

Highway Cabinet Member Decision Session

Thursday 13 August 2015 at 2.00 pm

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

The Press and Public are Welcome to Attend

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

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

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Environment and Transport, Councillor Terry Fox, 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
13 AUGUST 2015**

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 April 2015
- 4. Potter Hill Lane/Cottam Road Traffic Regulation Order (Bus Hotspot)** (Pages 9 - 20)
Report of the Executive Director, Place
- 5. Chesterfield Road Key Bus Route: Chesterfield Road Widening - Consultation Feedback** (Pages 21 - 36)
Report of the Executive Director, Place

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, 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 April 2015

PRESENT: Councillors Leigh Bramall (Cabinet Member for Business, Skills and Development) and Jayne Dunn (Cabinet Member for Environment, Recycling and Streetscene)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Moaz Khan (Interim Head of Transport, Traffic and Parking Services)
Simon Botterill (Team Manager, Traffic Management)
Ian Taylor (Senior Project Manager, Highways)

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1. EXCLUSION OF PRESS AND PUBLIC

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

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 16 March 2015, were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 Public Question in respect of Street Lighting in the Sharrow Vale Area

Shelley Cockayne, Chair of the Sharrow Vale Community Association, attended the Session to ask the Cabinet Members about imminent planned work by AMEY to change the street lighting in the Sharrow Vale area. Ms Cochayne requested the postponement of the permanent removal of the cast iron lamp posts. She had written to Steve Robinson, Head of Highway Maintenance, ten days ago requesting the postponement and had not yet received a response. Previous attempts to raise the issue had been ignored.

Although the lampposts were not Victorian, they were important to the heritage of the community and archive had dated them back to 1933. Officers had commented that the lampposts could not be put on the boundary but they had been placed there in other areas.

Ms. Cockayne believed local residents should have been consulted before the design of the new lampposts had been agreed. AMEY had stated that it was a decision of the Council to remove the lampposts. Although it was acknowledged that it was not a conservation area, maintaining the heritage was important to local residents. There had been no consultation with the residents on the proposals. The residents had worked hard to preserve the area and believed it was an area

of special character and the cast iron lampposts were an important part of this.

In conclusion, Ms. Cockayne requested the postponement of the removal of the lampposts subject to a feasibility study being carried out and consultation with local residents.

In response, Councillor Jayne Dunn, Cabinet Member for Environment, Recycling and Streetscene, commented that she became aware of the issue very recently when she was alerted to a petition on the matter. Councillor Nikki Bond, a local Ward Councillor, had also raised the issue with her. She was committed to the preservation of heritage. She would look into the issue raised but couldn't promise that work would be postponed.

If Ms. Cochayne left her email address Councillor Dunn would ensure that she received a response. She had been told that the lampposts could be preserved for the community but that they wouldn't be able to connect them and this would impact on the streetscene. She wanted to find a solution that would be suitable for everyone.

5. NORMANTON HILL CROSSING SCHEME

- 4.1 The Executive Director, Place submitted a report describing the proposals for a signalised pedestrian crossing at the site of a tragic fatal collision in May 2014.
- 4.2 Sandra Bradley, a local resident, attended the Session to make representations to the Cabinet Member. She commented that she found it appalling the number of drivers who had been caught speeding since the fatal accident in May 2014. She had spoken to schoolchildren and didn't believe they would use the proposed access road and did not believe this would be a problem for drivers for using the access road.
- 4.3 Ms. Bradley acknowledged that the relocation of the bus stop may cause a problem for some but the relocation would mean that the bus stop would have a 2.5m wide footpath which it hadn't had previously. She accepted that there would have to be a delay whilst the possibility of Great Crested Newts in the area was explored but hoped that the crossing could be installed as soon as possible.
- 4.4 Councillor Jayne Dunn commented that she was aware how hard local Ward Councillors had been working on the issue and it had been a good example of a community project with the Council and local residents working together. Speeding in the area was a difficult issue to manage and the Council would be monitoring this closely.
- 4.5 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, stated that it was acknowledged by all that the installation of the crossing was the right thing to do. There was nowhere else that the bus stop could be relocated and as had been mentioned the relocation would mean that the bus stop would gain a good footway for users.
- 4.6 **RESOLVED:** That the Cabinet Member for Environment, Recycling and

Streetscene:-

- (a) notes the comments made by respondents to the consultation; and
- (b) approves the scheme, as proposed, for design and implementation, subject to:-
 - (i) confirmation of sufficient funding within the Local Transport Plan allocation Road Safety block; and
 - (ii) approval of the scheme via the Capital Approval gateway process.

4.7 Reasons for Decision

- 4.7.1 The pedestrian crossing and associated works will contribute to an improvement in safety along Normanton Hill. The introduction of a pedestrian crossing should reduce the number and severity of collisions and reduce the fear of collisions.

4.8 Alternatives Considered and Rejected

- 4.8.1 This site is currently a location for a Speed Indication Device (smiley SID). It is Council policy to use these devices for a relatively short period of time and rotate them between other roads in the area, otherwise motorists become used to them and they do not have the desired effect. The speed data from the SIDs at this location shows the average vehicle speeds of 39mph in the downhill direction which suggests that at this location such a measure is ineffective.
- 4.8.2 A traffic calming scheme could be considered. However, given existing speeds a localised traffic calming scheme could lead to loss of control accidents. Therefore, it would probably be necessary to traffic calm the whole length of the road, linking the scheme with the existing measures located between Linley Lane and Coisley Hill. The cost of such a scheme along this length would be very expensive and it would be difficult to justify this, given the overall low collision rate along the length of Normanton Hill.

6. GREENHILL AVENUE/GREENHILL MAIN ROAD TRAFFIC SIGNALS

- 6.1 The Executive Director, Place submitted a report describing the further work carried out and sought approval for the revised scheme which retained the left turn from Greenhill Main Road into Greenhill Avenue. No objections have been received to the new proposals from those who objected previously.
- 6.2 **RESOLVED:** That the Cabinet Member for Business, Skills and Development:-
 - (a) approves the scheme and requests its implementation to introduce traffic signals at the junction of Greenhill Main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no. 1513BB2-SD-LT107-TRO-C subject to the following conditions being met:

- (i) confirmation of accurate costs (including any commuted sums)
 - (ii) confirmation of sufficient funding for the project
 - (iii) approval of the scheme through the Capital Approval process.
- (b) resolves that the Traffic Regulation Order be made in respect of the proposed waiting restrictions only, in accordance with the Road Traffic Regulation Act 1984; and
- (c) requests that the objectors be informed accordingly.

6.3 Reasons for Decision

- 6.3.1 The proposals described in the report will contribute to improving journey times, reducing congestion for all users and improving road safety, particularly for pedestrians and cyclists.
- 6.3.2 This alternative scheme fully addresses the objections received to the proposed scheme considered by the Cabinet Member in March 2014 whilst still achieving the benefits of the original scheme.
- 6.3.3 Funding is in place for 2015/16 to build the alternative scheme.

6.4 Alternatives Considered and Rejected

- 6.4.1 The alternative options were described in the March 2014 report and this is the actual alternative option.



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 August 2015

Subject: Bus Hotspot - Potter Hill Lane / Cottam Road, High Green

Author of Report: Cate Jockel

Summary:

Buses currently experience difficulties negotiating the junction of Potter Hill Lane and Cottam Road in High Green, leading to delays and bus reliability issues. Due to the geometry of the junction, buses turning left into Potter Hill Lane have to swing to the other side of the road in order to complete the turn. This is problematic when cars are parked.

A scheme to address the issue was developed, comprising waiting restrictions only. It was consulted on in May 2014 with 6 objections received, mainly related to the loss of parking.

A revised proposal was developed and then consulted upon in May 2015, whereby the verge would be removed allowing replacement parking. One objection remains outstanding. This report seeks approval for the revised scheme

Reasons for Recommendations:

The revised scheme described in this report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.

The scheme is being designed in detail with funding available in 2015/16 to allow the scheme to be built.

Recommendations:

Approve and implement the revised scheme to introduce double yellow lines and a parking bay as shown in Appendix B subject to confirmation of costs after detailed design (including any commuted sums).

Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Background Papers:

Appendix A – May 2014 Original Proposals

Appendix B – May 2015 Revised Proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by:
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
West Ecclesfield
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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

BUS HOTSPOTS – POTTER HILL LANE / COTTAM ROAD

RESULTS OF PUBLIC CONSULTATION AND OBJECTIONS TO A TRAFFIC REGULATION ORDER

1. SUMMARY

- 1.1 Buses currently experience difficulties negotiating the junction of Potter Hill Lane and Cottam Road in High Green, leading to delays and bus reliability issues. Due to the geometry of the junction, buses turning left into Potter Hill Lane have to swing to the other side of the road in order to complete the turn. This is problematic when cars are parked.
- 1.2 A scheme to address the issue was developed, comprising waiting restrictions only. It was consulted on in May 2014 with 6 objections received, mainly related to the loss of parking.
- 1.3 A revised proposal was developed and then consulted upon in May 2015, whereby the verge would be removed allowing replacement parking. One objection remains outstanding. This report seeks approval for the revised scheme

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The introduction of waiting restrictions will help to reduce delays for buses and improve both bus journey times and reliability, whilst contributing to making the City a Great Place to Live.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.

4. REPORT

4.1 Introduction

- 4.1.1 The Sheffield Bus Hotspots Group (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators) was made aware of difficulties experienced by the bus operators in completing manoeuvres at the junction of Potter Hill Lane and Cottam Road. Additionally, complaints were received from local people about buses overrunning the kerbs, leading to the grassed verges being churned up.
- 4.1.2 Part of the problem is that buses need to swing to the other side of Potter Hill Road when exiting Cottam Road, and parked vehicles make this more difficult. As a consequence, the rear wheels of left turning buses can straddle the verge.

4.2 Proposal and Consultation

- 4.2.1 Consultation with affected residents took place in May 2014 on a proposed scheme, as shown in Appendix A. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted.
- 4.2.2 The scheme included new double yellow lines in the vicinity of the junction, to remove parking and ensure the various manoeuvres could be completed. 9 comments were received, of which 6 were objecting to the loss of parking in the area for residents.
- 4.2.3 Some residents suggested that the grassed verge could be utilised for parking. Officers carried out initial investigations relating to underground utilities and it was determined that parking could indeed be provided without excessive costs.

4.3 Revised Proposal and Further Assessment

- 4.3.1 A revised scheme was therefore developed, comprising a new 19m parking area, and amended waiting restrictions (see Appendix B). This was then consulted upon with affected residents in March 2015.
- 4.3.2 One comment and one objection were received. The objection argued that the parking provision provided in the lay-by was insufficient to cater for the demand.
- 4.3.3 Parking surveys were therefore carried out (on site and from photographs previously taken) to assess whether the parking bay was big enough, with the findings provided below:

Date	Time	Parked Vehicles
Saturday 16 November 2013	3.15pm	2
Thursday 30 January 2014	2.10pm	0
Wednesday 14 January 2015	12.15pm	0
Friday 17 April 2015	7.30pm	1
Tuesday 21 April 2015	9.50am	0
Thursday 30 April 2015	7.50pm	2
Saturday 30 May 2015	9.20am	2
	7.50pm	2

- 4.3.4 This information was sent to the objector, to see if this addressed their objection. A response was received advising they had completed further surveys themselves, as shown below:

Date	Time	Parked Vehicles
Friday 12 June 2015	7.30am	2
	12pm	1
	6pm	2
Saturday 13 June	7.15am	2
	11.30am	3
	4.55pm	3
	7.45pm	4
Sunday 14 June	9am	2
	11.30am	3
	6.40pm	2
Monday 15 June	6.50am	2
	4.35pm	2
	9pm	2
Tuesday 16 June	7am	1
	4.40pm	0
	9pm	0
Wednesday 17 June	7am	0
	6.30pm	1
	9pm	0

4.3.5 The objector considers that the proposed parking bay is of insufficient length to cater for the number of vehicles affected, and as such continues to object.

4.4 Officer Response

4.4.1 Generally, parking bays are installed at a length of 6 metres per space, to ensure larger vehicles can manoeuvre in and out of each space. In this case, the parking bay is to be a length of approximately 19 metres. Consequently, a minimum of 3 vehicles should be able to be parked at any one time.

4.4.2 The surveys undertaken, by both officers and the resident concerned, indicate that of the 27 individual surveys completed, at varying times of day on different days of the week at different times of year, only once would the parking bay not provide sufficient alternative parking. Meanwhile, loading and unloading will still be permitted on the double yellow lines.

4.4.3 Officers appreciate that waiting restrictions are unwelcome, but in this case there is no feasible or affordable alternative to address the issue. The proposed parking bay predominantly offsets the lost parking, and on this basis, this report seeks authority to implement the revised scheme.

4.5 Relevant Implications

4.5.1 Financial

4.5.2 The cost of the alternative proposal is estimated to be around £33,000 (works, design fees, traffic management costs). It is to be funded from the Better Buses monies on the Bus Hotspots Business Unit (94445). This has been through the Great Places to Live Programme Board and Capital Programme Group. The Capital Approval Form is to be submitted to July's Cabinet so should be approved by the date of this meeting.

4.5.3 The 25-year commuted sum for ongoing maintenance costs is estimated at about £10,000. The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

4.5.4 Legal

4.5.5 The Council, as the Highway Authority for Sheffield, has powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements requested in this report. A number of objections have been received from individuals who are not supportive of the Council's proposals. The Council therefore needs to consider whether these objections outweigh the benefits of implementing the proposals. If the Council is satisfied that the benefits of introducing the proposals outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposals.

4.5.6 Equality Impact Assessment

4.5.7 An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion was that the works were equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle to vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The alternative options have been discussed elsewhere in this report.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The revised scheme described in this report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.
- 6.2 The scheme is being designed in detailed with funding available in 2015/16 to allow the scheme to be built.

7. RECOMMENDATIONS

- 7.1 Approve and implement the revised scheme to introduce double yellow lines and a parking bay as shown in Appendix B subject to confirmation of costs after detailed design (including any commuted sums).
- 7.2 Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.

Simon Green
Executive Director, Place

13 August 2015

Regeneration and Development Services

Director: David Caulfield, RTPi
Scheme Design · 2-10 Carbrook Hall Rad · Sheffield · S9 2DB
Website: www.sheffield.gov.uk

Officer: Mr James Burdett
Ref: SD-BN962-COT-JB-01

Tel: (0114) 273 6170
Date: 2 May 2014

The Occupier

Dear Resident

Bus Hotspots: Parking Restrictions at Potter Hill Lane / Cottam Road

We have received complaints from local people about buses overrunning the kerbs as they manoeuvre around the junction of Potter Hill Lane / Cottam Road. It is a tight turn for buses to make, and the verges are being churned up. Part of the problem is that buses need to swing to the other side of Potter Hill Road when exiting Cottam Road, and parked vehicles make this more difficult.

What is proposed?

Double yellow lines are proposed around the junction, as shown on the plan overleaf, to help keep the area free of parked vehicles and enable the bus service to pass through the junction more easily. The proposal is funded by the 'Bus Hotspots' programme, a joint initiative between Sheffield City Council and South Yorkshire Passenger Transport Executive.

How can I comment?

The double yellow lines can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.

If you wish to comment, please write to the following address:

James Burdett
Scheme Design
Transport, Traffic & Parking Services
Sheffield City Council
2-10 Carbrook Hall Road
SHEFFIELD
S9 2DB

Alternatively please email traffic.management@sheffield.gov.uk, putting 'Potter Hill Lane' in the subject box.

What happens next?

Should objections be received, we will first of all consider these and see if any changes can be made. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Transport, who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.

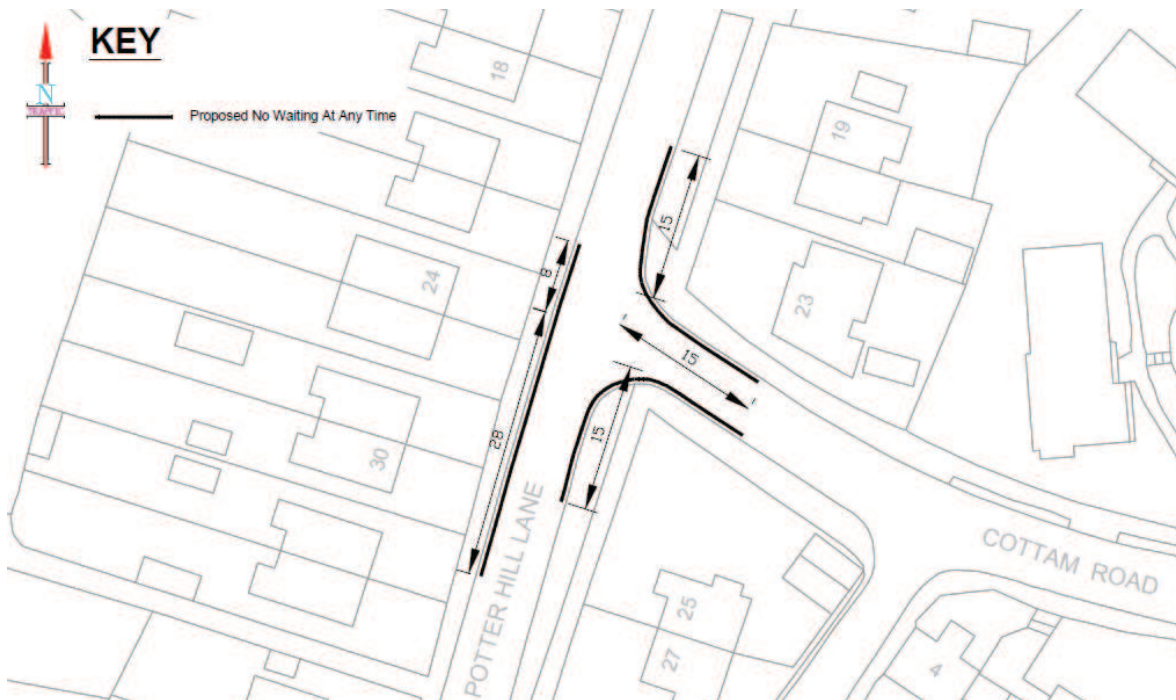
If approved, when would the yellow lines be installed?

Subject to necessary approvals, the lines would be installed in the summer.

I hope this is clear, but if you have any questions please contact me on 0114 273 6170 or by email at traffic.management@sheffield.gov.uk

Yours sincerely

James Burdett
Engineer, Scheme Design
Transport, Traffic and Parking Services



Regeneration and Development Services

Director: David Caulfield, RTPi
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB
Website: www.sheffield.gov.uk

Officer: Mr James Burdett
Ref: SD-BN962-COT-JB-02

Tel: (0114) 273 6170
Date: March 2015

The Occupier

Dear Resident

Bus Hotspots: Parking Restrictions at Potter Hill Lane / Cottam Road

I wrote to you in May 2014 with details of a proposed scheme to help keep the Potter Hill Lane / Cottam Road junction free of parked vehicles and enable the bus services to pass through the junction more easily.

A number of objections were submitted, mainly concerning the loss of parking on Potter Hill Lane. Following liaison with the utility companies (Yorkshire Water etc), a revised scheme has now been developed which helps to offset the loss of parking.

What is now proposed?

Double yellow lines are still proposed around the junction, as buses turning left have to swing over to the other side of Potter Hill Lane to make the turn from Cottam Road. The double yellow lines have been reduced where possible, in view of some of the previous comments.

The verge outside 25 Potter Hill Lane would also be removed and replaced with road space. This would provide room for 3 larger vehicles, or 4 smaller vehicles, to park. This helps to offset the parking that would be removed between the driveways of 22-32 Potter Hill Lane.

Full details can be seen on the plan overleaf.

How can I comment?

If you wish to comment, please write to the following address:

James Burdett
Scheme Design
Transport, Traffic & Parking Services
Sheffield City Council
2-10 Carbrook Hall Road
SHEFFIELD
S9 2DB

Alternatively, please email scheme.design@sheffield.gov.uk, putting 'Potter Hill Lane' in the subject box. **All comments must be received by Monday 20 April 2015.**

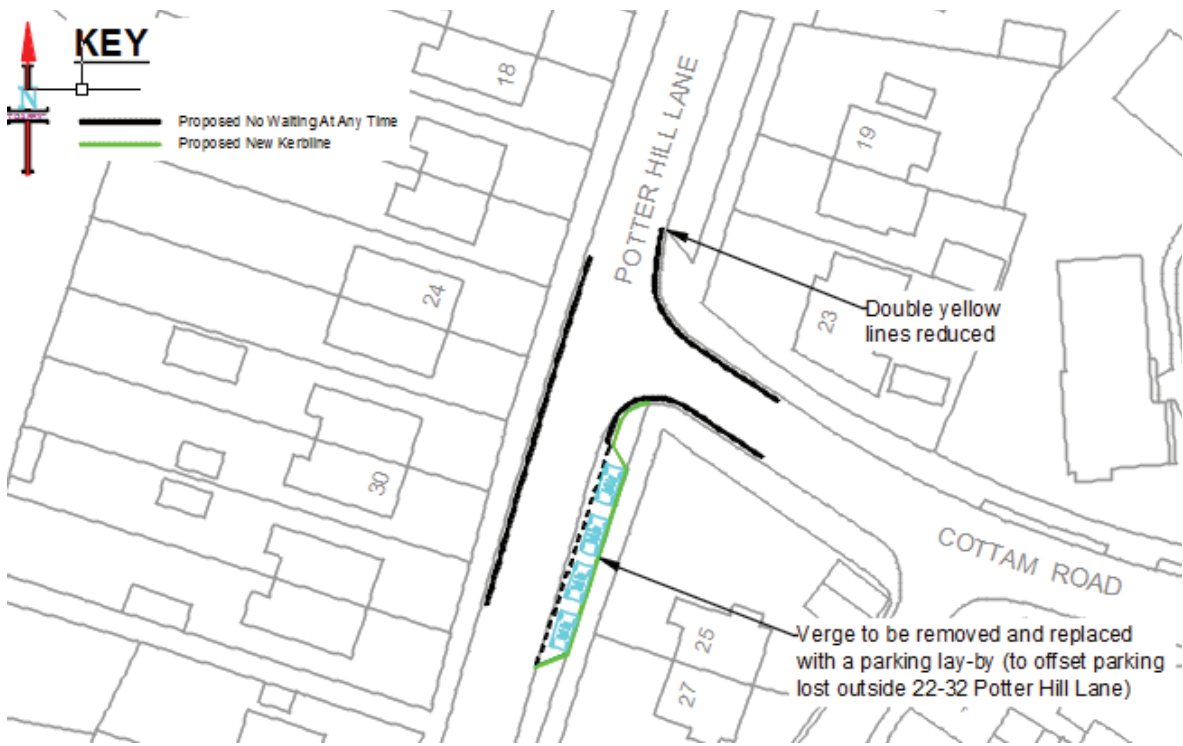
PTO

What happens next?

Should objections be received, the matter will be reported to the Council's Cabinet Member for Transport, who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.

Yours sincerely

James Burdett
Engineer, Scheme Design
Transport, Traffic and Parking Services



Not to scale



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 August 2015

Subject: Chesterfield Road Key Bus Route – Outcome of Public Consultation.

Author of Report: Andrew Marwood – 0114 273 6170

Summary:

This report sets out officer responses to comments received during the public re-consultation exercise, following the development of a revised layout for Chesterfield Road between Thirwell Road and Windsor Road. The revisions were made to try and minimise the impact on Albert Road and Plantation Road following a number of objections, mostly about side roads and turning movements, during the first round of public consultation in November, 2014. The amended layout still delivers improvements to bus journey times and reliability whilst at the same time addresses the concerns of objectors to the original proposals.

Reasons for Recommendations:

The revised scheme described in this report will contribute to improvements in the punctuality and reliability of bus services on Chesterfield Road and, as part of the Better Buses projects, across the city. The scheme also gives improved accessibility to bus stops and should reduce congestion and improve road safety, especially for pedestrians and cyclists.

The revised proposals address the majority of concerns raised by objectors to the original proposals.

Full funding for this scheme can only be secured, via the Better Buses Partnership Board, once the total cost is more certain. Enquiries with Utility companies and specialist sub-contractors are ongoing but indications are that funding will be available; this being a scheme that the bus operators feel will deliver huge benefits.

Recommendations:

- Approve and implement the re-designed scheme to introduce a peak hour bus lane from Windsor Road to Thirwell Road as show on drawing number SD/1449/LT107/C02 REVA (see appendix 'A').
- Make the Traffic Regulation Order relating to the proposed waiting restrictions and bus lane in accordance with the Road Traffic Regulation Act 1984.
- To note the ongoing positive discussions with properties fronting the scheme and the potential need for CPO proceedings should negotiations prove fruitless.
- Inform all parties responding to the re-consultation accordingly.

Background Papers:

Appendix 'A' – SD/1449/LT107/C02 REV A – Scheme Plan

Appendix 'B' – Original Proposals (Nov 2014) – (SD/1449/LT107/C01).

Appendix 'C' – Revised Scheme Proposals (May 2015) – (SD/1449/LT107/C01 REV A)

Appendix 'D' - Consultation responses.

Appendix 'E' – Calculations of time savings resulting from the proposed Chesterfield Road bus lane.

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Andrea Snowden
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
Terry Fox
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

CHESTERFIELD ROAD KEY BUS ROUTE 2014/15 – OUTCOME OF PUBLIC CONSULTATION.

1.0 SUMMARY

- 1.1 A scheme, which proposes to introduce a peak hour bus lane between Windsor Road and Thirwell Road together with associated traffic regulation orders, was consulted on in November 2014. A number of objections were received during the consultation, including a petition. The objections focused largely on the revised access arrangements for Albert Road, Plantation Road and Thirwell Road. Following the concerns raised during the initial consultation, officers have been working closely with the community, to address the concerns.
- 1.2 This report sets out officer responses to comments received during the public re-consultation undertaken in May/June 2015, following the development of a revised scheme (Appendix 'A'). It also seeks approval for the revised scheme which contributes to improvements in the punctuality and reliability of bus services on Chesterfield Road, together with improved accessibility to bus stops.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The Chesterfield Road 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 the 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 on Chesterfield Road, particularly those heading towards the City Centre. Together with accessibility improvements to a number of bus stops between Windsor Road and Thirwell Road, these measures will provide the missing link between current bus priority measures in the area, making journeys by bus a more attractive travel option and help to reduce reliance on the private car.
- 3.2 The proposals will address queuing delays for buses at a key location, improving journey times and contributing to the reduction in harmful exhaust emissions.

4.0 REPORT

Introduction

- 4.1 The purpose of the Chesterfield Key Bus Route (KBR) is to improve bus journey times, service reliability and punctuality (Appendix 'E'), tackle congestion hotspots, enable enforcement of existing restrictions and improve passenger access, safety and information at bus stops.
- 4.2 Reliability is one of the main factors given by people as the reason they don't use public transport. Interventions are also being made on other key routes throughout the city, for example the North Sheffield corridor between the Wicker and Ecclesfield. Together these projects make public transport, throughout the city, more attractive which has a knock on effect of reducing congestion, improving air quality and improving employment opportunities.
- 4.3 The improvements are supported by the Sheffield Bus Partnership, comprising First Group, Stagecoach, Sheffield Community Transport, South Yorkshire Passenger Transport Executive and Sheffield City Council.

Proposed Measures

- 4.4 The scheme proposes to create two continuous inbound lanes (a peak hour bus lane and a lane for general traffic) by widening Chesterfield Road into land fronting Porcelanosa, B&M and Lidl. Outside of weekday peak hours general traffic would be able to use the bus lane. The scheme also provides an opportunity to make improvements to three existing controlled crossings, improving the environment for pedestrians and cyclists.
- 4.5 Implementation of the scheme will require the acquisition of various parcels of land adjacent to the highway. Transfer procedures have commenced with regard to the relevant areas required, by way of negotiation supported by compulsory purchase orders.

Public Consultation (November 2014)

- 4.6 During November 2014, residents and businesses were consulted about the proposals and the appropriate Traffic Regulation Orders were advertised. An overview of those proposals can be seen in appendix 'B' (larger, more detailed plans will be available on request and at the meeting). During the consultation period a total of 19 objections were received as well as a petition containing 566 signatures. There were also a total of 18 other comments / queries and a total of 14 letters / emails / phone calls indicating support.
- 4.7 Analysis of the objections received, including the petition, highlighted that the main area of concern involved the proposed restrictions for Albert Road, Thirwell Road and Plantation Road. Residents and businesses were concerned that access and connectivity between the community would be compromised. The petition stated that *'We object to the current plans as the proposed changes will cause significant detriment to us, the plans need to be designed such that the safety of our community using Plantation Road is*

not compromised'.

- 4.8 All representations made received full responses during November and December 2014.
- 4.9 In the early part of 2015, officers met with some of the objectors and community interest groups and then looked at various options to resolve their concerns. In April/May 2015 a revised scheme was developed.

Public Consultation (June 2015)

- 4.10 Following discussions with the lead petitioner, residents, businesses and community groups a revised scheme (Appendix 'C') was consulted on in May/June 2015 (detailed plans will be available on request and at the meeting). All those who had previously commented on the proposals were provided with a revised plan and letter detailing the changes. In summary the changes from the original design included:
- Plantation Road – Now proposed to remain two way (as existing).
 - Albert Road – Now proposed to remain two way (as existing).
 - Inbound bus lane to terminate short of the Saxon Road junction to assist both right turning traffic and inbound traffic.
 - 'Keep Clear' moved back on Saxon Road to allow two vehicles to wait at the give-way line.
- 4.11 In response to the re-consultation a total of 6 emails were received together with 5 phone calls from local residents. One of the emails was from the lead petitioner who indicated that the concerns of those who signed the petition had now been resolved. Of the other comments received a total of 2 objections to the scheme still remain. The objections and officer responses can be seen in 'Appendix' D.

Other Consultees

- 4.12 The emergency services, Veolia and South Yorkshire Passenger Transport Executive (SYPTTE) were consulted on the proposals and subsequent revision. No objections were received.

Relevant Implications

- 4.13 The cost of the measures on the Chesterfield Road KBR is currently estimated to be in the region of £3m. A sum of £514,013 has already been allocated to the project for 2015/16. The remainder would be secured through the Sheffield Bus Partnership Board should the scheme go ahead.
- 4.14 The City Council will need confirmation of full funding before the Chesterfield Road can be implemented. In this regard investment in improved public transport facilities has been made possible by a Government award, to SYPTE, of approximately £18m of “Better Bus Area” funding (BBA2), in support of the Sheffield Bus Partnership. SYPTE 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 required funding.
- 4.15 An Equality Impact Assessment (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion was that the works 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 prevent the use of the road by vehicular traffic of a kind which is unsuitable to the existing character of the road. However before the Council can make an Order it must consult the 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, extensive consultation has taken place and the Council has considered and responded to all objections received.
- 4.17 The Council has the power to widen highways under section 72 of the highways Act 1980 and to enter into agreements for the dedication of part of the adjoining land for highway purposes. Some of the land is in private ownership and transfer procedures are underway via negotiation supported by compulsory purchase orders.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Between the first and second consultation, officers looked at various options to address the objections received which were based around the proposed changes to access at Albert Road and Plantation Road. Feasibility studies were undertaken on various options including signalling the junction and creating a new access road to the rear of the Red Lion public house. The option of the access road was discounted due to cost of acquiring the land and construction. Signalling the Albert Road junction would lead to further delay on Chesterfield Road and therefore was also discounted.
- 5.2 The preferred option, as shown in Appendix 'A', is considered to be the best solution when trying to achieve a balance which suits various user groups while at the same time satisfying road safety requirements.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The revised scheme described in this report will contribute to improvements in the punctuality and reliability of bus services on Chesterfield Road and, as part of the Better Buses projects, across the city. The scheme also gives improved accessibility to bus stops and should reduce congestion and improve road safety, especially for pedestrians and cyclists.
- 6.2 The revised proposals address the majority of concerns raised by objectors to the original proposals.
- 6.3 Full funding for this scheme can only be secured, via the Better Buses Partnership Board, once the total cost is more certain. Enquiries with Utility companies and specialist sub-contractors are ongoing but indications are that funding will be available; this being a scheme that the bus operators feel will deliver huge benefits.

7.0 RECOMMENDATIONS

- 7.1 Approve and implement the re-designed scheme to introduce a peak hour bus lane from Windsor Road to Thirwell Road as show on drawing number SD/1449/LT107/C02 REVA (see appendix 'A').
- 7.2 Make the Traffic Regulation Order relating to the proposed waiting restrictions and bus lane in accordance with the Road Traffic Regulation Act 1984.
- 7.3 To note the ongoing positive discussions with properties fronting the scheme and the potential need for CPO proceedings should negotiations prove fruitless.
- 7.4 Inform all parties responding to the re-consultation accordingly.

Albert Road and Saxon Road

We have reviewed the layout of this junction in response to the comments received by local residents and businesses. We are proposing to keep the proposed one way layout on Saxon Road, however the access to and from Albert Road is now proposed to remain as existing. Traffic movements at this location should be improved by removing the difficult cross movement from Albert Road to Saxon Road. Pedestrians and Cyclists will be able to use the relocated crossing which will move further towards Albert Road.

Thirlwell Road and Plantation Road

We previously proposed changes to these streets following proposals to change Albert Road and Saxon Road. Following a review of the layout and taking in to consideration the comments received we now propose to keep the layout as existing.

Changes for pedestrians, cyclists and bus passengers

The scheme provides an opportunity to make improvements to three existing controlled pedestrian crossings.

The crossings near the junctions with Meersbrook Park Road and Albert Road would be upgraded to 'Toucan' crossings, for use by both pedestrians and cyclists, with widened shared footways/cycleways on the approaches. The crossing near Albert Road would be moved closer to the junction.

Buses serving the inbound bus stop immediately north of Valley Road regularly block the middle crossing when letting passengers on and off. It is therefore proposed to increase the distance between the crossing and the bus stop by moving the crossing uphill and the bus stop downhill by a few metres.

APPENDIX 'A' - SCHEME PLAN

Saxon Road

- Proposed one-way restriction towards Chesterfield Road / London Road with contraflow cycle lane
- Proposed 2.0m (6'6") width restriction
- Footway widened

Crossing to be moved closer to Albert Road and upgraded for use by both cyclists and pedestrians with widened footways on each approach

Bus stop and shelter to be moved closer to the Albert Road pedestrian crossing

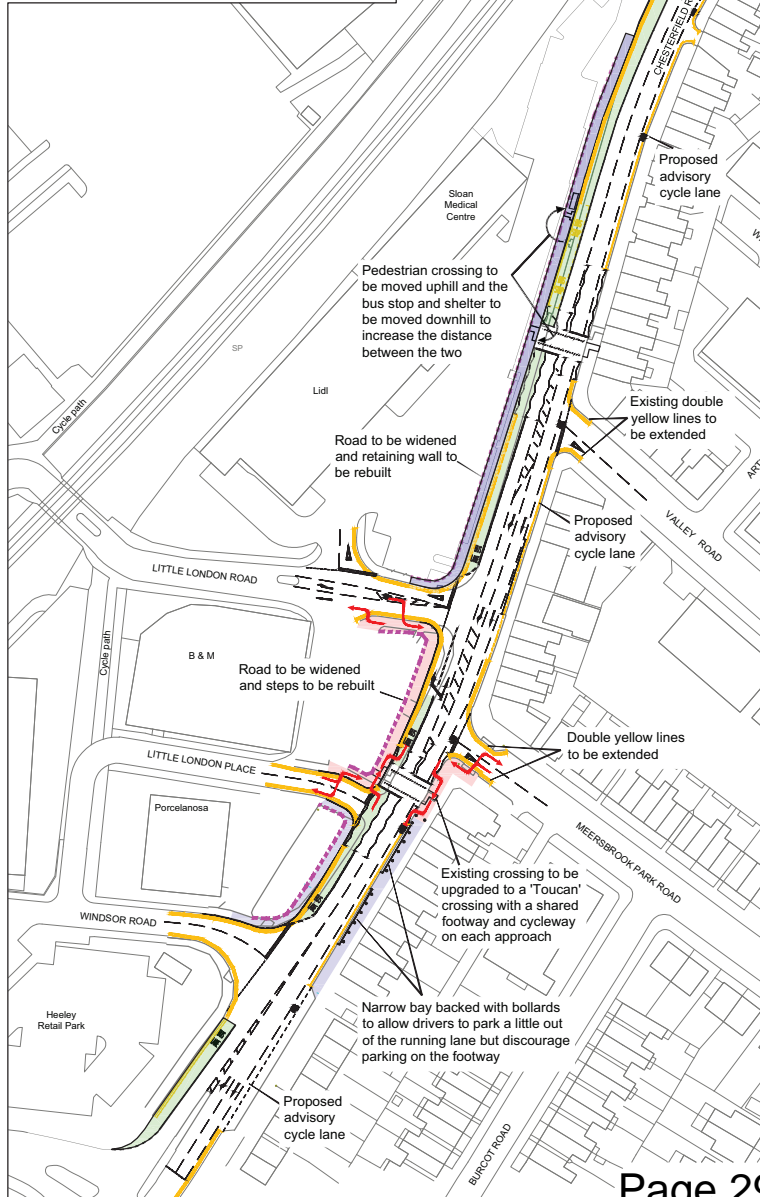
Footways to be built out to improve visibility and reduce crossing distance

Existing double yellow lines to be extended

Proposed double yellow lines

Albert Road to remain two-way

Plantation Road to remain 2 way as existing



Pedestrian crossing to be moved uphill and the bus stop and shelter to be moved downhill to increase the distance between the two

Road to be widened and retaining wall to be rebuilt

Existing double yellow lines to be extended

Proposed advisory cycle lane

Road to be widened and steps to be rebuilt

Double yellow lines to be extended

Existing crossing to be upgraded to a 'Toucan' crossing with a shared footway and cycleway on each approach

Narrow bay backed with bollards to allow drivers to park a little out of the running lane but discourage parking on the footway

Proposed advisory cycle lane

Chesterfield Road Widening Revised Proposals

Sheffield City Council and South Yorkshire Passenger Transport Executive are proposing to make alterations to Chesterfield Road to reduce traffic delays and journey times.

We are planning to create two continuous inbound lanes (a peak hour bus lane and a lane for general traffic) by widening Chesterfield Road into land fronting Porcelanosa, B&M and Lidl. Outside of the weekday peak hours vehicles would be allowed to also use the bus lane to park for local shops and load and unload.

The changes would be funded from a central government grant to the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield Community Transport, South Yorkshire Passenger Transport Executive and Sheffield City Council.

Please contact Andrew Marwood (0114 2736170), scheme.design@sheffield.gov.uk if you have any questions or want to register your support for the scheme.

If after reviewing the changes we have made you would like to make a formal objection to any element of the proposals you must put your objection in writing and send it to **Transport, Traffic and Parking Services, 2-10 Carbrook Hall Road, Sheffield, S9 2DB** or the above email address.

All comments on the revised proposals must be received by **Friday 12 June 2015**. If approved, the works would take place during 2016.

Key

- Extent of widening
- Footway alteration
- Shared footway and cycleway
- Route for cyclists on and off shared footway and cycleway
- Peak hour bus lane - Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm allowing two lanes of general traffic outside peak times.
- No waiting at any time, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm (Please note that the loading restrictions apply to Chesterfield Road and London Road only)
- No waiting or loading, Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
- No waiting Monday to Saturday 8.00am to 6.30pm, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
- 'Bus Stop Clearway' (no stopping at any time except buses)

Not to scale

Andrew Marwood, Scheme Design
Transport, Traffic & Parking Services
September 2014

File ref: SD/1449/LT107/C02 REV A



Chesterfield Road widening

APPENDIX 'B'

Key

- Section to be widened - - -
- Proposed peak hour bus lane - - -
- Existing peak hour bus lane —
- Permitted traffic manoeuvre →
- Pedestrian crossing ↔
- Bus stop ●



Access to and from the Broadfield Road and Nether Edge areas

Inbound bus stop to be moved south-west, closer to the pedestrian crossing

The end of **Saxon Road** to be made one-way towards Chesterfield Road (except for cyclists). Footway to be widened. Vehicles over 2m (6'6") wide would be prohibited from using the one-way section

Pedestrian crossing to be moved closer to Albert Road and upgraded for use by for use by both pedestrians and cyclists. Nearby footways to be widened

Pedestrian crossing to be moved closer to Valley Road and the nearby inbound bus stop to be moved downhill

Plantation Road to be made one-way towards Albert Road. Footway to be widened for use by both pedestrians and cyclists

Access to the Broadfield Road and Nether Edge areas via Little London Road

Albert Road to be made one-way from the lower car park entrance towards Chesterfield Road.

Northwest side of **Chesterfield Road** to be widened to accommodate an extra inbound lane

Lidl

B&M

Pedestrian crossing to be upgraded for use by for use by both pedestrians and cyclists

Heeley Retail Park

A more detailed drawing can be viewed online at www.sheffield.gov.uk/chesterfieldroad

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Simon Nelson, Scheme Design
Transport, Traffic & Parking Services
September 2014



File ref: SD/1449/LT107/C01

Chesterfield Road Widening - Revised Proposals

APPENDIX 'C'

Key

- Section to be widened - - - - -
- Proposed peak hour bus lane - - - - -
- Existing peak hour bus lane —————
- Permitted traffic manoeuvre →
- Pedestrian crossing ↔
- Bus stop ●

The end of **Saxon Road** to be made one-way towards Chesterfield Road (except for cyclists). Footway to be widened. Vehicles over 2m (6'6") wide would be prohibited from using the one-way section

Pedestrian crossing to be moved closer to Valley Road and the nearby inbound bus stop to be moved downhill

Access to the Broadfield Road and Nether Edge areas via Little London Road

Northwest side of **Chesterfield Road** to be widened to accommodate an extra inbound lane

Heeley Retail Park

Access to and from the Broadfield Road and Nether Edge areas

Inbound bus stop to be moved south-west, closer to the pedestrian crossing

Pedestrian crossing to be moved closer to Albert Road and upgraded for use by both pedestrians and cyclists. Nearby footways to be widened

Plantation Road to remain two way as existing

Albert Road to remain two way as existing

Pedestrian crossing to be upgraded for use by both pedestrians and cyclists

A more detailed drawing can be viewed online at www.sheffield.gov.uk/chesterfieldroad

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APPENDIX 'D' – CONSULTATION OBJECTIONS AND OFFICER RESPONSES

Objection 1

My concerns about the previous elements around Plantation Road and Albert Road appear to have been taken into account in the new design. This appears to be a better solution.

The other key point in this letter related to the reduced connectivity between Meersbrook and Nether Edge which will occur through making Saxon Road a one-way route - unfortunately this is not addressed in the new scheme. Since this is a wider issue which is also relevant to the proposed Chesterfield Road improvements, I have copied this email to Louise Haigh, MP for Heeley.

The routes across to Abbeydale Road and Nether Edge are important for many people who live locally and are already limited; indeed connectivity was previously diminished a few years ago when the Little London Road was made one-way. The pedestrian and cycling routes between these two areas are also poor. The proposed scheme design does not offer alternatives or significant improvements to reduce this effect and therefore will further reduce connectivity between Meersbrook and Abbeydale Road/Nether Edge. The railway line, Chesterfield Road, and the River Sheaf collectively form a barrier between these two areas; it would be of great benefit to local communities if the routes between these two otherwise closely-linked areas (for pedestrians, cyclists and drivers) could be improved and it would be unfortunate if the scheme does not contribute more meaningfully to this objective.

Officer Response 1

Many thanks for the response to the re-consultation and revised plans.

A number of objections were received regarding the restricted movements on Albert Road and Plantation Road during the first consultation and we have worked hard in the last few months to address these concerns by amending the design, keeping two way movements as existing.

During a review of the layout with the Council's safety audit team they expressed concerns about any likelihood of retaining the two cross movements, therefore in the interests of road safety the proposal still removes the ability to travel from Chesterfield Road / Albert Road in to Saxon Road. As a result this link for vehicular traffic would be lost, however, we feel that the significant improvements to the links in and around this junction for pedestrians and cyclists are valuable and would actually increase and improve connectivity between Meersbrook and Nether Edge for these more sustainable road user groups. In essence there are safer / alternative (despite being a little further to travel) routes for the very low number of vehicles

making the manoeuvre which you refer to (approximately 21 in the morning peak hour). The same survey, which was carried out last July, picked up 13 cycles during the same hour so improving the link for this user group seems sensible.

Objection 2

1. I object to the scheme.
2. The pinch point at Heeley Bridge remains at two lanes, so there will be no benefit to journey times from the scheme, the delays being just that bit further down the road. It's just moving the queues.
3. Undoubtedly these major works in a heavily built up area and on busy arterial route will create extraordinary construction difficulties and disrupt local life, businesses and travel for a long period.
4. There will be some land take from the Lidl and Medical Centre car park for the new retaining wall. This car park is well used all day and parking and manoeuvring space is already limited. There is not enough space as it is. Also the builders are going to want to take lots of parking spaces to facilitate construction for months on end.
5. Moving crossings and bus stops a few yards will make trivial difference and is unnecessary. Footway build-outs, excess yellow lines and bollards have not helped elsewhere and serve to restrict movement and clutter the street scene. There are too many one-ways in the area already.

Officer Response 2

1. This is noted and will be reported
2. The queue for general traffic may move further downstream, however for buses the scheme will get them quicker and more reliably to this point. I completely agree that Heeley Bridge would benefit from a possible widening, providing better links into the city for all users (particularly those on the bus). The cost and land take issues in and around this area would however be significant, but I do think this is worth investigating for the future, should further funding be made available. This is only part of the current and future improvement strategy for these important transport corridors and there is every likelihood that other areas of congestion will be investigated in the future.
3. The construction of the works would be phased and a number of options investigated with our own Structures Team and our construction partners (Amey), to assess the least disruptive way of constructing the wall and associated carriageway widening. We will be engaging with a number of businesses/residents in the area to ensure we keep them up to date with any planned disruption. We have already accepted that due to the sensitive nature of the area we may not be able to undertake the cheapest/quickest options.

4. We are currently in talks with Lidl / Medical centre with regards to the scheme and ways which we can help them manage the car park during the works. Following the scheme and working with the two businesses we hope to retain at least the same number of spaces currently available in the car park. This could be through a re-design on the layout.

5. Some of the crossings have been in place for a long time and are not necessarily reflective of current and future pedestrian / cyclist desire lines. To add to this, positioning of current bus stops and crossing points creates visibility issues for crossing pedestrians. We feel the re-location of crossings / stops is necessary to improve the environment for all users, not just buses on the move. As part of this scheme we are not proposing excessive lengths of double yellow lines and the bollards are also only proposed to assist pedestrians who shouldn't have to share space with parked vehicles. The detail of these features can be varied relatively easily.

APPENDIX 'E' - CALCULATED EXPECTED OUTCOMES

PROJECT	Chesterfield Road
INTERVENTION	Heeley Bottom Bus Lane
TIME PERIOD	AM Peak (07:30 - 09:30), PM Peak (16:30 - 18:30)
SERVICES AFFECTED	TBC
NUMBER OF BUSES/HOUR	TBC
DIRECTION	Inbound
SERVICE SAMPLED	20 & 20A
DATA PERIOD	04/11/2013 - 13/12/2013
BUS STOPS	Heeley Retail Park (37021125) to The Bridge Inn (37023298)
DISTANCE BETWEEN STOPS	0.495 Miles
ANNUAL PATRONAGE ON WHOLE CORRIDOR	TBC
ANNUAL PATRONAGE AFFECTED	TBC

MEASURE	DATA SOURCES & COMMENTARY	PRIMARY TARGET	BASELINE (Date)	TARGET
Average Bus Journey Time		Reduce	mins 3.94	mins 2.80
		Reduce	2.59	2.14*
		Reduce	From 2.66 to 5.22	From to
Average Bus Journey Time Variability		Reduce	From 1.96 to 3.22	From to
		Increase	mph 7.54	mph 10.60
Average Bus speed (including dwell)		Increase	11.45	13.88*

EXPECTED OUTCOMES			
Reduction in Average bus journey time	am peak	1.14 mins	
	pm peak	0.45 mins	
Reduction in average journey time variability	am peak	1.10 mins	
	pm peak	0.06 mins	
Increase in average bus speed	am peak	3.1 mph	
	pm peak	2.4 mph	

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