block Allocation	£ million
Road Safety schemes	0.790
Specific Action for Cyclists	0.450
Action for Pedestrians	0.140
Specific Actions for the Sheffield Bus Partnership	0.200
Action linked to “Streets Ahead” Programme	0.800
Traffic Management schemes	0.100
Commuted Sums for PTE sponsored projects	0.150
Total (£2.540 available)	2.650

- 4.11 In addition to the LTP allocation for Sheffield a further “county-wide” LTP allocation of £0.1m is available for continued progress on the South Yorkshire Intelligent Transport System; together with approximately £4m of Better Bus Area Funds made available by the Sheffield Bus Partnership for delivering further measures to improve punctuality and reliability of bus services across Sheffield. Further details are again set out in Appendix B.

Next steps

- 4.12 Officers will continue to ensure the current 2014/5 capital programme is delivered to targets of time, cost and quality. This is particularly important for the LSTF programme, which ends in March 2015.
- 4.13 Subject to agreement at this meeting, approval to develop and procure the allocations shown within the draft outline 2015/16 programmes will all be sought through the Council’s formal Capital Approval process.

Relevant Implications

- 4.14 As previously described, spend against agreed budgets and allocations will be claimed from the Sheffield City Region Combined Authority as expenditure is incurred throughout the year. This will include the use of LTP funds to cover the whole-life costs (commuted sums) of the new transport infrastructure constructed.
- 4.15 The financial implications, legal implications, partnership implications and results of an Equality Impact Assessment are all as previously reported in December 2013

5.0 ALTERNATIVE OPTIONS CONSIDERED

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

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Council Officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the draft proposals for inclusion in the 2015/16 transport capital programme meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy. They are also compatible with the Sheffield Bus Partnership Investment Plan, and the Council's Public Health Plan and the emerging Cycling Strategy and Green Commission.

7.0 RECOMMENDATIONS

- 7.1 Note current progress on the overall 2014/15 transport programme.
- 7.2 Endorse the draft outline 2015/16 LTP transport programme and Better Buses Programme, subsequent to the Council's overall budget setting Process.
- 7.3 Instruct officers to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

Simon Green
Executive Director, Place

26 August 2014

Appendix A – Current Approved 2014/15 Transport Capital Programme

Funding Source	Scheme Title	Description	Budget Allocation
	LTP PUBLIC TRANSPORT MEASURES	(£0.44m)	
LTP	Bus Hotspots Programme		£200,000
LTP	Ecclesall Road Key Bus Route	various measures "post-BBAF"	£30,000
LTP	residual BRT North SCC fees contribution		£10,000
LTP	Public Transport Commuted Sums	whole-life maintenance costs for non-LTP schemes	£200,000
	LTP NETWORK MANAGEMENT PROGRAMME	(£0.415m)	
LTP	Chesterfield Road traffic management	removal of resignals, provide cycle lane	£40,000
LTP	Streets Ahead related revisions to waiting restrictions	small scale amendments to signs+lines	£50,000
LTP	Traffic Signal enhancements - various sites	traffic management programme	£20,000
LTP	Mayfield Valley weight restriction	HGV Routes Programme - signs & lines	£80,000
LTP	Strines length restriction	HGV Routes Programme - signs & lines	
LTP	Hagg Hill weight restriction	HGV Routes Programme - signs & lines	
LTP	Road Reclassifications	HGV Routes Programme - signs & lines	
LTP	taxi facilities measures	Taxi Facilities Block	£25,000
LTP	Ecclesall Road Parking Management	parking management scheme	£25,000
LTP	Fawcett Street Permit Parking (Netherthorpe)	permit parking scheme	£25,000
LTP	Norfolk Street Permit Parking	permit parking scheme	£10,000
LTP	Hillsboro permit parking scheme	post scheme review	£15,000
LTP	St Vincents / St Georges permit parking scheme	permit parking scheme	£20,000
LTP	Traffic Regulations Enforcement upgrades	road markings and equipment upgrades	£100,000
LTP	future permit parking schemes - assessment work	permit parking review work	£5,000
	LTP ROAD SAFETY PROGRAMME (aligned with Streets Ahead core programme) (£0.993m)		
LTP	London Road 20 mph scheme	20 mph speed limit scheme	£65,000
LTP	Hackenthorpe	20 mph speed limit scheme	£88,000
LTP	Longley	20 mph speed limit scheme	£50,000

LTP	Southey Green	20 mph speed limit scheme	£25,000	
LTP	Heeley / Meersbrook	20 mph speed limit scheme	£62,000	
LTP	Shirecliffe	20 mph speed limit scheme	£45,000	
LTP	Darnall	20 mph speed limit scheme	£68,000	
LTP	City Centre 20 mph scheme development	20 mph speed limit scheme	£10,000	
LTP	Firth Park Road (Bolsover St, IdsworthRd)	Accident Saving Scheme	£320,000	
LTP	Barnsley Road j/w Elm Lane	Accident Saving Scheme		
LTP	Coisley Hill (Coisley Hill rdbt - Wolverley Rd)	Accident Saving Scheme		
LTP	Future scheme development	Accident Saving Scheme		
LTP	Speed Indication Devices	SIDs Programme	£70,000	
LTP	School Keep Clear Programme	several small SKC schemes	£150,000	
LTP	Road Safety Audit Stage 3 - issues arising	several remedial treatments	£40,000	
	LTP CYCLING PROGRAMME (£0.6m)			
LTP	Little Don Link	Upper Don Route, mostly off-road	£100,000	
	Upper Don Valley, phase 4 (cont'd)	Cycling Programme	£80,000	
	Upper Don Valley, Beeley Wood Rd shared footway	Cycling Programme		
LSTF/LTP	Blackburn Valley Phase 1B (Hague section)	Cycling Programme	£80,000	
	Blackburn Valley phase 2, rail formation + fencing	Cycling Programme		
	Blackburn Valley phase 2, approaches to Nether Lane	Cycling Programme		
	Blackburn Valley phase 3	Cycling Programme		
	Citywide programme of cycle routes signing	Cycling Programme	£10,000	
LTP	Green Routes Network	Programme of further Green Routes	£80,000	
LTP	Streets Ahead Cycle Opportunities	Programme of small-scale improvements	£250,000	
	LTP ACCESSIBILITY PROGRAMME (£1.5m)			
LTP	Streets Ahead Small-scale Opportunities Programme	Streets Ahead - Opportunities Programme	£800,000	
LTP	Programme of Reducing Street Clutter	Streets Ahead - Enhancement Programme	£700,000	
LTP	Spa Lane one-way system	Streets Ahead - Enhancement Programme		
LTP	Dyche Lane	Streets Ahead - Enhancement Programme		
LTP	Birley Lane St Lighting	Streets Ahead - Enhancement Programme		

LTP	Blackstock Rd, (adj Constable Rd, Backmoor Rd)	Streets Ahead - Enhancement Programme	
LTP	Blackstock Road nr. Callow Road	Streets Ahead - Enhancement Programme	
LTP	Hangingwater Rd nr Whiteley Wood Rd	Streets Ahead - Enhancement Programme	
LTP	Bernard St / Cricket Inn Rd	Streets Ahead - Enhancement Programme	
LTP	Woodbourn Rd at Worthing Rd	Streets Ahead - Enhancement Programme	
LTP	Ridge View Drive - footpath to Wincobank	Streets Ahead - Enhancement Programme	
LTP	Clarkson St, Glossop Rd	Streets Ahead - Enhancement Programme	
LTP	Clarkehouse Rd j/w Newbould Lane	Streets Ahead - Enhancement Programme	
LTP	Harborough Ave at Wedge Park	Streets Ahead - Enhancement Programme	
LTP	Harborough Avenue / Prince of Wales Road	Streets Ahead - Enhancement Programme	
LTP	Prince of Wales Rd / Castlebeck Ave / Beaumont Rd	Streets Ahead - Enhancement Programme	
LTP	Crookesmoor Rd / Northumberland Rd	Streets Ahead - Enhancement Programme	
LTP	Beech Hill Rd j/w Glossop Rd	Streets Ahead - Enhancement Programme	
LTP	Harcourt Rd j/w Crookes Valley Rd	Streets Ahead - Enhancement Programme	
LTP	Yew Lane nr Stocks Hill	Streets Ahead - Enhancement Programme	
LTP	Gladstone Rd / Belgrave Rd / Ranmoor Cliffe Rd	Streets Ahead - Enhancement Programme	
LTP	Owler Lane at Fir Vale	Streets Ahead - Enhancement Programme	
LTP	Barnsley Rd / Elm Lane	Streets Ahead - Enhancement Programme	
LTP	Redmires Rd / Crimicar Lane bus stop	Streets Ahead - Enhancement Programme	
LTP	StumperLow Lane jw Fulwood Rd	Streets Ahead - Enhancement Programme	
LTP	Warren Lane 20 mph	Streets Ahead - Enhancement Programme	
LTP	Wybourn Great Places	Streets Ahead - Enhancement Programme	
LTP	Chesterfeld Rd / Scarsdale Rd	Streets Ahead - Enhancement Programme	
	OTHER LTP SCHEMES FOR PEDESTRIANS	(£0.575m)	
LTP	City Centre "Knowledge Gateway" scheme	package of walking, cycling measures	£75,000
LTP	Public Rights of Way Programme	package of small-scale improvements	£140,000
LTP	ManchesterRd / Crookes / Nile St	pedestrian facilities wthin junction	£350,000
LTP	Porter Valley Crossing facilities	package of walking, cycling measures	£10,000

	LTP PROGRAMME TOTAL		£4,523,000
DfT Pinch Point	A61 Penistone Road Pinch Point scheme	major junction improvements - aligned to Key Bus Route (see below)	£3,013,000
	LOCAL SUSTAINABLE TRANSPORT FUND (Phase 1) PROJECTS (£2.00m)		
LSTF	Woodhouse KBR - Phase 1	Bus stop improvements	£950,000
LSTF	Woodhouse KBR - Phase 2 & 3	Bus stop improvements	
LSTF	Woodhouse KBR - Phase 4	Bus stop improvements	
LSTF	Woodhouse KBR - Badger Rd	Bus stop and parking lay-bys	
LSTF	Woodhouse KBR - Handsworth Grange Rd/Ballifield Drive	Bus Stops and TRO	
LSTF	Woodhouse KBR - Handsworth Rd/Richmond Rd	Junction improvement	
LSTF	Woodhouse KBR - Enforcement Enabling	Signs and Lines upgrade	
LSTF	Woodhouse KBR - Handsworth Rd (Parkway)	Bus priority and highway improvements	
LSTF	Woodhouse KBR - RID Review	Bus priority/UTC improvements	
LSTF	Tram Feeder Services - Malin Bridge	Bus Lay-by and junction improvement	£200,000
LSTF	Bus Hotspot - Bridgehouses	Junction improvement	£350,000
LSTF	Bus Hotspot - STM Strategy Shalesmoor	UTC improvements	£40,000
LSTF	Bus Hotspot - STM Strategy Glossop Rd/West St/Hanover Way	UTC improvements	£40,000
LSTF	Bus Hotspot - STM Strategy Hillsborough Corner	UTC improvements	£40,000
LSTF	County-wide school related work	LSTF School Travel Planning work	£20,000
LSTF	East Coast Rd	Lower Don Valley Cycle Route	£200,000
LSTF	Link from Weedon St to Colliery Rd	Lower Don Valley Cycle Route	
LSTF	Furnival Rd - Blonk St (Canal Basin to 5WW)	Lower Don Valley Cycle Route	
LSTF	Leveson St to Warren Street	Lower Don Valley Cycle Route	
LSTF	Milford Street to Carbrook St	Lower Don Valley Cycle Route	
LSTF	Sheffield Road to Tinsley Link	Lower Don Valley Cycle Route	
LSTF	Cobweb Bridge refurbishment	Lower Don Valley Cycle Route	
LSTF	Upper Don Valley phase 4 - match funding for LTP scheme	Upper Don Valley Cycle Route (Green Route)	£80,000
LSTF	Blackburn Valley Phase 1B - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)	£80,000

LSTF	Blackburn Valley phase 2 - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)	
LSTF	Blackburn Valley phase 3 - match funding for LTP scheme	Blackburn Valley Cycle Route (Green Route)	
	"BETTER BUS AREA" PROJECTS (£1.44m)		
BB2	Gleadless KBR Constable Rd/Raeburn Rd Junction	Junction improvement	
BB2	Gleadless KBR Raeburn Rd/Leighton Rd Junction	Junction improvement	
BB2	Gleadless KBR Stops Phase 3	Bus Stop Improvements	
BB2	Gleadless KBR Blackstock Road Terminus	Bus turning circle improvements	
BB2	Gleadless KBR Blackstock Road/Constable Rd Junction	Junction improvement	£480,686
BB2	Gleadless KBR Norton Lane/Hemsworth Rd Junction	Junction improvement	
BB2	Gleadless KBR Gleadless Rd/Blackstock Rd Junction	Junction improvement	
BB2	Gleadless KBR Richards Rd	Parking Improvements	
BB2	Gleadless KBR Prospect Rd/Myrtle Rd	Junction improvement and inbound bus lane	
BB2	Sheffield City Centre UTC Bus Priority	Bus priority/UTC improvements	£465,595
BB2	KBR Chesterfield Rd - Heeley Bottom	New inbound bus lane	£28,638
BB2	KBR North Sheffield - Barnsley Rd	New inbound bus lane	£105,358
BB2	Parkway Bus Priority Measures	New inbound bus lane	£123,855
BB2	Penistone Road KBR	New outbound bus lanes	£235,235
	South Yorkshire - Other Projects (PTE funded etc)		
multi-funded	Mosborough KBR - City Rd	New outbound bus lane	
multi-funded	Mosborough KBR - City Rd to Four Lane Ends	Signs and Lines upgrade	
multi-funded	Mosborough KBR - Bus Stops	Bus stop improvements	
multi-funded	Bus Hotspot - Hague Lane/Potter Hill Lane High Green	Radius Improvement	£650,000
multi-funded	Bus Hotspot - Nethergate Phase 2	Junction improvement	
multi-funded	Bus Hotspot - Reney Rd/Bocking Lane/Reney Avenue	Highway Improvements/Bus stops/TRO	
multi-funded	Bus Hotspot - Halifax Rd/Salt Box Lane	Right turning pocket Lane	
SY-LTP	Handsworth - Waverley (Quarry Road)	Handsworth - Waverley Cycle route	£100,000
SY-LTP	Greenhill Avenue/ Bocking Lane Junction (Meadowhead)	New traffic signals and junction alterations	

SY-LTP	SYITS programme	County-wide LSTF and LTP work	£100,000
	(sub-total, non-LTP funds available)		£4,289,367
	GRAND TOTAL FUNDING		£11,825,367

Appendix B – Draft Proposed 2015/16 Capital Programme

Funding Source	Scheme Title	Description	Budget Allocation
	LTP PUBLIC TRANSPORT MEASURES		
LTP	Bus Hotspots Programme		£200,000
LTP	Public Transport Commuted Sums	whole-life maintenance costs for non-LTP schemes	£150,000
	LTP NETWORK MANAGEMENT PROGRAMME		£100,000
LTP	Streets Ahead related revisions to waiting restrictions	small scale amendments to signs+lines	
LTP	Traffic Signal enhancements - various sites	traffic management programme	
LTP	Heavy Goods Vehicle weight restriction work	HGV Routes Programme - signs & lines	
LTP	Permit parking schemes work	permit parking scheme	
LTP	Traffic Regulations Enforcement upgrades	road markings and equipment upgrades	
	LTP ROAD SAFETY PROGRAMME		
LTP	Gleadless Valley 20 mph speed limit	20 mph speed limit scheme	£400,000
LTP	Woodhouse	20 mph speed limit scheme	
LTP	Firth Park	20 mph speed limit scheme	
LTP	Wincobank	20 mph speed limit scheme	
LTP	Hurlfield	20 mph speed limit scheme	
LTP	Sharrow Vale	20 mph speed limit scheme	
LTP	Hillsborough	20 mph speed limit scheme	
LTP	Lower Loxley	20 mph speed limit scheme	
LTP	Meadowhead/Greenhill/Beauchief	20 mph speed limit scheme	
LTP	Normanton Hill	Accident Saving Scheme	£250,000
LTP	Bramall Lane	Accident Saving Scheme	
LTP	Harborough Avenue/Freston Road	Accident Saving Scheme	
LTP	Future scheme development	Accident Saving Scheme	
LTP	School Keep Clear Programme	several small SKC schemes	£100,000
LTP	Road Safety Audit Stage 3 - issues arising	several remedial treatments	£40,000
	LTP CYCLING PROGRAMME		

LTP	Little Don Link	Upper Don Route, mostly off-road	£50,000
	Upper Don Valley Cycle Route	Cycling Programme	£20,000
	Blackburn Valley Cycle Route	completion works	£20,000
	City-wide Signing work	various	£40,000
LTP	Green Routes Network	Programme of further Green Routes	£120,000
LTP	Streets Ahead Cycle Opportunities	Programme of small-scale improvements	£200,000
	LTP ACCESSIBILITY PROGRAMME		
LTP	Streets Ahead Small-scale Opportunities Programme	Streets Ahead - Opportunities Programme	£400,000
LTP	Streets Ahead Larger scale Enhancements Programme	Streets Ahead - Enhancement Programme	£400,000
	OTHER LTP SCHEMES FOR PEDESTRIANS		
LTP	Public Rights of Way Programme	package of small-scale improvements	£120,000
	LTP PROGRAMME TOTAL		£2,635,000
	SHEFFIELD CITY REGION INVESTMENT FUND (SCRIF) PROGRAMME		TBC
	SUSTAINABLE TRANSPORT ("LSTF2") PROGRAMME		TBC
	"BETTER BUS AREA" PROGRAMME		£2,900,000
BB2	Gleadless Key Bus Route	various measures along corridor	TBC
BB2	Sheffield City Centre UTC Bus Priority	Bus priority/UTC improvements	£315,000
BB2	KBR Chesterfield Rd - Heeley Bottom	various measures along corridor	£600,000
BB2	KBR North Sheffield - Barnsley Rd	various measures along corridor	TBC
BB2	BB2 Bus Hotspots work	various	£302,000
BB2	Real-Time Information at Bus Stops	City-wide programme	£45,000
BB2	Parkway Bus Priority Measures	New inbound bus lane	TBC

BB2	Penistone Road KBR	New outbound bus lanes	TBC
	South Yorkshire - Other Projects (PTE funded etc)		TBC
multi-funded	Mosborough Key Bus Route - completion work	various	
multi-funded	SYLTE Bus Hotspot work	various	
SY-LTP	South Yorkshire LTP "county-wide" projects	various	
SY-LTP	SYITS programme	County-wide LSTF and LTP work	
	GRAND TOTAL FUNDING		TBC



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 11 September 2014

Subject: Sheffield 20mph Speed Limit Strategy:
Consultation feedback to the introduction of a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown, reports the receipt of objections and sets out the Council's response.

Reasons for Recommendations:

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

Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

Recommendations:

- 7.1 Make the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapeltown 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limits.

Background Papers: Appendix A: Heeley and Meersbrook consultation leaflet
Appendix B: Longley consultation leaflet
Appendix C: Southey Green consultation leaflet
Appendix D: Warren Lane location plan
Appendix E: Warren Lane area consultation letter

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Gaynor Saxton
Legal Implications
YES Cleared by: Nadine Winter
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Gleadless Valley, Firth Park, Southey, East Ecclesfield
Relevant Cabinet Portfolio Leader
Jack Scott
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY: CONSULTATION FEEDBACK TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN HEELEY AND MEERSBROOK; LONGLEY; SOUTHEY GREEN; AND THE WARREN LANE AREA OF CHAPELTOWN

1.0 SUMMARY

1.1 This report describes the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown, reports the receipt of objections and sets out the Council's response.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 Reducing the average speed of drivers in residential areas is expected, over time, to bring about a reduction in the number and severity of traffic accidents, thus helping to create *safe and secure communities*. Implementing the 20mph speed limits described in this report together with an ongoing programme of publicity and driver education would contribute to the creation of a safer residential environment and a *Great Place to Live*. The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield*.

3.0 OUTCOME AND SUSTAINABILITY

3.1 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- the '*sustainable and safe transport*' objective of the Corporate Plan;
- Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*To encourage safer road use and reduce casualties on our roads*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

4.0 REPORT

Introduction

4.1 In February 2011, Full Council adopted the following motion: "*To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)*". This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed

in residential areas of Sheffield¹. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one within each Community Assembly, during the financial years 2012/13 and 2013/14. The new speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

- 4.2 On 13th September 2012 Cabinet Highways Committee approved an implementation programme drawing on nominations from the Community Assemblies for the first seven 20mph areas: Lowedges, Woodthorpe, Upperthorpe, Parson Cross (west), Spink Hall (Stocksbridge), Charnock and Steel Bank/Crookesmoor². These schemes have now been implemented.
- 4.3 It is planned to introduce a further seven 20mph schemes this financial year. Heeley and Meerbrook, Longley and Southey Green are the first of these schemes.
- 4.4 Separate from, but in accordance with, the overall 20mph strategy the intention to introduce a 20mph speed limit on Warren Lane and Warren Gardens, Chapeltown has also been advertised. The proposal stems from a long running campaign by local residents for measures to slow traffic on Warren Lane which has been considered and promoted under the Council's Streets Ahead Enhancement assessment process.
- 4.5 In 1991 the first 20mph zone in the UK was introduced in Tinsley. Prior to the adoption of the Sheffield 20mph Speed Limit Strategy a further 24 large and 10 small traffic calmed 20mph zones were established, the smaller ones generally resulting from planning conditions placed on new housing developments. It is currently anticipated that a similar number of sign-only 20mph speed limits will have been implemented by the end of the 2015/16 financial year. Taken together this represents approximately a third of the residential streets in the city.

Sign-only 20mph speed limits		
Year	No. of areas	Notes
2013/14	9	Includes two schemes funded by Community Assemblies
2014/15	8	Subject to the outcome of public consultation. Includes the four schemes described in this report
2015/16	9	Subject to confirmation of funding levels and outcome of public consultation

The introduction of the four schemes described in this report would represent further strides toward the aim of establishing 20mph as the

¹ [Sheffield City Council - Meeting of Cabinet Highways Committee on Thursday 8 March 2012](#)

² [Sheffield City Council - Agenda for Cabinet Highways Committee on Thursday 13 September 2012](#)

default speed limit in all suitable residential areas.

Consultation on the introduction of a 20mph Speed Limit

Heeley and Meersbrook

- 4.6 Approximately 2900 properties have received a leaflet informing about the introduction of the 20mph limit (see Appendix A).
- 4.7 60 people have written or telephoned to express their support for the 20mph limit. A selection of comments are set out below:

"It's about time people remembered their responsibilities instead of grizzling about their rights and recognise what a privilege it is to not only travel faster than your feet can carry you; but to be able to do it sitting down. 20mph is plenty fast enough in a heavily built up, double parked area such as this."
(Stanley Road)

"I support the proposal to place a 20mph speed limit around our neighbourhood. Children play out in the streets, and there are also lots of cyclists and to my mind it's important to prioritise safety over speed."
(Shirebrook Road)

"The decrease in risk of death from vehicle accidents that accompanies a reduction in the speed limit to 20mph is well documented. The proposal should see more people walking, cycling and using active transport as a way of getting around the neighbourhood. It could also lead to more people... taking more responsibility for the general appearance of their neighbourhood and being more neighbourly in general."

"I've become aware of somebody gaining signatures for a petition against the proposal who is claiming that a motivating factor for its introduction is to raise Council revenue through increased speeding fines."
(Albert Road)

Officer comment: The police target over 90% of their enforcement on major roads. Any limited, short-term enforcement action that the police do take in 20mph areas comes at the request of the community and usually involves offering advice to drivers rather than issuing fines. The Cabinet Member will be aware that Sheffield City Council does not receive *any* of the proceeds from speeding fines in 20mph areas. The income from speeding fines goes directly to Central Government. If a motorist chooses to take a speed awareness course rather than a fine and points on their licence, the income generated goes South Yorkshire Safer Roads Partnership, which is led by the police. The Partnership allocates this income fund the speed awareness courses with any surplus being used for road safety education in South Yorkshire.

- 4.8 A taxi driver has twice telephoned the Council to strongly object to both the 20mph speed limit policy in general and to this scheme in particular, on the grounds that 20mph is too slow for residential roads and his feeling that

each driver should be responsible for their actions and the speed at which they choose to drive. The objector has been invited to put his comments in writing but has not done so. The objector informed officers that he intended to collect a petition opposing the scheme. No petition has been received.

Longley

- 4.9 Leaflets have been delivered to 1700 properties, but only two people have contacted the Council, one in support and one objection:

"I feel it is a waste of public money as the majority of roads in the area it is impossible to reach a speed of 30 mph as there are parked cars either side of the road... I just feel Sheffield council is so anti car... If you want to reduce speeds have unemployed men with red flags wait on local roads and then have them walk in front of each car (for a small cost) waving the red flag. It would kill two birds with one stone. Reducing speed and unemployment... I have been around 20 mph areas and in 80% of cases car drivers ignore the speed so in the end the council will put speed camera up and it will be just a exercise to earn money."

Southey Green

- 4.10 1100 leaflets have been delivered. No objections have been received and nine people have expressed their support:

"Fully support the proposal. My husband has a wheelchair and has difficulty crossing because of speeding traffic"
(Morgan Avenue)

Warren Lane and Warren Gardens, Chapeltown

- 4.11 A location plan showing Warren Lane and Warren Gardens is included at Appendix D. All properties received a letter explaining the proposal (Appendix E). In response, 13 people have contacted the council, all in favour of the scheme:

"Thank you to Sheffield Council for introducing 20mph limits in the city and I very much hope the Warren scheme goes ahead"

- 4.12 All written comments are available to view on request.

Other Consultees

- 4.13 The Head of the Road Policing Group has issued the following statement on behalf of South Yorkshire Police:

"The South Yorkshire Safer Roads Partnership has worked hard to achieve significant reductions in the numbers of collisions on our local roads. We have achieved all our agreed targets in reducing the number of people who are killed or seriously injured over the last few years however, we know that this success brings little comfort to the individuals, friends and families

of those who are victims of such collisions.

It is well known that speed is a primary cause of collisions that result in death or serious injury and pedestrians and cyclists are the most vulnerable road users when in the presence of speeding vehicles. Within our local residential areas we know that the collision rates, when these factors come into play, are too high and need to be addressed.

South Yorkshire Police working alongside their colleagues in the Safer Roads partnership share the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal.”

The police have reviewed the specific proposals for the four areas. Each area contains roads on which they feel speeds may not reduce after the reduction of the signed 20mph limit. These areas of concern will be monitored after implementation and if in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.14 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.15 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy. It has consulted with bus operators about the proposals and has received no objections.

Summary

- 4.16 The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in attitude. The aim therefore is to build a widespread and longstanding community acceptance that 20mph is the appropriate maximum speed to travel in residential areas. Ultimately, the success or otherwise of these schemes lies primarily in the hands of the residents of this area.
- 4.17 Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. It is recommended that the proposals set out in this Report be approved in order to continue the delivery of the 20mph Speed Limit Strategy.

Relevant Implications

- 4.18 The 20mph areas described in this report is to be funded from an approved allocation from the 2014/15 Local Transport Plan programme.

The financial allocations include an allowance for:

- a commuted sum to cover the cost of the future maintenance, payable to Amey under the terms of the Streets Ahead contract; and

- publicity to promote the benefits of lower speed limits in residential areas

The estimated cost of design and installation of each scheme is as follows:

Heeley and Meersbrook	£41,000
Longley	£32,000
Southey Green	£15,000
Warren Lane area	£5,000

- 4.19 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.20 An Equality Impact Assessment was conducted for the September 2012 report and concluded that safer roads and reduced numbers of accidents involving traffic and pedestrians would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (i.e. the young, elderly, disabled and carers) would particularly benefit from this initiative. No negative equality impacts were identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in 4.12 above.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

7.0 RECOMMENDATIONS

- 7.1 Make the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapeltown 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.

7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limits.

Simon Green
Executive Director, Place

15 August 2014

Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

What happens next?

We plan to introduce the new speed limit in **Autumn 2014**, but this will depend on the response we receive to this leaflet.

If you have any questions or comments please contact:

Simon Nelson, telephone: 0114 273 6176
email: simon.nelson@sheffield.gov.uk

If you wish to lodge an objection to the new speed limit, please put this in writing to:

Transport, Traffic & Parking Services
2-10 Carbrook Hall Road
Sheffield S9 2DB

Formal objections must be received by the 25th July 2014.

This document can be supplied in alternative formats, please contact 0114 273 6176

Sheffield City Council
www.sheffield.gov.uk/20mph

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DP15404 / Heeley and Meersbrook

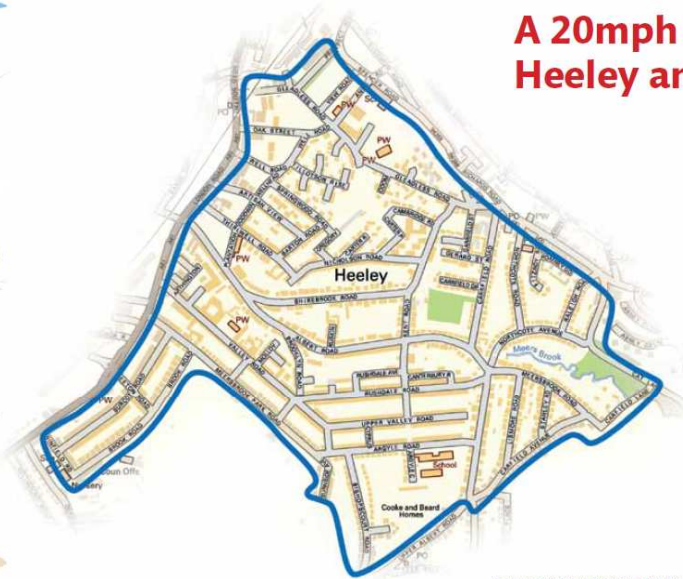
Sheffield City Council

Help us make our roads safer!

20mph SPEED LIMIT
HEELEY & MEERSBROOK
20

We are planning to reduce the speed limit from **30mph** to **20mph** in the Heeley and Meersbrook area.

A 20mph speed limit for Heeley and Meersbrook



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Why are we doing this?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.



What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.

APPENDIX B

Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

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Sheffield City Council
www.sheffield.gov.uk/20mph


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Help us make our roads safer!

We are planning to reduce the speed limit from **30mph** to **20mph** in the Longley area.

A 20mph speed limit for Longley



Why are we doing this?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

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- Some collisions will be avoided altogether
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Help us make our roads safer!



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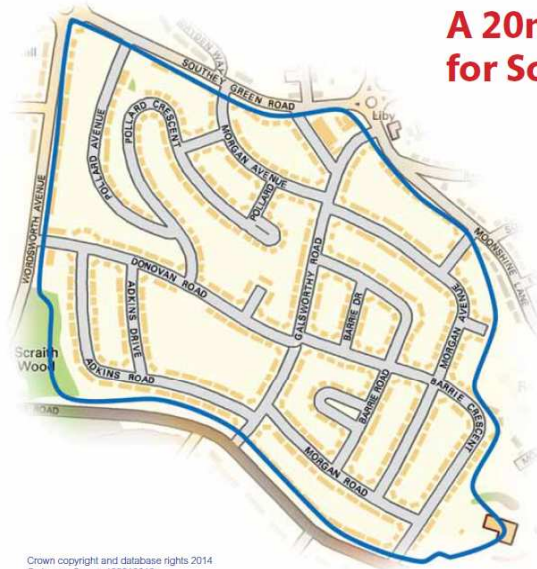
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DP15404 / Southey Green



We are planning to reduce the speed limit from **30mph to 20mph** in the Southey Green area.

A 20mph speed limit for Southey Green



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Ordnance Survey 100018816

Why are we doing this?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

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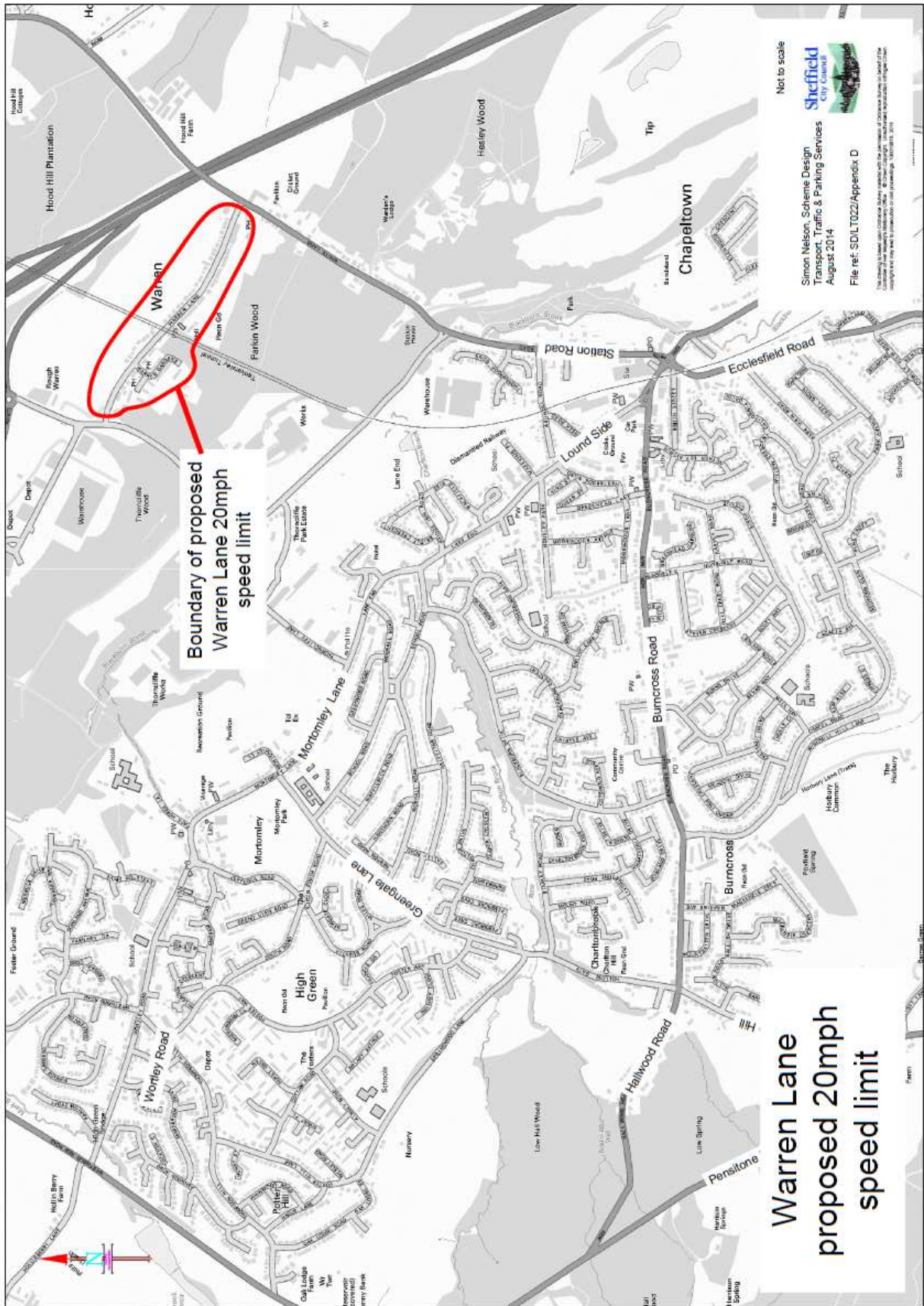


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APPENDIX D



APPENDIX E

Regeneration and Development Services

Director: David Caulfield, RTP1
2-10 Carbrook Hall Road · Sheffield · S9 2DB
Email: simon.nelson@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr S Nelson Tel: (0114) 273 6176
Ref: TM/LT122/WL/SN01 Date: 17 July 2014

The Occupier

Dear Sir or Madam

20mph Speed Limits in Sheffield

Sheffield City Council believes that lower traffic speeds in our residential areas will help make neighbourhoods safer, more pleasant places for all residents.

In common with many other cities the council has adopted the principle that it is wrong that minor roads in built-up areas should be subject to the same speed limit as A- and B-roads. It believes that the maximum acceptable speed in residential roads should be 20mph and is now in the process of introducing this speed limit in our residential areas.

In the past we have built road humps to keep speeds low. Those schemes have been very successful in terms of reducing the number and severity of accidents but they are also very expensive. Cuts to the funding the Council receives from Central Government for transport related projects mean we can no longer afford such schemes. New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speed limits in a greater number of areas.

We recognise that it will take time for people to alter long established driving habits, but any reduction in average speeds will help to make the roads safer.

Over the last twelve months seven 20mph speed limits have been introduced (Lowedges, Woodthorpe, Uppertorpe, Parson Cross West, Charnock, Spink Hall and Steel Bank). Further 20mph limits are planned for this and coming years.

Warren Lane 20mph Speed Limit

We are planning to reduce the speed limit of Warren Lane and Warren Gardens from 30mph to 20mph.

We hope to introduce the new limit later this year but before a final decision is made we are inviting you to comment on the proposal. Please contact me on the above telephone number or email address if you have any comments or questions.

If you wish to lodge a formal objection to the new speed limit you must do so in writing, either by email or by writing to me at Transport, Traffic and Parking Services,

2-10 Carbrook Hall Road, Sheffield, S9 2DB. **Any objections must be received by Friday 15 August 2014.**

Yours faithfully

A handwritten signature in black ink, appearing to read 'S. Nelson', written in a cursive style.

Simon Nelson
Transport, Traffic & Parking Services

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