

# Cabinet Highways Committee

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**Tuesday 28 July 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**

## **Membership**

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Councillors Terry Fox (Chair), Leigh Bramall, Isobel Bowler and Ben Curran

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. 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 have the right to ask questions or submit petitions to Cabinet Highways Committee meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. 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.

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

If you require any further information please contact Simon Hughes on 0114 273 4014 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## **FACILITIES**

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

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

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**CABINET HIGHWAYS COMMITTEE AGENDA  
28 JULY 2015**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public.
- 4. Declarations of Interest** (Pages 1 - 4)  
Members to declare any interests they have in the business to be considered at the meeting.
- 5. Minutes of Previous Meetings** (Pages 5 - 12)  
To approve the minutes of the meetings of the Committee held on 29 August 2014 and 20 May 2015.
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public.
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. University of Sheffield Campus Masterplan - Result of Consultation** (Pages 13 - 52)  
Report of the Executive Director, Place.

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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](mailto:gillian.duckworth@sheffield.gov.uk).

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**Cabinet Highways Committee**

**Meeting held 29 August 2014**

**PRESENT:** Councillors Leigh Bramall (Chair), Isobel Bowler, Ben Curran and Jack Scott (Substitute Member)

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Harry Harpham, and Councillor Jack Scott attended as his duly appointed substitute.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the public and press.

**3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

**4. MINUTES OF PREVIOUS MEETINGS**

4.1 The minutes of meetings of the Committee held 18<sup>th</sup> June 2013 and 4<sup>th</sup> June 2014, were approved as correct records.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 *Petition Objecting to the Removal of 100 Miles of Road from the Gritting Network and Requesting the Restoration of the Volunteer Snow Warden Project*

Harry Matthews submitted an electronic petition containing 1,078 signatures, requesting the Council to reconsider its gritting plans and to restore the Volunteer Snow Warden Project.

RESOLVED: That the Committee:-

- (a) notes the receipt of the petition; and
- (b) agrees that the petition be considered as part of the consideration of Item 7 – Streets Ahead – Changes to the Winter Maintenance Service.

5.2 *Petitions Objecting to the Proposed Cuts to Gritting Services within the Bradfield Parish Council Area*

Petitions were submitted by (a) residents of Bradfield, containing 65 signatures, (b) The Keep Bradfield Parish Grittled Action Group, containing 411 signatures, (c) Keep Bradfield Grittled, containing 65 signatures and (d) Matt Dixon, on behalf of

residents of Bradfield Parish, containing 680 signatures.

RESOLVED: That the Committee:-

- (i) notes the receipt of the petitions; and
- (ii) agrees that the petitions be considered as part of the consideration of Item 7 – Streets Ahead – Changes to the Winter Maintenance Service.

5.3 *Petition Objecting to the Proposed Cuts to the Gritting Service on Redmires Way and in the Lodge Moor Area*

Barry Croxall and Jane Thompson submitted a petition containing 398 signatures, objecting to the proposed cuts to the gritting service on Redmires Way and in the Lodge Moor area.

RESOLVED: That the Committee:-

- (a) notes the receipt of the petition; and
- (b) agrees that the petition be considered as part of the consideration of Item 7 – Streets Ahead – Changes to the Winter Maintenance Service.

**6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

6.1 There were no items called in for Scrutiny or referred to the Cabinet Highways Committee.

**7. STREETS AHEAD - CHANGES TO THE WINTER MAINTENANCE SERVICE**

7.1 The Committee considered a report of the Executive Director, Place, containing a number of proposed changes in how the Winter Maintenance Service will be delivered across the City, under the Streets Ahead contract, following a recently undertaken review. The proposed changes, which had been deemed necessary following reductions in funding from Central Government, would introduce clear justifiable criteria for the provision of the Winter Service, including precautionary gritting and grit bins, and deliver savings to aid the Council to meet its budget as approved by Full Council in March 2014. The report contained details on the current Winter Service, the development of precautionary gritting routes and grit bin criteria, the consultation process, including the evaluation of feedback, and the implications of the proposed changes, including financial, legal, equality and environmental.

7.2 Steve Robinson, Head of Highway Maintenance, introduced the report, referring to the requirement, under the Well Maintained Highways Code of Practice for Highway Maintenance Management, for the undertaking of the annual review in terms of the Winter Service, including details on the consultation process, which had been held between 2<sup>nd</sup> June and 25<sup>th</sup> July 2014. In terms of the consultation,

Mr Robinson stated that 1,133 responses had been received in the form of questionnaires, and six petitions had been received, as previously reported. The Service had also received detailed correspondence from the Keep Bradfield Gritted Action Group. He stated that the Winter Service was highly valued by the public and was viewed as being vital in keeping the City moving.

- 7.3 Dennis Frost addressed the Committee, expressing his concerns at the potential adverse effects of the proposed cuts to the Winter Service, referring specifically to the City's geographical and topographical nature and the potential for an increase in accidents. He referred to the City's industrial and commercial foundation, and the fact that it had a medical status of international fame, both in treatment and training, with two Universities and a student population of approximately 50,000 people. He expressed concern at the risk of adverse opinion about the City's civic reputation and responsibility during the winter months. Mr Frost queried the criteria used as part of assessing the Priority 1 and 2 routes in terms of precautionary gritting, and concluded by referring to the City's statutory responsibilities in terms of Winter maintenance.
- 7.4 Harry Matthews addressed the Committee in support of the petition he had submitted, indicating that there was a strength of feeling that residents in the west of the City had been abandoned to some extent in terms of Winter Service provision in that area. He stated that whilst he welcomed the fact that 139 streets had been re-allocated as either Priority 1 or Priority 2 precautionary gritting routes, he was still concerned with regard to the reduction in the number of grit bins and the withdrawal of the Volunteer Snow Warden Project. Mr Matthews stressed the importance of the Winter Maintenance Service, indicating that, in his opinion, budget savings could be made elsewhere in the Council.
- 7.5 No-one attended the meeting in support of the petitions submitted in respect of the Bradfield Parish Council area. Mr Croxall attended the meeting, but did not make any representations.
- 7.6 In response to the above representations, Steve Robinson stated that the Council was still ranked as one of the highest local authorities in terms of the percentage of roads gritted and number of grit bins, and that even after the proposed reductions, the City would still have six times the average number of grit bins per kilometre of road, as compared with many other local authorities. He did not believe that residents living in the West of the City had been neglected in any way in terms of the Winter Maintenance Service. The Council had consulted with a wide range of community and interest groups throughout the City, details of which were included at Appendix 'E' to the report. The Streets Ahead contract had allowed the investment of a number of gritting machines and the establishment of a number of weather monitoring stations across the City. In response to the concerns raised with regard to accident risk and other medical issues, Mr Robinson stated that the Council was in regular liaison with the NHS, and received daily briefings with regard to the addresses of patients requiring life-saving treatments and procedures. He also advised that the NHS had its own agreements in place to ensure that the consultants who would be required to undertake such procedures were available on site during adverse weather. In terms of the Volunteer Snow Warden Project, Mr Robinson stated that the Project was not being stopped, but that the Council would

not be recruiting any further Wardens, of which there were over 500 at present.

7.7 Members of the Committee raised questions and the following responses were provided:-

- As part of the consultation process, the Ambulance Service and the two Universities had been asked for their comments. In relation to liaison with the NHS, the Council received regular updates in terms of the addresses and current condition of priority patients. In terms of the Universities, the Winter Services to the main routes in the City would remain unchanged, as would the clearance of snow, on which they were both included.
- Due to the City's topography, the higher areas would always be gritted more frequently. In terms of the Council's legal responsibility with regard to precautionary gritting, the Council operated within the national Code of Practice for Highway Maintenance Management, details of which were set out in the report now submitted, as well as in accordance with the Highways Act 1980.
- It was confirmed that the Council had successfully defended all claims occurring on streets off the gritted network for the past five years on the basis that it was the drivers' responsibility to travel in a manner which is in accordance with the prevailing weather and surface conditions.
- The reasoning behind the consultation in the summer was to ensure that all the relevant plans could be made well in advance of the upcoming winter season, which would then allow the Service to concentrate on providing the best service possible during the winter months. In addition, the Code of Practice for Highway Maintenance Management recommends that local authorities should consult on any winter service changes outside of the winter maintenance period.
- The majority of people who returned the questionnaires, as part of the consultation process, did not comment on the criteria, but mainly commented on which road(s) they thought should be included as part of the gritting programme.
- By seeking the views of approximately 3,000 organisations in the City, as part of the consultation process, it was believed that all groups, including those which were traditionally hard to reach, had been given the opportunity of providing their views on the proposals. In addition to the questionnaires being sent, public events had been held in the Town Hall and meetings held with the Parish and Town Councils, as well as officers travelling to meet with a number of specific groups. The full list of the organisations who had been contacted was included in the report.
- There were no plans to review or amend the existing criteria used by the Service, with regard to the Priority 1 routes for both precautionary gritting and snow clearance. The Priority 1 routes covered the major arterial routes and busiest main roads across the City, whereas the Priority 2 routes, which were

subject to this review, historically did not have clear underpinning criteria.

- The proposed criteria for Priority 2 routes contained within the report included all bus routes, access to key public service facilities, such as schools, GPs' surgeries and care homes, inclines in excess of 10% in combination with traffic flow in excess of 3000 vehicles per day, as well as the introduction of a western access route serving less populated areas to mitigate congestion around key pinch points, such as Malin Bridge. The Council was confident that, by using these criteria, the best possible Winter Service, taking budget implications into consideration, would be provided for the residents of the City.
- The length of roads on the precautionary gritting routes, categorised as Priority 1 and Priority 2, would be reduced from approximately 710 miles down to a new gritting network of 621 miles following the proposed changes.

7.8 RESOLVED: That Committee agrees to:-

- (a) retain the Winter Service Priority 1 gritting routes as previously established and any future changes would be due to changes in the status of particular roads in the City;
- (b) the criteria for Priority 2 gritting routes as being:
  - (i) the road forms part of a SYPTE bus route; or
  - (ii) the road has a main entrance to a school, doctor's surgery, pharmacy, care home, residential children's home or other critical public facilities; or
  - (iii) the road carries over 3000 cars per day and has a significant gradient (in excess of 10% (ie 1:10)); or
  - (iv) the road constitutes a western access route for traffic travelling to Manchester Road avoiding causing congestion to other arterial routes;
- (c) the criteria for Priority 2 gritting routes being applied to the City's road network to establish a new Priority 2 gritting network;
- (d) the precautionary gritting routes being regularly reviewed by officers against the approved criteria as there will certainly be further changes in the future for example, as bus routes are updated;
- (e) the criteria for grit bin locations as being:

Assessment	1 point for each criteria met
Grit bin is situated:	
On a road that has a drainage problem	
On a road that has a steep gradient of 1 in 10 (10%)	

On a bad bend that has a radius of less than 50 metres	
On a junction	
On a road that has a main entrance to sheltered housing	
On a road that has a main entrance to a school	
In an isolated area	
Near traffic signals (within 20m)	
Near a roundabout (within 20m)	

- (f) the application of the criteria to the City's grit bin locations using a minimum score of 1 for the retention of a grit bin. Grit bins having a score of 0 will be removed.

It should be noted that the proposal also stated that regardless of the score achieved:

- if a road is included in the Priority 1 or Priority 2 precautionary gritting routes, then that location is unlikely to be considered for a grit bin; and
- if the potential grit bin location is within 200 metres of an existing grit bin, that location will not be considered for another grit bin;

- (g) the application of the grit bin criteria for future additional grit bin requests using a threshold of a minimum of two points and only if future reviews of grit bin usage identifies grit bins that are not used elsewhere for relocation; and
- (h) the snow warden scheme be continued without seeking future recruits.

**SHEFFIELD CITY COUNCIL**

**Cabinet Highways Committee**

**Meeting held 20 May 2015**

**PRESENT:** Councillors Terry Fox (Chair), Leigh Bramall, Isobel Bowler and Ben Curran

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**1. APOLOGIES FOR ABSENCE**

1.1 There were no apologies for absence.

**2. APPOINTMENT OF CHAIR AND DEPUTY CHAIR**

2.1 That Councillor Terry Fox be appointed Chair of the Committee for the 2015/16 municipal year.

**3. TO FIX DAY AND TIME OF THE MEETING**

3.1 RESOLVED: That meetings be held as and when required on dates and times determined by the Chair.

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## SHEFFIELD CITY COUNCIL



## Cabinet Highways Report

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**Report of:** Executive Director, Place

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**Date:** 28 July 2015

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**Subject:** University of Sheffield Campus Masterplan  
Report of the Result of Consultation

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**Author of Report:** Simon Botterill

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**Key Decision:** YES

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**Reason Key Decision:** Expenditure/savings over £500,000

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**Summary:**

Sheffield University, in partnership with Sheffield City Council, are proposing to make changes to a number of roads in the City Centre which support the University's Masterplan.

The project also seeks to extend the Council's existing pedestrian Gold Route, enhance cycle provision in the area and significantly improve the pedestrian crossing facilities on Western Bank and the Inner Ring Road.

This report describes the proposals, the Traffic Orders advertised, together with the responses received. A number of amendments are proposed to mitigate many of the objections.

This report seeks approval to the project and to the promoted Traffic Orders. It is acknowledged that some details will need to be agreed with interest parties and that a further Traffic Order will need to be promoted to deliver some of the mitigations suggested.

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**Reasons for Recommendations:**

These changes are proposed to improve the public realm and enhance the environment. In addition to this, the proposals will also enable the area to become safer for the increased number of students as a result of the New Engineering Building known as the Diamond Building. The proposals will also

improve existing pedestrian facilities along Western Bank, by relocating one pedestrian crossing point and providing a new crossing point and Upper Hanover Street by relocating and improving crossing points. In addition to the above, a number of roads in the area of the campus are proposed to be restricted to vehicular traffic either permanently or with only access for part of the day or with one way movement only. The closure of Leavygreave Road East, in particular, to vehicular traffic will result in the diversion of two bus services (52/95).

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**Recommendations:**

- Note the comments and objections to the schemes and advertised TRO's
  - Confirm that the scheme (as amended) will be of benefit to the public
  - Approve the amended scheme for design and implementation , subject to further officer approval of details
  - Approve the TRO's, as amended by the proposals shown in **Appendix D**, in accordance with Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
  - Approve the promotion of a new Traffic Order to facilitate delivery of the amended proposals
  - Thank all those who made contact and inform them of the decisions
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**Background Papers:**

- Appendix A - Consultation letters
  - Appendix B – Consultation plans
  - Appendix C – Summary of consultation responses
  - Appendix D – Amended Scheme Plans
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**Category of Report:        OPEN**

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES    Cleared by: Paul Schofield
<b>Legal Implications</b>
YES    Cleared by: Nadine Wynter
<b>Equality of Opportunity Implications</b>
YES/    Cleared by: Annemarie Johnston
<b>Tackling Health Inequalities Implications</b>
YES/NO    Cleared by:
<b>Human Rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic Impact</b>
NO
<b>Community Safety Implications</b>
NO
<b>Human Resources Implications</b>
NO
<b>Property Implications</b>
NO
<b>Area(s) Affected</b>
Central, Broomhill and Walkley
<b>Relevant Cabinet Portfolio Lead</b>
Cllr Terry Fox
<b>Relevant Scrutiny Committee</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press Release</b>
YES

## REPORT TO CABINET HIGHWAYS COMMITTEE

### UNIVERSITY OF SHEFFIELD CAMPUS MASTERPLAN REPORT OF THE RESULT OF CONSULTATION

<b>1.0</b>	<b>SUMMARY</b>
1.1	Sheffield University, in partnership with Sheffield City Council, are proposing to make changes to a number of roads in the City Centre which support the University's Masterplan
1.2	The project also seeks to extend the Council's existing pedestrian Gold Route, enhance cycle provision in the area and significantly improve the pedestrian crossing facilities on Western Bank and the Inner Ring Road.
1.3	This report describes the proposals, the Traffic Orders advertised, together with the responses received. A number of amendments are proposed to mitigate many of the objections.
1.4	This report seeks approval to the project, and to the promoted Traffic Orders. It is acknowledged that some details will need to be agreed with interested parties and that a further Traffic Order will need to be promoted to deliver some of the mitigations suggested.
<b>2.0</b>	<b>WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE</b>
2.1	Sheffield City Council in partnership with the University of Sheffield are proposing to make a number of changes to the roads around the University campus.
2.2	These proposed changes are intended to provide benefit for the whole community in this area of Sheffield. The changes will improve safety and connectivity around the University and City Centre with new and improved pedestrian crossings on Western Bank and Upper Hanover Street. Certain roads will be either completely closed or time restricted to vehicular traffic, allowing for a more pleasant and safer environment for more vulnerable road users. Public realm will also be greatly improved, with better connectivity for pedestrians, cyclists and public transport users and an appropriate quality setting for the University's major investment in the new Engineering School on Leavygreave Road East and proposed new Science Schools on Leavygreave Rd West both of which will attract several thousand additional students and teaching jobs.
2.3	In light of the above, the proposals contribute to three of the 5 priorities set out in Sheffield's Corporate Plan 2015 – 2018, these being Strong Economy, Thriving neighbourhoods and communities and better health and wellbeing.

<b>3.0</b>	<b>OUTCOME AND SUSTAINABILITY</b>
3.1	<p>The introduction of the proposals described in this report will contribute to the delivery of:</p> <ul style="list-style-type: none"> <li>• Policy H of Sheffield City Region Transport Strategy 2011-2026 (<i>To develop high quality public places</i>);</li> <li>• Policy S of Sheffield City Region Transport Strategy 2011-2026 (<i>To encourage active travel and develop high quality cycling and walking networks</i>); and</li> <li>• Policy W of Sheffield City Region Transport Strategy 2011-2026 (<i>To encourage safer road use and reduce casualties on our roads</i>);</li> </ul>
3.2	In addition, the improvements to both pedestrian and cycle facilities will encourage people to choose these modes for their journeys rather than using car or public transport and could contribute to healthier lifestyles.
<b>4.0</b>	<b>MAIN BODY OF THE REPORT</b>
	<b>The Proposal</b>
4.1	The University Masterplan has been formulated to ensure that the campus continues to thrive and can expand in the future. The campus surrounds a number of key city roads and council officers have worked with the University to help shape the proposals. The Masterplan was approved, in principle, by Cabinet at its meeting on 18 March 2015. A Section 278 agreement will be entered into to ensure delivery public realm aspects of the Masterplan.
4.2	The University's proposed route improvements run throughout the area from Weston Park, in front of the Arts Tower, crossing Western Bank, onto Hounsfield Road into Leavygreave Road West, crossing Upper Hanover Street to Leavygreave Road East to join Sheffield City Council's Gold Route Extension proposals which then continue along Regent Street towards Division Street. All the proposals are detailed in the plans in Appendix B.
4.3	A new pedestrian and cycle crossing would be placed on Western Bank linking the Arts Tower forecourt to Houndsfield Road. The existing crossing, lower down will be relocated away from the junction. Both crossing will be crossed in a single movement as it is not possible to provide adequate waiting areas in the central reserve.
4.4	On Upper Hanover Way, the crossing by the tram stop would be amended to be in line from one side to the other. The pedestrian crossing close to Brookhill roundabout will be moved nearer to the Supertram tunnel and will be converted to a segregated pedestrian and cycle crossings.

4.5	To accommodate the large numbers of pedestrians near the Information Commons and Jessop West buildings, it is proposed to close Leavygreave Road to all motor vehicle traffic.
4.6	The closure of Leavygreave Road east of the ring road requires the relocation of the 52 and 95 bus routes. The new proposed route for the frequent 51 and 52 services on Western Bank is by amending the junction with Clarkson Street to allow buses to turn right. They would then turn into Durham Road and then join Glossop Road to re-join their regular route.
4.7	In addition, it is proposed to close the slip lane from Glossop Road to Upper Hanover Street. This will give buses priority on Glossop Road and as a result inbound journey times are slightly quicker. The slip lane is also noted to cause minor congestion when vehicles leaving the City Centre on Glossop Road use it to turn right.
4.8	As buses would no longer use the bottom section of Western Bank, the inbound bus lane and pre-signals would be removed. This would provide additional capacity for general traffic. Outbound bus routing remains the same, but the bus stop moves out of the layby to generate space for the crossing.
4.9	During the building works to the Children's Hospital and on Durham Road, all inbound buses will route via Mappin Street. The 95 route will remain here when the 51 and 52 route to Clarkson Street. It is proposed to make the section of Mappin Street from Pitt Street to West Street one way to ease the flow of buses.
4.10	To further improve pedestrian and cycle facility around the Campus, it is proposed to make the following sections of road one way, with access restricted between 09.30 and 18.30 Monday to Friday: <ul style="list-style-type: none"> <li>• Leavygreave Road from Regent Terrace to Gell Street</li> <li>• Gell Street from Leavygreave Road to Glossop Road</li> <li>• Victoria Street from Leavygreave Road to Glossop Road.</li> </ul>
	<b>Consultation</b>
4.11	The public consultation period ran from 13 <sup>th</sup> March to 3 <sup>rd</sup> April 2015. Letters were hand delivered to houses and businesses and street notices were posted. In addition, the proposal was put on the Council website. The usual statutory consultations took place.
4.14	<b>Appendix A</b> shows the consultation letters which were issued and <b>Appendix B</b> , the plans which were attached. <b>Appendix C</b> contains the responses received and officers' comments.
4.15	In total 35 responses were received during the consultation period, of which 29 of the responses were objections to some part of the scheme. Four were in favour of the scheme and the remaining 2 responses

	required further information. The above includes communication with the Fire Service, the Police and the Passenger Transport Executive (PTE).
4.16	Of the rest, four others are worthy of note within the body of this report; these being from the Sheffield Royal Society for the Blind (SRSB), the Somme Barracks, Killi Cleaners and Sheffield City Centre Resident Action Group (SCCRAG) being those directly affected in some way.
4.17	A number of recurring themes featured within those responses that were against the proposals, they were; <ul style="list-style-type: none"> <li>• Access Issues</li> <li>• Parking Issues</li> <li>• Pedestrian Crossing</li> <li>• Congestion</li> </ul>
4.18	Everyone who raised concern were responded to, either by email or letter, addressing any concerns that were raised. The Fire Service issue will be resolved within the detailed design of the proposal and it is expected that agreement with both the Police and PTE will be forthcoming after detailed discussions. It is not expected that resolution of the issues will affect the principle design elements of the project, nor the advertised Traffic Order.
	<b>Objections, Responses and Amendments Proposed</b>
4.19	Four meetings were arranged with three organisations and the Chair of Sheffield City Centre Resident Group to discuss their objections and to determine whether their concerns could be mitigated.
4.20	On Friday 27th March 2015 a meeting was held at the premises of Sheffield Royal Society for the Blind located on Mappin Street with the General Manager for SRSB. The issues raised included: <ul style="list-style-type: none"> <li>• Pedestrian access including safe delivery of visitors to the centre, especially partially sighted where implementation of the one way operation along Mappin Street would necessitate the passenger door of vehicles opening into the middle of the road when vehicles parked outside the door to the Royal Society for the Blind;</li> <li>• Cycle route affecting turning movements on Mappin Street where the traffic island which identifies the start of the contra flow cycle route along Mappin Street located to the north of the junction with Pitt Street is problematic for any vehicles attempting to turn into Pitt Street;</li> <li>• Access and deliveries to property.</li> </ul>
4.21	To address these concerns, it is now proposed to extend the existing bay on Pitt Street to accommodate both loading and unloading of passengers and also provide space for blue badge holders to park. (See Appendix D). The general manager has indicated his agreement to this. The island is to

	be removed and this will also facilitate general deliveries
4.22	<p>A meeting was held on Monday 30th March 2015 at Mr Killi's Store on Glossop Road, with Mr Killi. The issues raised included:</p> <ul style="list-style-type: none"> <li>• Access and deliveries to property, Mr Killi has a number of deliveries throughout the day, many of which are either bulky or heavy and therefore considers that he requires deliveries areas directly outside his premises;</li> <li>• Customer parking is required for the deliveries as described previously;</li> <li>• Existing TRO;</li> <li>• Impact of one-way system on business;</li> <li>• Relocation of the bus stop.</li> </ul>
4.23	<p>As a result of this meeting, the proposal for Victoria Road has been amended to leave the southern section of Victoria Road two way and leave three parking spaces in place. This section of Victoria Road would be accessible at all times. Mr Killi has confirmed that this revision would not be acceptable. The plans have again been revised and the two way section extended to leave 6 spaces available for customers. Mr Killi has now withdrawn his objection</p>
	•
4.24	<p>On Monday 30<sup>th</sup> March 2015 a meeting with representatives of the Somme Barracks was held. Issues raised included:</p> <ul style="list-style-type: none"> <li>• Access and deliveries to property which is required 24 hours a day, seven days each week by large, sometimes articulated vehicles often carrying live ammunition;</li> <li>• Access is required for external services, 3<sup>rd</sup> party deliveries, contractors and building maintenance;</li> <li>• The resident caretaker within the barracks requires access 24 hours per day, every day, as does her family who also live on site;</li> <li>• Transportation requirements for Reserve Forces and Officer Training Corps require access to the building for buses, coaches and large army personnel carriers. .</li> </ul>
4.25	<p>As a result, the proposals have been amended to leave the lower section of Gell Street two way which would allow access for vehicles under 7.5 tonnes to access at all times. In addition, the access time restriction for Leavygreave Road and Gell Street will be relaxed to exempt large service vehicles to the barracks. Due to the infrequent nature of these large vehicles, this is considered a reasonable compromise which will not jeopardise the main objectives of the project. The Barracks have agreed these changes.</p>



4.26	<p>Two meetings have been held with SCCRAG, the first on was held on Monday 30th March and the second on 6<sup>th</sup> May 2015 at the University Library on Mappin Street. A number of issues were raised but at the second meeting this was reduced to four main items.</p> <ul style="list-style-type: none"> <li>• Residents seeking access to the area from West Street must divert to avoid the first tram gate. This is an unnecessary diversion as they are not intending to go through the second gate.</li> <li>• There is likely to be additional traffic on Gell Street trying to access the City Centre as a result of the closure of Leavygreave Road. This traffic may well be travelling at excessive speed.</li> <li>• That access to the north of the city would be made more difficult and lengthy if the slip lane at Glossop Road is closed</li> <li>• That removal of parking space on the north side on Glossop Road will make it more difficult for residents to find parking space in the area. Parking in the Gell Street area has become more difficult over recent years.</li> </ul>
4.27	<p>Residents of the Gell Street area have had to make a diversion to avoid the first bus/tram gate for a number of years. The changes proposed would necessitate these people using Regent Street and Regent Terrace to bypass the gate. This is essentially the same route and is no longer than their accustomed route using Gell Street. It is not proposed to amend the scheme to formally allow these residents through the gate. It is pertinent to note that the gate only operates for 2.5 hours each afternoon, Monday to Friday and a short diversion via Regent Street/Regent Terrace will continue to provide an alternative access of no greater distance than that via Gell Street.</p> <p>Once Mappin Street has been resurfaced and made fully one way, this route is expected to be the favoured route into the City Centre. However, it is accepted that some local area access might relocate to using Broomspring Lane and Gell Street, south of Glossop Road. The project is prepared to consider implementing both a 20mph limit for these streets and traffic calming. These only being progressed should before and after surveys demonstrate both significant increase in speed and volume.</p> <p>The proposal to close the slip road results from traffic modelling which identified that general traffic on Glossop Road needed to be reduced to deliver bus journey times on the new routing similar to existing. Closing the slip road is expected to deliver that reduction in traffic flow. But if the changes to Western Bank improve access to the ring road, then it may not be necessary to close this slip. Rather than close the road from the start, it is proposed to monitor the level of use of Glossop Road and bus journey times and close the road only if traffic using it is proven to be causing delay.</p> <p>It is already proposed to amend the proposals to retain 9 parking spaces on Gell Street and Victoria Street, immediately north of Glossop Road. Although the project removes parking spaces most are remote from the southern section of Gell Street and it is considered that the project will</p>

	<p>have limited effect on the demand on Gell Street. But it is also recognised that overall parking demand in this area might well have increased over time. Officers have undertaken to see if any changes to the parking regime in this area could be made to ease the situation.</p>
4.28	<p>The Fire Service have objected to one specific area of the project, that being the provision of coach parking on Favell Road will prevent the free passage for fire appliances.</p>
4.29	<p>Coach parking for the University has recently been relocated from Durham Road to Favell Road. At this time, parking on the opposite side of the road was banned to ensure large vehicles could pass stationary coaches. Therefore officers are convinced that the Fire Service objection is unfounded. However, there will be further dialogue with the Fire Service to ensure that their needs are accommodated throughout the project.</p>
4.30	<p>The Police have submitted a number of strong concerns. These include:</p> <ul style="list-style-type: none"> <li>• Layout and operation of the Western Bank / Clarkson Street junction.</li> <li>• Closure of the slip road at Houndsfield Road in terms of increased congestion</li> <li>• One way streets causing additional congestion and additional enforcement.</li> <li>• Proximity of the two crossings on Western Bank leading to driver frustration and abuse of traffic signals. Also removal of guardrail and central reserve.</li> <li>• Removal of the staggers at both of the Upper Hanover Street crossings leading to reduced safety.</li> </ul> <p>The Police have requested a meeting to discuss their concerns.</p>
4.31	<p>One meeting has taken place with the Police, and another is scheduled for the 23 July. The requested Road Safety audits have been carried out for each element of the project and it is considered that once signed off that the Police concerns will be addressed. However, the following officer observations are as follows.</p> <ul style="list-style-type: none"> <li>• The Clarkson Street junction layout has been designed to accommodate all regular vehicle sizes and the operation of the signals will prevent buses from blocking the pedestrian crossing on Western Bank.</li> <li>• Traffic modelling predicts that the additional capacity on Western Bank offsets the loss caused by the closure of the Houndsfield slip road closure and that rat running through Houndsfield Road and Favell Road is unlikely,</li> </ul>

	<ul style="list-style-type: none"> <li>• The paving of the one way streets will produce an environment which is expected to be self-enforcing. However, it is recognised that additional measures may be required to control use of these roads. These roads are already lightly used and any redistribution of traffic is not expected to cause congestion.</li> <li>• The number of pedestrians crossing Western Bank is huge and at peak times the existing crossing cannot cope. Pedestrians are often seen standing on the road as they cannot fit on the central island. The proposed crossings will enable pedestrians to cross from one side to the other in a single movement. The road has been narrowed to minimise the crossing distance and hence the delay to traffic. Short signal cycle times will also make the crossings attractive. It is considered that the safety gains by these crossings outweigh the potential for crossing away from the formal crossing locations.</li> <li>• The staggers on the Upper Hanover St crossing would be removed to increase the capacity of the crossings. This form of crossing is becoming standard practice for new crossings, using near sided pedestrian signals. It is pertinent to note that Supertram and the PTE also initially expressed similar concerns about the proposed amendments to the crossing close to the tram stop but have since indicated that the arrangement could be an improvement particularly if a separate new dedicated cycle crossing is provided as proposed. The PTE are in the process of commissioning a safety independent audit of both proposals, but careful signalling of control of approaching trams should minimise risk to an acceptable level.</li> </ul>
4.32	<p>The PTE had initially submitted a number of comments on the proposals, on behalf of the bus operators and Supertram. The PTE have been involved throughout the development of the project.</p> <p>Officers have responded positively to these and the PTE now formally given their support the scheme with the exception of the pedestrian crossing of Upper Hanover Street.</p> <p>Supertram have since carried out their own assessment of the crossing layout and are now comfortable with the proposal, subject to satisfactory details being submitted for their approval.</p>
<b>5.0</b>	<b>FINANCIAL IMPLICATIONS</b>
5.1	<p>The financial implications of the Phase 1 Campus works was reported to Cabinet on the 18<sup>th</sup> March. Cabinet has approved a sum of £6,776k to</p>

	fund the highways works.
5.2	The scheme will remove approximately 90 on Street pay and display parking spaces (Favell Road, Hounsfield Road, Leavygreave Road and Victoria Street) which will result in a loss of £118,000 annual income to the Council by the end of 2016-17. This will be partially offset by additional income from coach parking on Favell Rd which will leave a net loss of £100,000 from 2017-18. This pressure will have to be mitigated by the Director of Regeneration and Development Services in order to remain within budget in subsequent years. A number of mitigations are being considered.
5.3	The Parking Services activity has a high element of fixed costs so the removal of these spaces is unlikely to result in any significant cost saving. It follows therefore that to remain within budget, the service may need to prioritise its expenditure and some transport activities may have to be revised.
5.4	Following consultation, the proposed amendments will have an impact on the costs of the scheme and the commuted sums payable. The scheme has a fixed budget to which all parties are committed and the financial impact of these changes will be managed through value engineering elsewhere in the scheme.
5.5	The introduction of the 20 m.p.h. zones is part of the approved Capital programme and the funding for this year's works has been allocated. In the event that the Broomspring Lane, Gell Street, Wilkinson Street and Wilkinson Lane area were to be treated, this would require additional funding to be found or the existing programme changed to substitute these roads.
<b>6.0</b>	<b>LEGAL IMPLICATIONS</b>
6.1	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.
6.2	Although there is no requirement for public consultation, extensive consultation has taken place and the Council has considered and responded to all public objections received.
6.3	In response to the consultation, the Council has received objections from individuals who were not supportive of the proposed scheme. Therefore

	the Council needs to give careful consideration to the results of the consultation and will need to decide whether the objections raised outweigh the benefit to the public of approving the scheme, as amended.
6.4	If the Council is satisfied that the scheme will be of benefit to the public and that the proposed amendments to the TRO's sufficiently address the issues raised in the objections, the Council will be acting lawfully and within its powers, should it decide to:- (a) approve the amendments to the TRO's; (b) make further Orders in accordance with the procedures set out in the above legislation and; (c) confirm the Council's final approval for the scheme to be implemented as amended.
6.5	The Council's final approval for the scheme to be implemented is subject to all necessary planning permissions, Traffic Management Orders and another regulatory approvals or consents being obtained by the University of Sheffield.
<b>7.0</b>	<b>Equal Opportunities</b>
7.1	Overall there are no significant differently equality implications identified in the Equality Impact Assessment (ref 544). The proposals will have a slight negative affect on the surrounding road network by slightly increasing the volumes of traffic on those roads, however these roads are designed to carry this traffic and any impact should be marginal. The proposals should be positive regardless of age, sex, race, faith, disability, etc for those living, working and studying in and around the University of Sheffield's Campus and also those that use the area and facilities for recreation.
<b>8.0</b>	<b>ALTERNATIVE OPTIONS CONSIDERED</b>
8.1	The current volume of pedestrians crossing both Upper Hanover Road and Western Bank indicates that it is highly desirable that changes have to be made. Doing nothing is not considered an option.
8.2	The rerouting of buses to Clarkson Street is considered necessary by the bus operators. Rerouting all services permanently to Mappin Street was considered, but the geometry is not appropriate high frequency bus services and this moves stops further from the heart of the campus.
<b>9.0</b>	<b>REASONS FOR RECOMMENDATIONS</b>
9.1	These changes are proposed to improve the public realm and enhance the environment. In addition to this, the proposals will also enable the area to become safer for the increased number of students as a result of the New Engineering Building known as the Diamond Building.
9.2	The proposals will also improve existing pedestrian facilities along Western Bank, by relocating one pedestrian crossing point and providing a new crossing point and Upper Hanover Street by relocating and

	improving crossing points. In addition to the above, a number of roads in the area of the campus are proposed to be restricted to vehicular traffic either permanently or with only access for part of the day or with one way movement only. The closure of Leavygreave Road East, in particular, to vehicular traffic will result in the diversion of two bus services (52/95).
<b>10.0</b>	<b>RECOMMENDATIONS</b>
10.1	Note the comments and objections to the proposals and advertised TRO's
10.2	Confirm that the scheme (as amended) will be of benefit to the public
10.3	Approve the amended scheme for design and implementation , subject to further officer approval of details
10.4	Approve the TRO's, as amended by the proposals shown in <b>Appendix D</b> , in accordance with Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
10.5	Approve the promotion of a new Traffic Order to facilitate delivery of the amended proposals
10.6	Thank all those who made contact and inform them of the decisions

Simon Green  
Executive Director, Place

28 July 2015

## APPENDIX A – CONSULTATION LETTERS



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13 March 2015

To Whom It May Concern

Our Ref: 60339013/ TRO letter 060315 / Area 1

Dear Sir / Madam,

### **Alterations to Western Bank, Clarkson Street and Durham Road**

Alterations are proposed to Western Bank, Clarkson Street and Durham Road as shown on the attached plans **60339013-P-101**, **60339013-P-102** and **60339013-P-103** and described in sections below. These proposals are not being undertaken in isolation and additional area wide proposals are outlined on plan **60281210-P-100** which is also attached. These proposals, carried out with the additional proposals within the area, are required in order to improve the University campus area for pedestrians and cyclists and to implement the extension to the Council's Gold Route Extension which runs through the heart of the City.

#### **Western Bank / Clarkson Street**

Proposals on Western Bank and at the junction of Western Bank and Clarkson Street are as follows and are presented on drawings **60339013-P-101** and **60339013-P-102**:

- Removal of the single eastbound bus stop along Western Bank between Damer Street and Clarkson Street, with a new proposed eastbound double bus stop after the puffin crossing adjacent to the Damer Street junction;
- Existing eastbound bus stop clearway to be replaced with double yellow lines;
- All eastbound ahead vehicular traffic at the Western Bank and Clarkson Street junction to be relocated to the nearside lane;
- Removal of eastbound bus lane on Western Bank between its junction with Clarkson Street to Brook Hill roundabout including removal of bus stop and bus gate adjacent to the Arts Tower;
- The existing bus lane on Western Bank between Mushroom Lane and Clarkson Street to be removed;
- All eastbound buses along Western Bank to be diverted onto Clarkson Street with new separate bus only right turn lane at the Western Bank and Clarkson Street junction. All non-bus traffic will be banned from turning right from Western Bank into Clarkson Street;
- A new offside bus lane will be introduced to allow the bus only right turn from Western Bank into Clarkson Street;
- Additional loading restrictions introduced on Western Bank and Durham Road; and
- Realignment of signalised pedestrian crossings across Clarkson Street arm at Western Bank and Clarkson Street junction.

#### **Durham Road**

The proposals along Durham Road are outlined in drawing **60339013-P-103** which is attached, and these can be summarised as follows:-

location of existing bus stand on eastbound Durham Road between the vehicular accesses to the Octagon Centre; and

- Existing provision of approximately four parking bays on westbound carriageway of Durham Road to be removed and replaced with double yellow lines.

I would welcome your comments on the proposals either by post, address below or email. Please ensure that your comments are submitted by Friday 3<sup>rd</sup> April 2015. All the proposals and additional plans are available on the Council's website of [www.XXXXX](http://www.XXXXX).

Harriet Burrows – Area 1 Consultation

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Tel: 0113 391 6211

We look forward to welcoming your response

Yours Faithfully



Harriet Burrows



13 March 2015

To Whom It May Concern

Our Ref: 60339013/ TRO letter 060315 / Area 3

Dear Sir / Madam,

**Alterations to Portobello Street (east of Regent Street to Mappin Street) / Mappin Street and Pitt Street (east of Mappin Street)**

Alterations are proposed to the area of Portobello between Mappin Street and Regent Street, Mappin Street and Pitt Street as shown on the attached plan **60339013-P-107**, and described in sections below. These proposals are not being undertaken in isolation and additional area wide proposals are outlined on plan **60281210-P-100** which is also attached. These proposals, carried out with the additional proposals within the area, are required in order to improve the University campus area for pedestrians and cyclists and to implement the extension to the Council's Gold Route Extension which runs through the heart of the City. Proposals for the Mappin Street area are provided below:

- Change of existing two way operation along Mappin Street from junction with Pitt Street to junction with Glossop Road to one way southbound for vehicles (excluding cyclists);
- Existing southbound on-street parking bays on Mappin Street (opposite the Institute for the Blind) to be removed and replaced with new single bus stop and double yellow lines; and
- Removal of existing bus stop outside Sir Frederick Mappin Building and replacement with double yellow lines.

These proposals, carried out with the additional city wide proposals, are required in order to enhance the University campus area for pedestrians and cyclists and to implement the extension to the Council's Gold Route Extension which runs through the heart of the City.

I would welcome your comments on the proposals either by post, address below or email. Please ensure that your comments are submitted by Friday 3<sup>rd</sup> April 2015.

Harriet Burrows – Area 3 Consultation

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We look forward to welcoming your response

Yours Faithfully



Harriet Burrows

13 March 2015

To Whom It May Concern

Our Ref: 60339013/ TRO letter 060315 / Area 2

Dear Sir / Madam,

**Alterations to Western Bank, Favell Road, Leavygreave Road, Upper Hanover Street, Hounsfield Road, Victoria Street and Gell Street**

The proposed traffic regulation order changes are outlined in drawings **60339013-P-104, 60339013-P-105, 60339013-P-106, 60339013-P-108 60339013-P-109** along Western Bank, Favell Road, Leavygreave Road, Upper Hanover Street, Hounsfield Road, Victoria Street and Gell Street. In addition, these proposals form part of the area wide proposals which are presented on the drawing, also attached, of **60339013-P-100**. These proposals, carried out with the additional proposals within the area, are required in order to improve the University campus area for pedestrians and cyclists and to implement the extension to the Council's Gold Route Extension which runs through the heart of the City.

**Glossop Road / Hounsfield Road**

Proposals on Glossop Road and Hounsfield Road are as follows and are presented on drawings **60339013-P-104**

- Removal of part of the existing yellow box markings on Hounsfield Road at its junction with B5467 Glossop Road; and
- Left turn lane for eastbound traffic from the B5467 Glossop Road approach between Hounsfield Road and Upper Hanover Street to be removed and replaced as a raised surfaced area. The western kerb alignment of this newly raised surfaced area is to include proposed double yellow lines

**Hounsfield Road / Leavygreave Road and Favell Road**

Proposals on Hounsfield Road / Leavygreave Road and Favell Road are as follows and are presented on drawings **60339013-P-105**

- Provision of 24 hour restriction of access to motorised vehicular traffic along Leavygreave Road West from junction with Upper Hanover Street to new access to car park east of junction with Favell Road. Provision of double yellow lines and removal of existing parking along Leavygreave Road West between its junctions of Favell Road and Upper Hanover Street;
- Provision of one-way, northbound system for vehicular traffic (cycles exempt) from Hounsfield Road, into Leavygreave Road West onto Favell Road, with some removal of on-street parking bays. Existing single yellow lines to be replaced with double yellow lines with no parking at any time. Northern end of Hounsfield Road (north of Leavygreave Road) to remain two way;
- Additional loading restrictions introduced on Hounsfield Road / Leavygreave Road and Favell Road; and
- Provision of two coach parking bays on western kerbline of Favell Road

**Leavygreave Road (east of its junction with Upper Hanover Street and west of its junction with Regent Terrace), Gell Street and Victoria Street**

The traffic regulation orders which are proposed along Leavygreave Road East, Gell Street and Victoria Street are outlined in drawing **60339013-P-106**. These changes can be summarised as follows:

- Provision of 24 hour restriction for access to all motorised vehicular traffic along Leavygreave Road East between its junction with Upper Hanover Street to its junction with Gell Street;

- Restriction to access for all vehicular traffic along Gell Street, Victoria Street and Leavygreave Road East between the junctions of Leavygreave Road East / Gell Street and Leavygreave Road East / Regent Street between the hours of 09:30 to 17:30;
- Removal of 'on-street' parking bays on Leavygreave Road East, Gell Street and Victoria Street; and
- Provision of one way system operation replacing the existing two way operation along Gell Street, Victoria Street and along the section of Leavygreave Road East between those streets. From the junction of Leavygreave Road East with Regent Terrace to the junction of Leavygreave Road East with Gell Street access will be permitted in a westbound direction only between the hours of 17:30 – 09:30 and southbound only along Gell Street and Victoria Street also between the hours of 17:30 – 09:30. Cyclists will be exempt from this restriction.

**Pedestrian Crossings on Western Bank**

The existing pedestrian crossing currently located between the junction of Western Bank / Favell Road and Brook Hill Roundabout will be relocated to the west of the junction with Favell Road. In addition, a new pedestrian crossing is proposed at the Arts Tower. These proposals are presented on drawing **60339013-P-108**

**Pedestrian Crossings on Upper Hanover Street**

The existing pedestrian crossing on Upper Hanover Street, to the south of the Brook Hill, is proposed to be relocated further to the south but still between the junction with Leavygreave Road and Brook Hill Roundabout. The existing central pedestrian crossing on Upper Hanover Street is to be aligned and widened. These proposals are presented on drawing **60339013-P-109**.

These proposals, carried out with the additional city wide proposals, are required in order to improve the University campus area for pedestrians and cyclists and to implement the extension to the Council's Gold Route Extension which runs through the heart of the City.

I would welcome your comments on the proposals either by post, address below or email. Please ensure that your comments are submitted by Friday 3<sup>rd</sup> April 2015. All the proposals and additional plans are available on the Council's website of [www.XXXXX](http://www.XXXXX).

Harriet Burrows – Area 2 Consultation

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We look forward to welcoming your response

Yours Faithfully

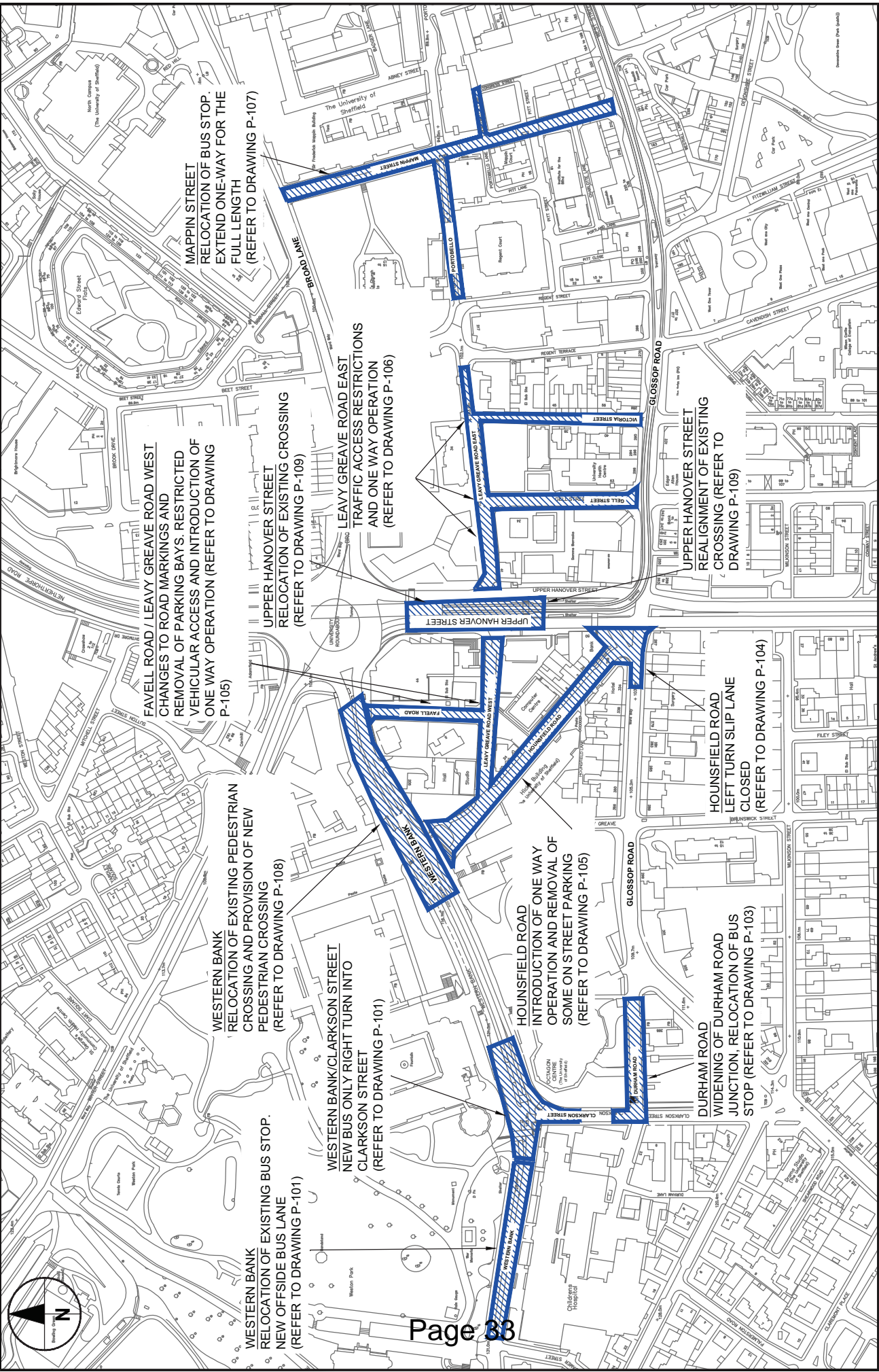


Harriet Burrows

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# APPENDIX B - CONSULTATION PLANS

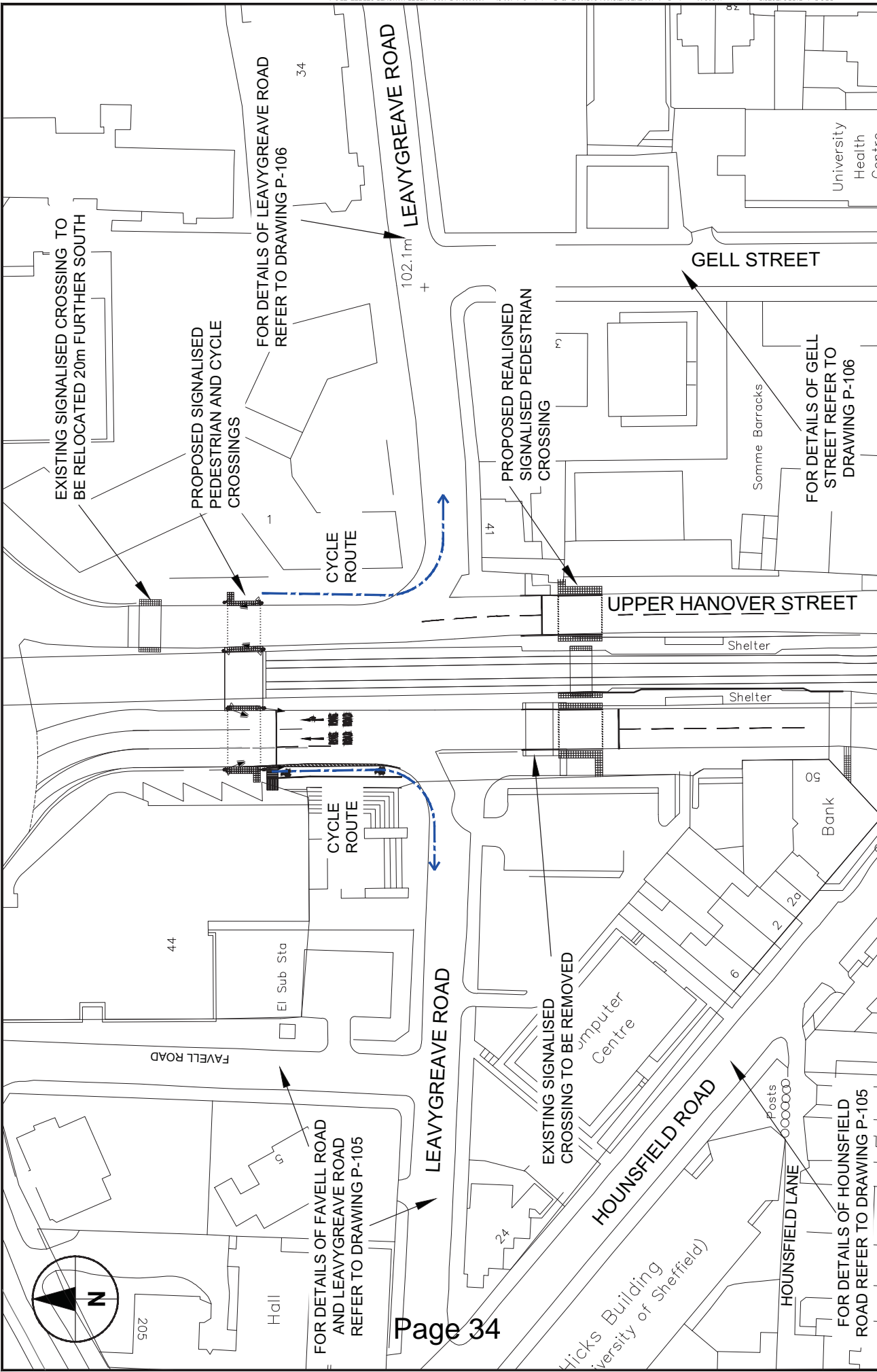
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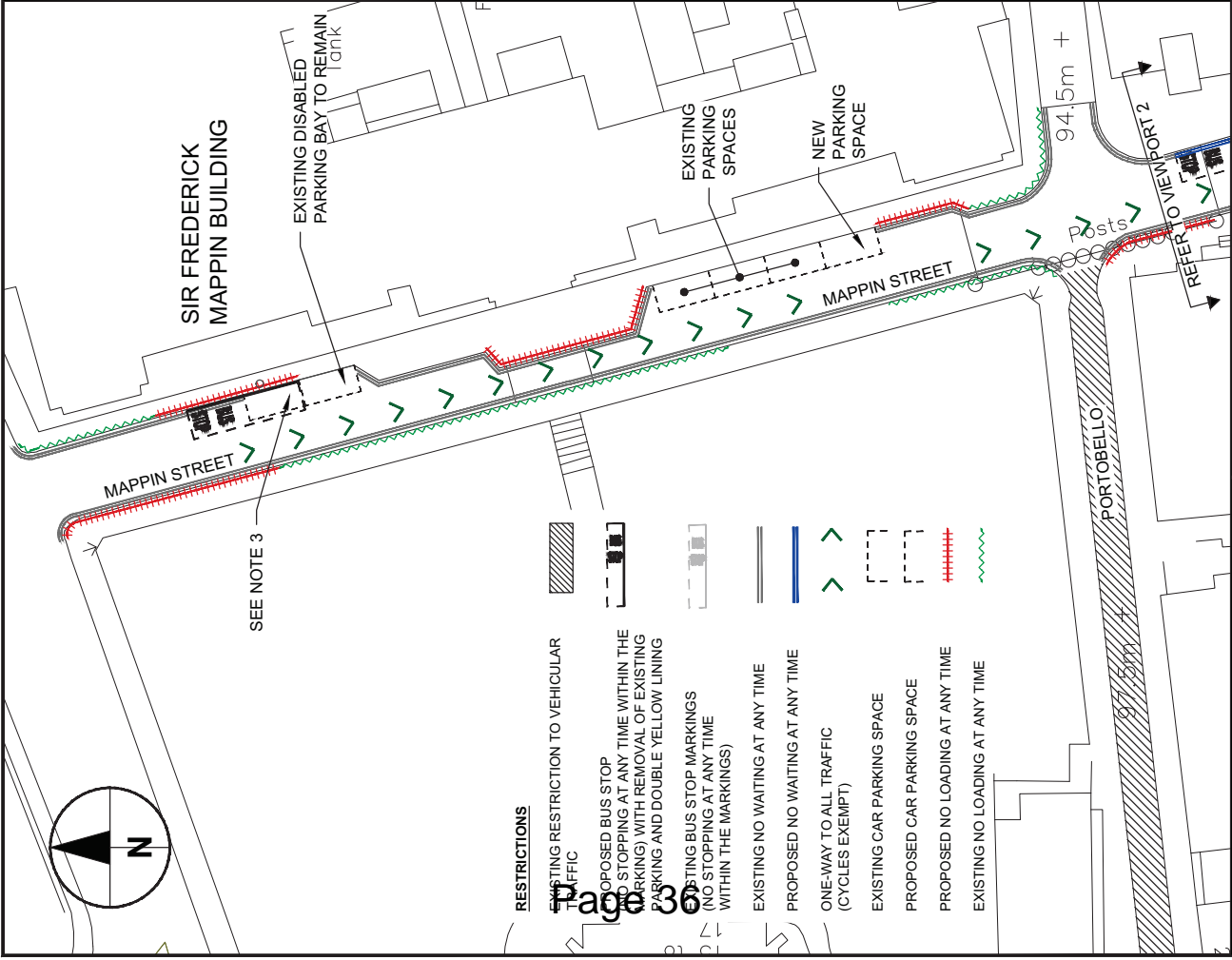
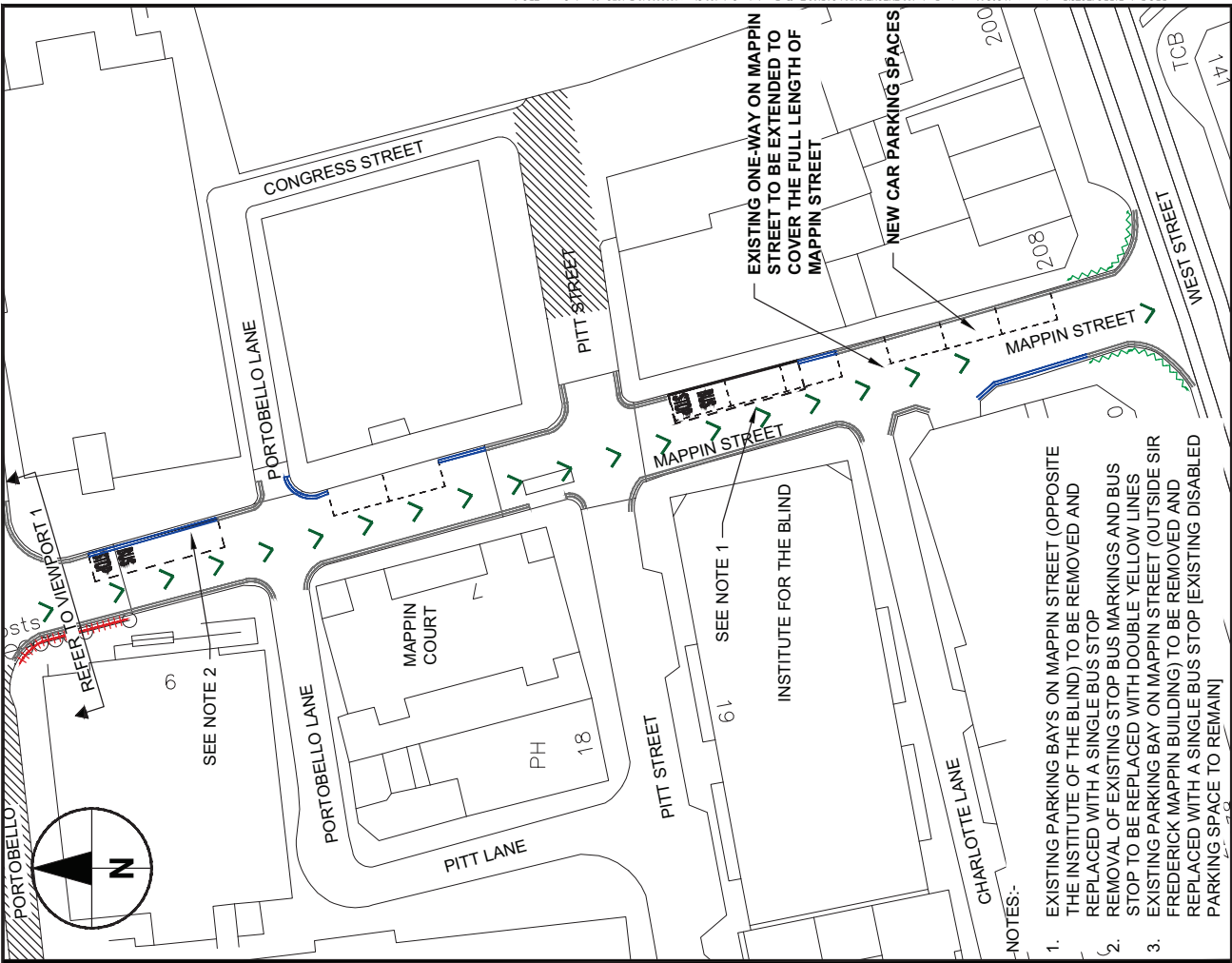
<p>THE UNIVERSITY OF SHEFFIELD MASTERPLAN</p>	<p>PROPOSED RELOCATION OF SIGNALISED CROSSINGS AT UPPER HANOVER STREET</p>	<p><b>AECOM</b> 5th Floor, 2 City Walk LEEDS, LS1 9AR Tel: +44 (0) 113 391 8800</p> <p>Sheffield city council</p>	<p>Plan No. P-109</p>	<p>Scale: NOT TO SCALE</p>	<p>Rev: C</p>
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**AECOM**

Rev: C

Scale: 1:500@A3

Plan No. P-107

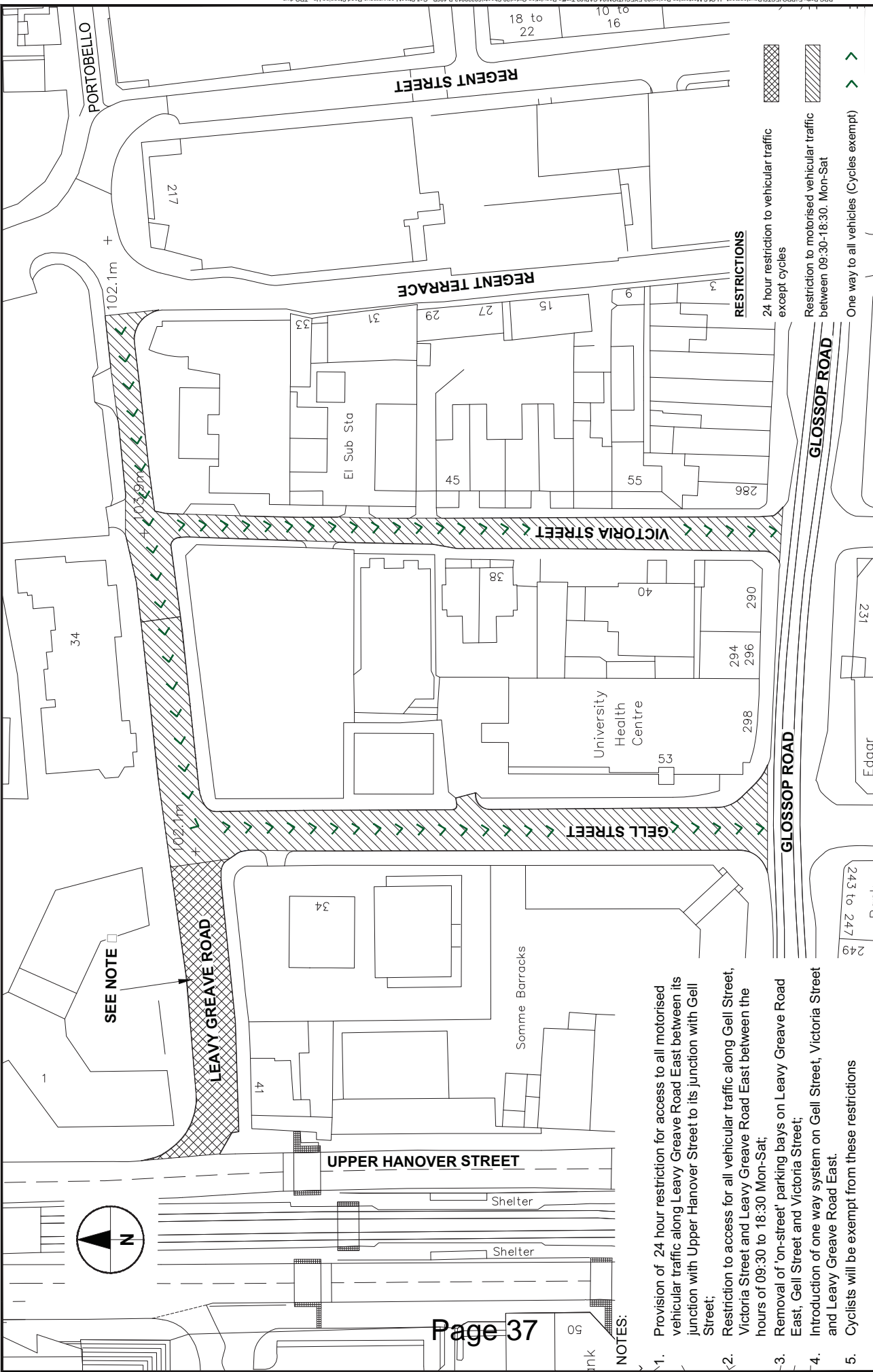
THE UNIVERSITY OF SHEFFIELD  
MASTERPLAN

TRAFFIC REGULATION ORDER PLAN  
MAPPIN STREET PROPOSALS

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 License: 60239015-P-107



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SEE NOTE

LEAVY GREAVE ROAD

UPPER HANOVER STREET

GELL STREET

VICTORIA STREET

REGENT TERRACE

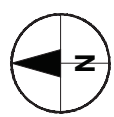
REGENT STREET

GLOSSOP ROAD

GLOSSOP ROAD

RESTRICTIONS

- 24 hour restriction to vehicular traffic except cycles
- Restriction to motorised vehicular traffic between 09:30-18:30, Mon-Sat
- One way to all vehicles (Cycles exempt)



NOTES:

1. Provision of 24 hour restriction for access to all motorised vehicular traffic along Leavy Greave Road East between its junction with Upper Hanover Street to its junction with Gell Street;
2. Restriction to access for all vehicular traffic along Gell Street, Victoria Street and Leavy Greave Road East between the hours of 09:30 to 18:30 Mon-Sat;
3. Removal of 'on-street' parking bays on Leavy Greave Road East, Gell Street and Victoria Street;
4. Introduction of one way system on Gell Street, Victoria Street and Leavy Greave Road East.
5. Cyclists will be exempt from these restrictions



TRAFFIC REGULATION ORDER PLAN  
GELL STREET, LEAVY GREAVE ROAD  
& VICTORIA STREET

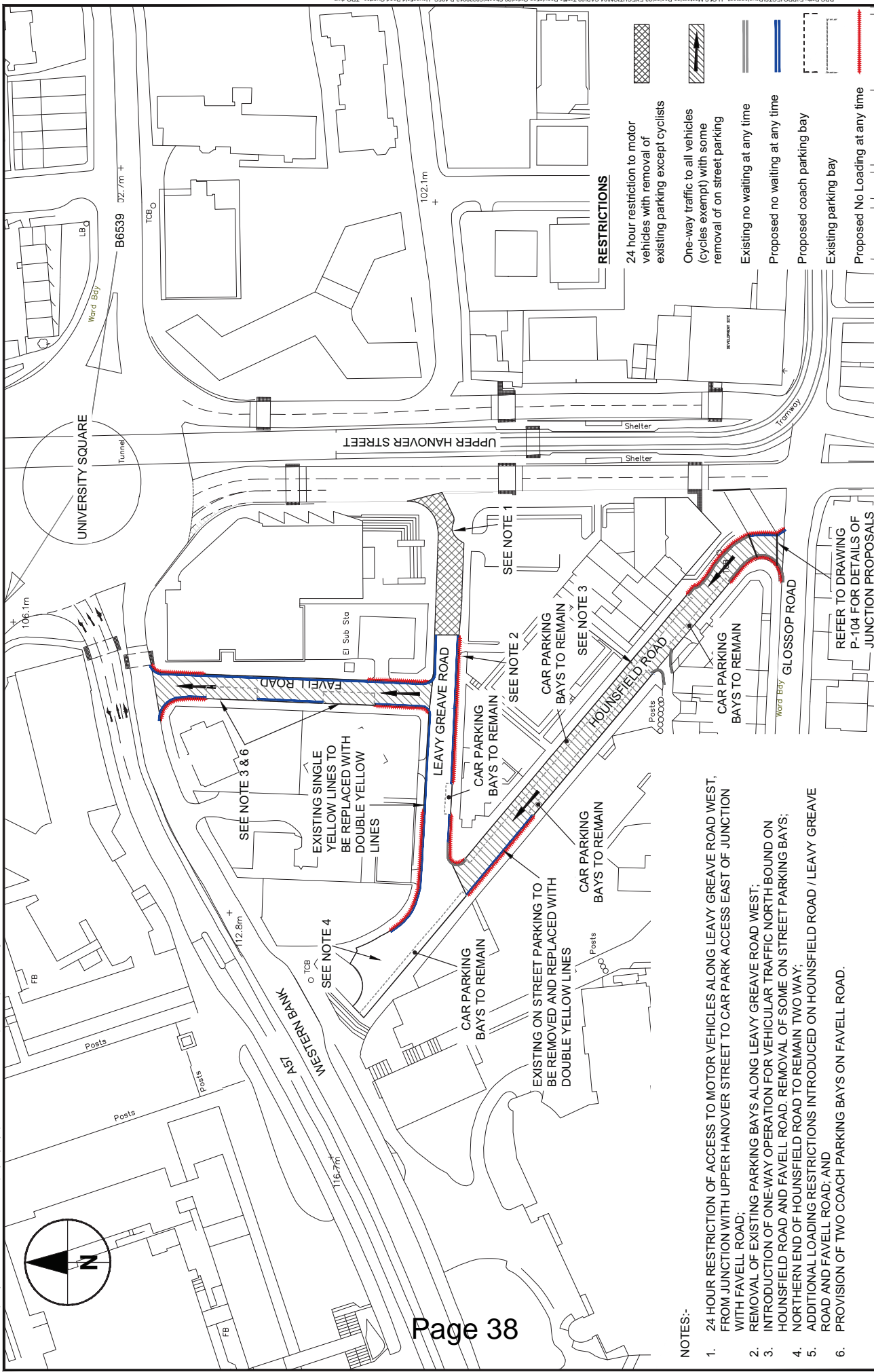
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Plan No. P-106  
Scale: NTS

Rev: B

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**THE UNIVERSITY OF SHEFFIELD  
MASTERPLAN**

**TRAFFIC REGULATION ORDER PLAN  
HOUNSFIELD ROAD QUARTER**

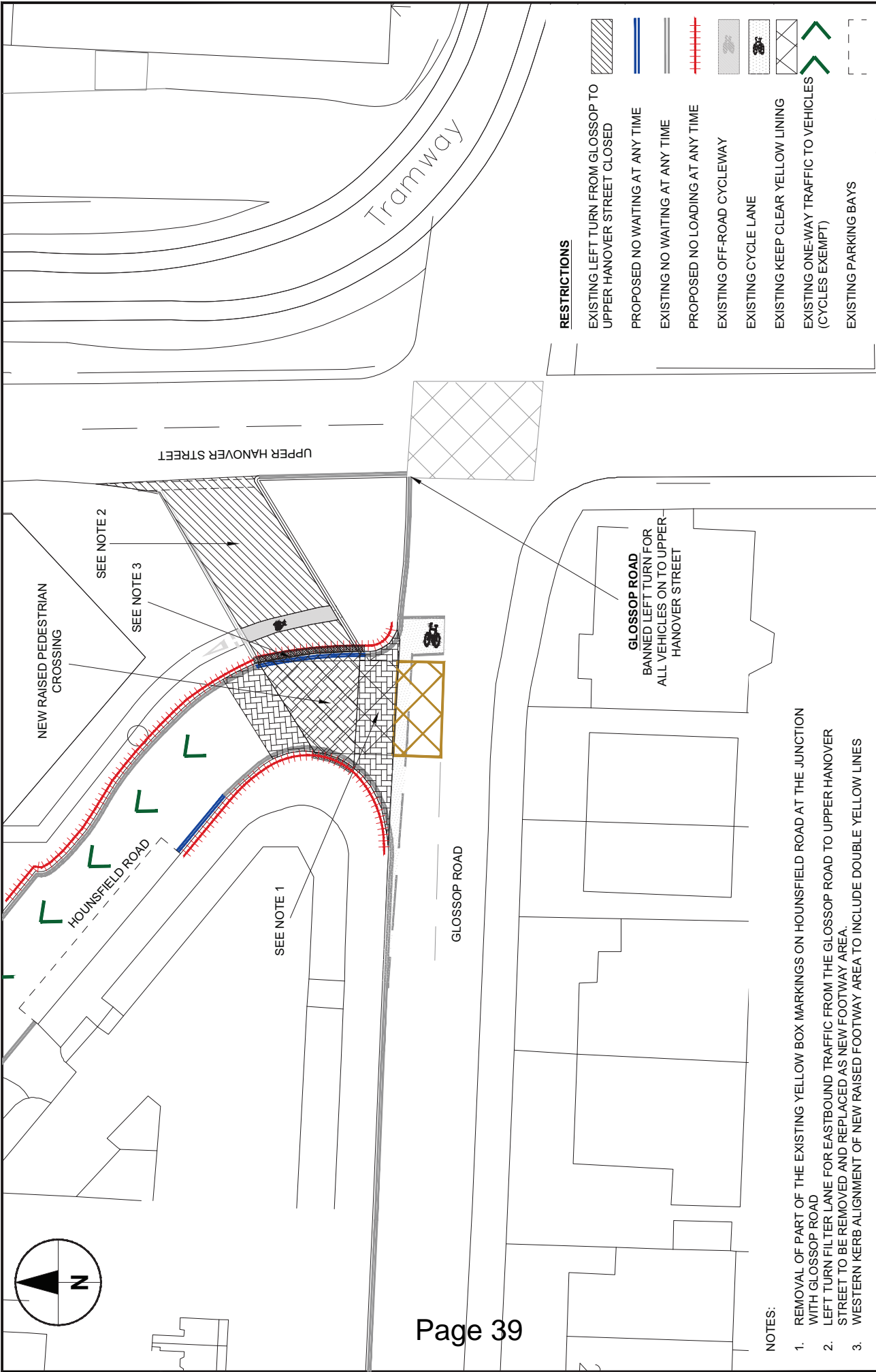
**AECOM**  
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Plan No. P-105  
Scale: 1:500@A3  
Rev: C

- NOTES:-**
- 24 HOUR RESTRICTION OF ACCESS TO MOTOR VEHICLES ALONG LEAVY GREAVE ROAD WEST, FROM JUNCTION WITH UPPER HANOVER STREET TO CAR PARK ACCESS EAST OF JUNCTION WITH FAVELL ROAD;
  - REMOVAL OF EXISTING PARKING BAYS ALONG LEAVY GREAVE ROAD WEST;
  - INTRODUCTION OF ONE-WAY OPERATION FOR VEHICULAR TRAFFIC NORTH BOUND ON HOUNSFIELD ROAD AND FAVELL ROAD. REMOVAL OF SOME ON STREET PARKING BAYS;
  - NORTHERN END OF HOUNSFIELD ROAD TO REMAIN TWO WAY;
  - ADDITIONAL LOADING RESTRICTIONS INTRODUCED ON HOUNSFIELD ROAD / LEAVY GREAVE ROAD AND FAVELL ROAD; AND
  - PROVISION OF TWO COACH PARKING BAYS ON FAVELL ROAD.










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NOTES:

1. REMOVAL OF PART OF THE EXISTING YELLOW BOX MARKINGS ON HOUNSFIELD ROAD AT THE JUNCTION WITH GLOSSOP ROAD
2. LEFT TURN FILTER LANE FOR EASTBOUND TRAFFIC FROM THE GLOSSOP ROAD TO UPPER HANOVER STREET TO BE REMOVED AND REPLACED AS NEW FOOTWAY AREA.
3. WESTERN KERB ALIGNMENT OF NEW RAISED FOOTWAY AREA TO INCLUDE DOUBLE YELLOW LINES

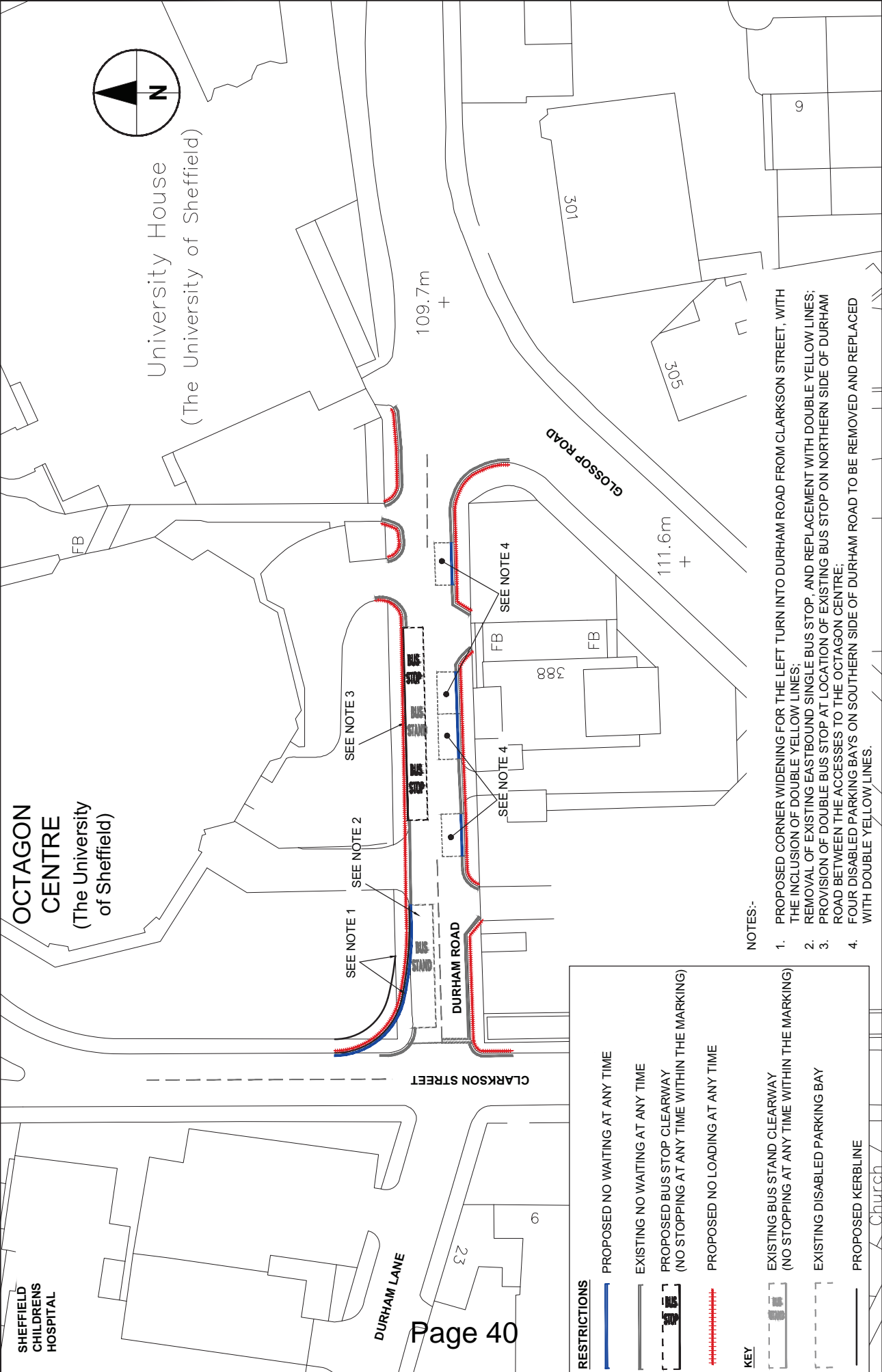
**RESTRICTIONS**

-  EXISTING LEFT TURN FROM GLOSSOP TO UPPER HANOVER STREET CLOSED
-  PROPOSED NO WAITING AT ANY TIME
-  EXISTING NO WAITING AT ANY TIME
-  PROPOSED NO LOADING AT ANY TIME
-  EXISTING OFF-ROAD CYCLEWAY
-  EXISTING CYCLE LANE
-  EXISTING KEEP CLEAR YELLOW LINING
-  EXISTING ONE-WAY TRAFFIC TO VEHICLES (CYCLES EXEMPT)
-  EXISTING PARKING BAYS

	
<p>TRAFFIC REGULATION ORDER PLAN PROPOSED LEFT TURN BAN HOUNSFIELD ROAD AND B6457 GLOSSOP ROAD JUNCTION</p>	<p>© Crown copyright. All rights reserved. License number 100007514</p>
<p>THE UNIVERSITY OF SHEFFIELD MASTERPLAN</p>	<p>Plan No. P-104 Scale: 1:250@A3 Rev: C</p>

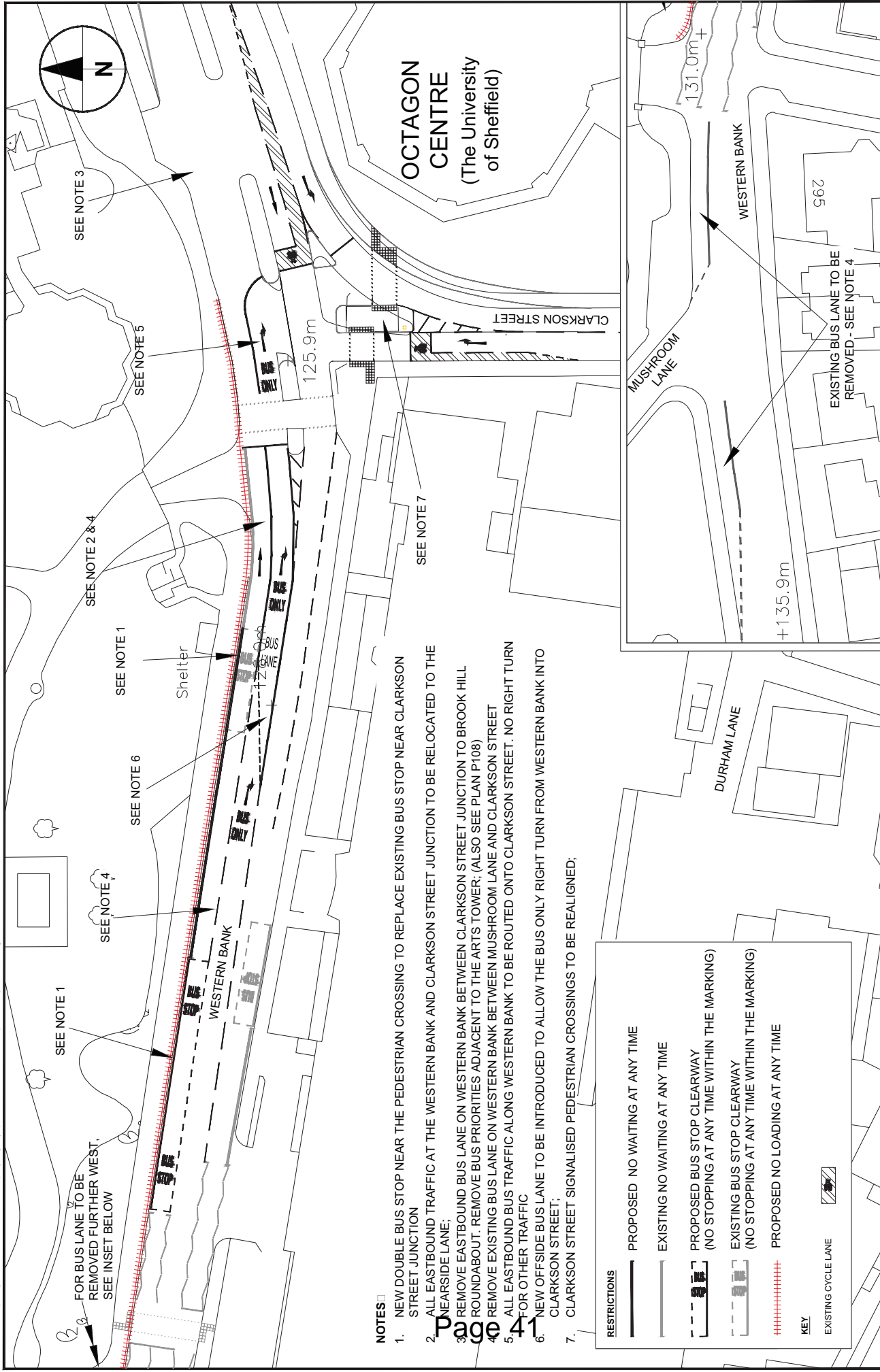
5th Floor, 2 City Walk  
LEEDS, LS1 9AR  
Tel: +44 (0) 113 391 8800

DRG Path: PROJECTS\Development - U of S\Masterplan Design\3 EXECUTION CAD\02 Traffic Regulation Order\20 Sheets\330913-P-104C - Banned Left Turn At Hounsfield Road - TRD.dwg  
User: CONROTT File Name: 12022015 @ 10:39 AM



<b>THE UNIVERSITY OF SHEFFIELD</b> MASTERPLAN	<b>TRAFFIC REGULATION ORDER PLAN</b> PROPOSED JUNCTION WIDENING DURHAM ROAD	  <small>5th Floor, 2 City Walk          Sheffield S1 2BP          Tel: +44 (0) 113 281 6600</small>	<small>© Crown copyright. All rights reserved.          License number 100007514</small>
		Scale: 1:500@A3	Rev: C

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**NOTES**

1. NEW DOUBLE BUS STOP NEAR THE PEDESTRIAN CROSSING TO REPLACE EXISTING BUS STOP NEAR CLARKSON STREET JUNCTION
2. ALL EASTBOUND TRAFFIC AT THE WESTERN BANK AND CLARKSON STREET JUNCTION TO BE RELOCATED TO THE NEAR-SIDE LANE;
3. REMOVE EASTBOUND BUS LANE ON WESTERN BANK BETWEEN CLARKSON STREET JUNCTION TO BROOK HILL ROUNDABOUT. REMOVE BUS PRIORITIES ADJACENT TO THE ARTS TOWER; (ALSO SEE PLAN P108)
4. REMOVE EXISTING BUS LANE ON WESTERN BANK BETWEEN MUSHROOM LANE AND CLARKSON STREET
5. ALL EASTBOUND BUS TRAFFIC ALONG WESTERN BANK TO BE ROUTED ONTO CLARKSON STREET. NO RIGHT TURN FOR OTHER TRAFFIC
6. NEW OFFSIDE BUS LANE TO BE INTRODUCED TO ALLOW THE BUS ONLY RIGHT TURN FROM WESTERN BANK INTO CLARKSON STREET;
7. CLARKSON STREET SIGNALISED PEDESTRIAN CROSSINGS TO BE REALIGNED;

**RESTRICTIONS**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING NO WAITING AT ANY TIME
- PROPOSED BUS STOP CLEARWAY (NO STOPPING AT ANY TIME WITHIN THE MARKING)
- EXISTING BUS STOP CLEARWAY (NO STOPPING AT ANY TIME WITHIN THE MARKING)
- +++++ PROPOSED NO LOADING AT ANY TIME

**KEY**

EXISTING CYCLE LANE



THE UNIVERSITY OF SHEFFIELD  
MASTERPLAN

TRAFFIC REGULATION ORDER PLAN  
PROPOSED RIGHT TURN AT  
WESTERN BANK / CLARKSON  
STREET JUNCTION & RELOCATED BUS STOP



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Plan No. P-101

Scale:

1:500@A3

Rev. C

DRG Path: P:\PROJECTS\Development - U's Masterplan Design\3 EXECUTION\CD\202 Traffic Regulation Order\202 Sheeha\60398013-101C - Relocated Bus Stop On Western Bank - TRD.dwg  
User: CONROYT Pkt Bmk: 12/02/2015 @ 10:33 AM

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## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
<b>GENERAL</b>			
	West Street changes concerns for the great impact on the blind society. Mapplin Street is to become one way which means that blind people will have to alight buses in to the centre of the road or have to cross the road. Also where would visitors who have problems with walking be able to park?	Resident	AECOM sent a generic email in reponse to issues raised
	Closure of Filter Lane from Glossop Road would cause massive inconvenience to local residents, concerns over the increase in traffic trying to get to the ring road through residential area with many children and the danger this will cause. The roads aren't designed for this volume of traffic, pollution and noise is also a concern. Local resident use the left hand turn from Glossop Road to Inner ring road several times a day. The proposed walkway is also objected as not sure who would use it and the benefit it would have in addition deliveries to Sainsbury's and post office would still be required.	Resident	AECOM sent a generic email in reponse to issues raised
	Requesting further information on bus routes to and from city centre. In addition safety considiration needs to be given to a dangerous location not covered in the report, the popular ped route from Broomhill area is to leave Glossop Road east of its junction with Clarkson Street and walk down Wilkinson Street, across the Ring Road at Upper Hanover Street, continue on Wilkinson Street and through Convent Walk into the City Centre. The 40mph ring road crossing is dangerous and addition of ped crossing seems appropriate, could this be linked to the timing of lights on Glossp Rd in order not to impede traffic leaving that junction?	Resident	Harriet Burrows met with SCCRAG to discuss concerns
	As a disabled student and resident the removal of the parking on Leavygreave Rd and adjacent roads will affect me as I have to use my car the multi storey car park will be too far for me.	Resident	AECOM sent a generic email in reponse to issues raised
	CTC supports proposals howver the design for the crossing of Upper Hanover Way has not been included within theses proposals therefore requesting these plans	Resident	
<b>ACCESS ISSUES</b>			
Page 43	Somme Barracks requires unrestricted vehicle access via the vehicle entry point in Gell Street, main concerns are vehicle access denied between 0930-1830 mon - sat, restricted manoeuvre spaces for large military and civilian cargo vehicles and coaches on Regent Terrace and Street. Loss of bus parking space on Gell Street. In addition details of the proposed changes have been distributed to the following organisation for information HQ Yorkshire Officer Training Regiment, Reserve Forces and Cadet Association for Yorkshire and Humber, Sheffield University Military Education Committee.	Business	AECOM sent a generic email in reponse to issues raised
	Responding on behalf of Reserve Forces and Cadets Association. Concerns over operation of Somme Barracks access issues are raised by proposals for 24 hr clousure of Leavygreave Rd and partial closure of Gell Street. Access is required for residential flat, external services, 3rd party deliveries, contractors and building maintenance, MOD supplies including weapons and ammunition, staff access. Transportation requirements for reserve forces and officer training corps activities require access to building for buses, coaches and large army personnel carriers there isnt sufficient room for these vehs to entre and turn within the site.	Business	
	Proposal to make Mapplin Street one way don't directly affect access to our building by visually impaired people but it should be considered. In relation to deliveries to Charlotte Lane some vehicles are large lorries which are unable to negotiate the junction of Charlotte Lane/Portland Street due to insufficient room and therefore usually reverse from Mapplin Street, if they were to drive along Mapplin Street from Broad Lane end they would not have sufficient space to manoeuver their vehicles reversing into Charlotte Street with car parked in the propose new parking spaces on Mappin Street between Charlotte Lane/West Street.	Business	Harriet Burrows met with SRSB to discuss concerns
	If Mappin Street were to be changed to one way from Pitt Street to West Street in a southerly direction it would result in vehicles not being able to pull up on Mappin Street facing north with their passengers doors against the footpath outside our building. This would effectively deny access to our building for many visually impaired people with poor mobility who rely on door to door transport to access our centre. I would therefore propose that two way traffic is retained on Mappin Street from Pitt Street to West Street. Alternatively, a more radical proposal which would involve considerable work examining traffic movements and bus routes would be to make Mappin Street one way with traffic flow in a northerly direction.	Business	Harriet Burrows met with SRSB to discuss concerns
	When Mappin Street was originally changed to one way traffic approx. 9 years ago the original proposal was to make it one way for the full length and we objected at that time resulting in two way traffic being retained from Pitt Street to West Street. The reasons for that objection are still valid now. We have 3 minibuses plus cars and community transport minibuses which transport elderly blind people to/from our centre each day, Monday to Friday. In order to facilitate safe unloading/loading of passengers it is essential that the vehicles can stop with their passenger doors aligned with the footpath on Mappin Street. Many of the passengers have poor mobility so there would be an increased risk of them having an accident if they had to cross roads or walk further to access our centre. If Mappin Street were to be changed to one way from Pitt Street to West Street in a southerly direction it would result in vehicles not being able to pull up on Mappin Street facing north with their passengers doors against the footpath outside our building. This would effectively deny access to our building for many visually impaired people with poor mobility who rely on door to door transport to access our centre.	Business	Harriet Burrows met with SRSB to discuss concerns
	Mappin Street - large lorries need to access Pitt Street for deliveries to the Red Deer Public House at porent they entre Mappin Street from the West Street end and turn left into Pitt Street, if they approach from the opposite end of Mappin Street they will be unable to make the tight right hand turn into Pitt Street	Business	Harriet Burrows met with SRSB to discuss concerns

## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>objection to the proposed closure of the left filter lane at the junction of Glossop Road and Upper Hanover Street. It is felt that the closure will have the following negative impact, Closure of the lane will make it extremely difficult to leave our area (we live on Wilkinson Street) when travelling by car to the north, Traffic from Clarkenhouse Road and Glossop Road (including many ambulances) travelling to the north will be forced to either; turn left onto Clarkson Street, thus increasing traffic on Western Bank, contrary to the University Master Plan, or; cut through the residential Wilkinson Street, Brunswick Street and Broomspring Lane to join Upper Hanover Street and add to the regularly queuing traffic. This change is also not in line with the University Master Plan to introduce a circulatory flow of traffic (page 60 of the Master Plan document); Changing the road to be in line with the sketch in the Master Plan (closing the filter land but permitting left turn at the lights) would be a far more effective solution as well as aligning with possible future plans.</p> <p>The planned closure will also not have any impact on the more concerning risk of pedestrians being hit by vehicles turning left onto Glossop Road from Upper Hanover Street.</p> <p>It is claimed that this filter lane is causing traffic congestion on Glossop Road. As someone who either walks or drives from Wilkinson Street to Upper Hannover Street every working day I do not recognise such a problem.</p>	Resident	AECOM sent a bespoke email (09/04/15) in reponse to issues raised
	<p>Some of the proposals do affect those of us who live in Gell St and I have the following comments; Access to Gell St from the City Centre, Glossop Road and Fitzwilliam St during the operation of the tram gates on Glossop Road - This is a real problem, and would be a showstopper. There really is no other way for us to get to our homes, than to go down Glossop Road, The obvious solution is to use the number plate recognition system, already used to send us fines when we unwittingly go through the tramgates.</p> <p>Access to Brook Hill roundabout - The closure of the northern part of Gell Street and the slip road outside Sainsburys means that the only way for us to access Brook Hill roundabout is via St George's Terrace. This is already heavily congested and would add to traffic volume and increase journey times considerably for residents, A solution to this would be to retain the slip road outside Sainsburys, or to allow a right turn from Glossop Road to Upperhanover St.</p>	Resident	
Page 44	<p>I live in the southern part of Victoria Street, south of Glossop Road, and work at Housnfield Rd. Upper Hannover Street (Drawing P-109),it is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hannover St to Glossop Rd. Am I supposed to drive all around to Moore st. just to get home???!!!</p> <p>Regent Street MUST be resurfaced/repared. Currently its condition is more suitable for off-road vehicle testing. Further more with Victoria st., Regent Ln. and Gell St. made one way there will be even more load on Regent St. and it will be a major traffic street in town</p>	Resident	
Page 44	<p>Overall I can see that the proposals will be of benefit to the area, particularly for the many student pedestrians. There are a couple of points of concern however for us at Gell Street (I think you've probably already had similar emails):</p> <p>No route from Southern Gell Street to university roundabout and beyond without being diverted through St George's Terrace, which is very busy at times. It would seem strange to have to take such a convoluted route and to add to congestion when the dual carriage way is so close. Would it be possible to allow right-hand turns from Glossop Road to Upper Hanover Street, with vehicle recognition through the tram gate for local residents?</p> <p>Similarly, access through the Eastern tram gate would make getting to Gell Street from the East much easier.</p> <p>Vehicles coming from the university roundabout wanting to get to the upper portion of Glossop road (commonly taxis) cannot turn left on Upper Hanover Street&gt;Leavy Greave Road&gt;Northern Gell Street&gt; Glossop road, due to the no left turn on Upper Hanover Street. Whilst I know the plan is for vehicles to go from Broad Lane&gt;Mappin Street&gt;Glossop, I can't help thinking that a proportion of them will go to Upper Hanover&gt;down the dual carriage way&gt;round up Southern Gell Street and onto Glossop Road. Obviously there are self-interests in not wanting more traffic coming up Gell Street, but there is also a children's play area on Southern Gell Street. Perhaps Southern Gell Street could be made 20mph? Pre-emptively putting in speed bumps would seem quite extreme unless it's shown there is a problem in my opinion, as I'm guessing they cause increased fuel consumption from repeated acceleration and they take quite a bit of resources to construct and maintain, but perhaps it could be agreed to assess the traffic on Southern Gell Street to see what is necessary?</p> <p>Resident's parking: Less parking/access to Northern Gell Street means more competition for parking in Southern Gell Street. Perhaps some parking spaces could be residents only for residents without a drive?</p>	Resident	



## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>The residents on Gell Street live on the part south of Glossop Rd, but the indirect effects of the schemes to the north and west will be substantial. They already have to make long journeys to avoid the tram gates and they already suffer from lack of on street parking. Both these will be considerably worse, making life for people who need their car for work or ferrying children (several have young families) well nigh impossible. This is a community already under siege from city centre development, the expansion of student housing, the "night time economy" (i.e. late night noise and antisocial behaviour) and so on. In effect, the University is protecting and improving its own environs, giving public streets a "campus" feel, at the expense of nearby residents, businesses and institutions such as the SRSB.</p> <p>2. I therefore think there is an onus on the University to fund measures which would ameliorate these effects:</p> <ol style="list-style-type: none"> <li>pay to change the parking arrangements on Gell St (south) so there are more residents-only spaces</li> <li>pay for number plate recognition equipment at the tram gate so that locals can use that part of Glossop Rd to access (south) Gell St</li> <li>pay for traffic calming on Gell St to protect children who use the playground from traffic speeding up from the southern end (which will be the only way in except for residents who can pass the tram gate)</li> </ol>	Resident	AECOM sent a bespoke email (14/04/15) in reponse to issues raised
	<p>I am a resident on Broomspring Lane and I have severe concerns about the restrictive nature of access to the ring road that this will have on residents in an already busy residential area. In order for residents on Wilkinson St and others in the Broomhall area to get access to the university roundabout and the ring road, they would be forced to detour onto Brunswick St then onto Broomspring lane before joining the B6457. As well as being highly inconvenient to these residents this would also create a heavy load of traffic onto more residential streets and further congest the already gridlocked Upper Hanover Way. This is forcing residents to go further out of their way, add to traffic congestion and therefore further pollute the air (contrary to what the council encourage on their matrix signs currently!).</p> <p>It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely it would be better to introduce a pedestrian crossing at hounsfeld rd?</p>	Resident	AECOM sent a bespoke email (10/04/15) in reponse to issues raised
<b>PARKING ISSUES</b>			
Page 45	<p>Access to Brook Hill roundabout - The closure of the northern part of Gell Street and the slip road outside Sainsburys means that the only way for us to access Brook Hill roundabout is via St George's Terrace. This is already heavily congested and would add to traffic volume and increase journey times considerably for residents, A solution to this would be to retain the slip road outside Sainsburys, or to allow a right turn from Glossop Road to Upperhanover St.</p> <p>Allow a right turn from Glossop Road on to Upper Hanover Street. This may not be such an issue anymore as I expect the tram gate has reduced traffic flow overall.</p> <p>Implement a number plate recognition system to allow residents and other registered vehicles to pass through the first (eastern) tram gate during operating hours in order to access Gell Street.</p> <p>Closure of Leavygreave Road at Henderson's Relish This will mean the only route to Glossop Road and Gell Street will be via the slip road at the south end by the park. I imagine taxis in particular will use this route resulting in higher traffic volumes and potential safety issues for children in and around the park - Poss solutions, 20 mph limit and speed bumps.</p>	Resident	
	<p>Object to changes especially Maplin Street due to causing issues with my shop, there are already massive issues regarding parking, the proposals will mean that I can not receive my orders, I do not believe that local business have been taken in to consideration. Possible alternative is to provide more crossing points on Maplin Street net to subway.</p>	Business	Email response sent out (30/03/2015) to request further information in order to address concerns. Additional email sent out 09/04/15
	<p>Closure of Leavygreave Road at Henderson's Relish and the north of Gell St Our normal route to access Gell St from Brook Hill roundabout is to turn left on to Leavygreave road, and then right onto the north of Gell St, with this option gone, the only route onto Gell Street will be via the slip road from Upper Hanover St at the south end. This comes out immediately opposite a very well used children's park. It will result in higher traffic volumes and potential safety issues for children in and around the park. We already have real problems with speeding cars and taxis in this area - A solution to this would be to install traffic calming measures such as a 20 mph limit and speed bumps.</p>	Business	AECOM sent a generic email in reponse to issues raised
	<p>Additional information required on how the car park on Leavygreave road opposite the iC will be accessible once the pedestrianised zones has been implemented.</p>	Business	AECOM sent a bespoke email in reponse to issues raised
	<p>Parking - Finding a parking space is a real challenge already for residents without a drive. We have lost some spaces recently, and if all the spaces on Gell Street and Victoria Street to the north are lost this will make the problem much worse - A solution would be to make some of the pay and display spaces on Gell St for resident permits only. Again, we know this is used in many other areas of Sheffield.</p>	Resident	AECOM sent a generic email in reponse to issues raised

## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	I live in the southern part of Victoria Street, south of Glossop Road, and work at Hounsfield Rd. Upper Hannover Street (Drawing P-109), it is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hannover St to Glossop Rd. Am I supposed to drive all around to Moore st. just to get home???!!!	Resident	AECOM sent a generic email in reponse to issues raised
	Parking - Finding a parking space is already a challenge for residents without a drive since the new flats were built and we lost on street spaces to provide access. If all the spaces on Gell Street and Victoria Street to the north are lost this can only make the problem worse - possible solution, Make an agreed number of spaces resident only permit parking instead of pay and display.	Resident	AECOM sent a bespoke email (07/04/2015) in reponse to issues raised
	I am not against Sheffield University and Sheffield City Council wanting to make the locality safer and more pleasant for the students, but it should not be at the expense of the local shops  In order for my business to survive, we need access for my vans to load and unload at all times and not be governed by time restrictions which will be unworkable before nine thirty a.m. and after six thirty p.m. Not only this, my domestic customers need to be able to park to pick up heavy hire machines such as shampooers and sanding machines as well as vacuum cleaners that have been purchased or repaired. Mothers with young toddlers and babies have as much right to park on Victoria Street when coming to my shop as students do to walk about freely! Imagine the scenario – you are 80 years old and bringing your broken down vacuum cleaner for repair, you have to park half a mile away and carry it then cross a busy main road. Then you would have to run back to your car before the traffic warden issues you a ticket for incorrectly parking – come on – you cannot be serious! There has to be some give and take. We all know that if you cannot park you will go elsewhere.	Business	
Page 46	I am writing to lodge a formal objection to the above proposal. I am a resident on wilkinson St and I have grave concerns about the restrictive nature of access to the ring road that this will have on residents & the impact this will have on a busy residential area. In order for us to get access to the university roundabout and the ring road residents in the broomhall area would be forced to detour onto Brunswick St then onto broomspring lane before joining the B6457. As well as being highly inconvenient this would also create a heavy load of traffic onto residential streets.  It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely a much better solution would be to introduce a pedestrian crossing at hounsfield rd and while your at it a pedestrian crossing on the junction of glossop rd clarkson rd & wilkinson St is desperately needed.	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised
	I am writing to lodge a formal objection to the above proposal. I am a resident on wilkinson St and I have grave concerns about the restrictive nature of access to the ring road that this will have on residents & the impact this will have on a busy residential area. In order for us to get access to the university roundabout and the ring road residents in the broomhall area would be forced to detour onto Brunswick St then onto broomspring lane before joining the B6457. As well as being highly inconvenient this would also create a heavy load of traffic onto residential streets, and increase waiting times on the ring road.  It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely a much better solution would be to introduce a pedestrian crossing at hounsfield rd and while your at it a pedestrian crossing on the junction of glossop rd clarkson rd & wilkinson St is desperately needed.	Resident	
<b>PEDESTRIAN CROSSING</b>			
	The western Bank pedestrian proposals seem un-necessary due to the existing purpose built flyover.	Resident	AECOM sent a generic email in reponse to issues raised

## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>The scheme as a whole can be characterised as an attempt to make the university campus more pedestrian friendly by moving traffic onto peripheral roads. We live on these peripheral roads and see nothing but negative results for our environment. Specifically; Moving traffic from Western bank to Glossop Road also moves the air pollution towards a residential area. Our house backs onto Glossop Road, but already we have a level of measured pollution at or above EU limits; Traffic is being moved onto Glossop Road, but still we have no pedestrian crossing for Glossop Road - either at the junction of Clarkson Street or Upper Hanover Street. This is fantastically frustrating and dangerous - Only last night I tried to cross Glossop Road at Clarkson Street with two young children and had to run from a car jumping a red light. We desperately need pedestrian crossings for this road; A left turn is being removed from Glossop Road at the junction of Upper Hanover Street. This turns our street into a rat run Specifically: cars will now drive down Wilkinson Street, Brunswick Street and Broomspring Lane in order to get onto the ring road; Increasing the radius of the corner of Durham Road and Clarkson Street does nothing to make this easier for pedestrians - Somebody involved in these plans should actually try walking in this area - Please attempt to illustrate how a child can walk from Broomhall to Weston Park.</p>	Resident	AECOM sent a bespoke email (09/04/15) in reponse to issues raised
	<p>I live in the southern part of Victoria Street, south of Glossop Road, and work at Housnsfield Rd. Upper Hannover Street (Drawing P-109),it is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hannover St to Glossop Rd. Am I supposed to drive all around to Moore st. just to get home???!!!</p> <p>Regent Street MUST be resurfaced/repared. Currently its condition is more suitable for off-road vehicle testing. Further more with Victoria st., Regent Ln. and Gell St. made one way there will be even more load on Regent St. and it will be a major traffic street in town</p> <p>The statement: "The left-turn slip lane from Glossop Road onto Upper Hanover Street will be removed and made into a footway. It currently holds up traffic on Glossop Road." as in P-104 is incorrect. The biggest hold-up comes from buses and taxis turning right from Glossop road onto Upper Hannover St. directly at the crossroads. This right turn has to be prohibited, while the slip lane is rarely used</p>	Resident	AECOM sent a generic email in reponse to issues raised
CONGESTION			
Page 47	Banning general traffic on Western Bank from accessing University Square I will object on the grounds of increase traffic congestuion on Glossp Road towards Upper Hanover	Resident	AECOM sent a bespoke email in reponse to issues raised
	disagree with your decision of banning traffic from accessing University Square from Western Bank. By doing this, you are making other roads suffer from increased traffic congestion and Ambulance response times could be increased because of the increased congestion.	Resident	AECOM sent a bespoke email in reponse to issues raised
	Closure of Leavygreave Road at Henderson's Relish and the north of Gell St Our normal route to access Gell St from Brook Hill roundabout is to turn left on to Leavygreave road, and then right onto the north of Gell St, with this option gone, the only route onto Gell Street will be via the slip road from Upper Hanover St at the south end. This comes out immediately opposite a very well used children's park. It will result in higher traffic volumes and potential safety issues for children in and around the park. We already have real problems with speeding cars and taxis in this area - A solution to this would be to install traffic calming measures such as a 20 mph limit and speed bumps.	Resident	AECOM sent a bespoke email (07/04/2015) in reponse to issues raised

## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>I have lived at 72 Gell Street for the best part of 20 years and am interested in any proposed changes to the area.</p> <p>P104 This slip road giving access to the Ring Road is heavily used - the alternative rout will increase traffic down Glossop Road to Regent Street, through to St. Georges Terrace and onto Brook Hill and the University Roundabout - his route is already heavily congested during busy times. Traffic from the Broomhill/Hospital area will be routed through to Clarkson Street which is another heavily congested area.</p> <p>P105 This proposal will not have a huge impact on traffic flow but the removal of parking spaces will have a significant impact on the area.</p> <p>P106 This will have a very serious impact on access to Gell Street during the period when the Bus/Tram Gate is in use. Currently, when this traffic gate is enforced the route into Gell Street from the east up West Street is to take a right up Regent Street to the junction of St. Georges Terrace and Leavy Greave, Down Leavy Greave and onto the top end of Gell Street. Without this route we would have to join the already congested traffic up St. Georges Terrace, onto Brook Hill to the University Roundabout left onto Upper Hanover Street, through the traffic lights at the top of West Street and down to the left hand turn which brings you to the bottom end of Gell Street. During the times when the traffic gate is enforced this could take a considerable time.</p> <p>I would propose that along with the issue of the residents permit for parking on Gell Street we are also issued with an exemption to the Bus/Tram Gate. The council is able to identify our vehicles easily when we violate the Tram Gate so the exemption should be easily monitored. (I understand that these tram gate exemptions are operation in other parts of the city)</p> <p>Also in this area the removal of the on-street parking bays will have an impact on parking on the southern stretch of Gell Street.</p> <p>These proposed road changes will also increase the traffic coming up Gell Street from the Ring Road</p> <p>P108 These proposals, hopefully, will have a positive impact on traffic flows</p> <p>P109 The alterations to the pedestrian crossing may have an impact, but my experience for the top of glossop road is that most pedestrians cross at the road junction and not at the assigned crossing</p> <p>With all the changes to the traffic flows could the road signs be made clear and prominent <del>There are currently issues with vehicles coming down Glossop Road and turning right onto Upper Hanover Street.</del></p>	Resident	AECOM sent a bespoke email (09/04/15) in reponse to issues raised
	<p>object to divert all the inward flowing traffic, that currently turns left at the Glossop Road/Upper Hanover junction heading to the University roundabout, down Wilkinson St, right onto Brunswick and then left onto Broomspring where queues will inevitably form trying to turn left into the heavy traffic on the dual carriageway. This is inevitable as even the current alternative route via Hounsfield and Leavygreave to upper HanoverWest will also be closed down in the proposed scheme. These two streets will effectively just become just access routes to the university as there is then no other reason to use them..</p> <p>It is also ridiculous to have buses turning right onto Clarkson from Glossop, as the need for longer traffic light stops, and a load of buses, will cause tailbacks on Clarkson (which already clogs up in both directions) and Western Bank. Buses will then have turn left onto Durham Road but then have to get back onto the very busy Glossop Road as well as negotiating all the cars trying to get in and out of the new very large Durham Road car park which in itself is going to add considerably to traffic congestion in our area.</p> <p>Increasing congestion on Clarkson and Glossop (from buses and the new multi-storey car park) will also divert traffic down Wilkinson St with cars then turning left onto Brunswick to join Glossop Road and West St or taking the other direction to get onto Upper Hanover.</p> <p>Closing Leavygreave will mean traffic, including buses, wanting to get onto Glossop Road/ West St will have to leave the roundabout on Broad Lane and presumably turn right onto Mappin St meaning again longer traffic signal stops or tailbacks? It is not clear from the plans what is proposed for this street except 'one way' as drawing p 107 was not included in my pack.</p> <p>Moreover in terms of pedestrian safety around University roundabout the buses are not a problem as they tend to travel slowly whilst motorists seems to think they are on a race track. Speed cameras and a 20mph limit on roads through the campus would help. Certainly the crossings could be moved to safer points and there is need for more on Western Bank and Upper Hanover, and one at the bottom of Clarkson which is very dangerous to cross and one added on Glossop Road near the turn to Clarkson. Crossing here is going to be even more hazardous with the increase of cars caused by the building of the Durham Road car park.</p> <p>As I work at the university and virtually live on campus I'm well aware of how dangerous University roundabout and the approach roads are but squeezing traffic off these major routes, and closing current alternative minor routes will shift the flow, onto other minor back streets like Wilkinson, Durham, Brunswick, Broomspring and Mappin in other words it is just moving the problem not solving it.</p>	Resident	

## APPENDIX C - Summary of University TRO Responses

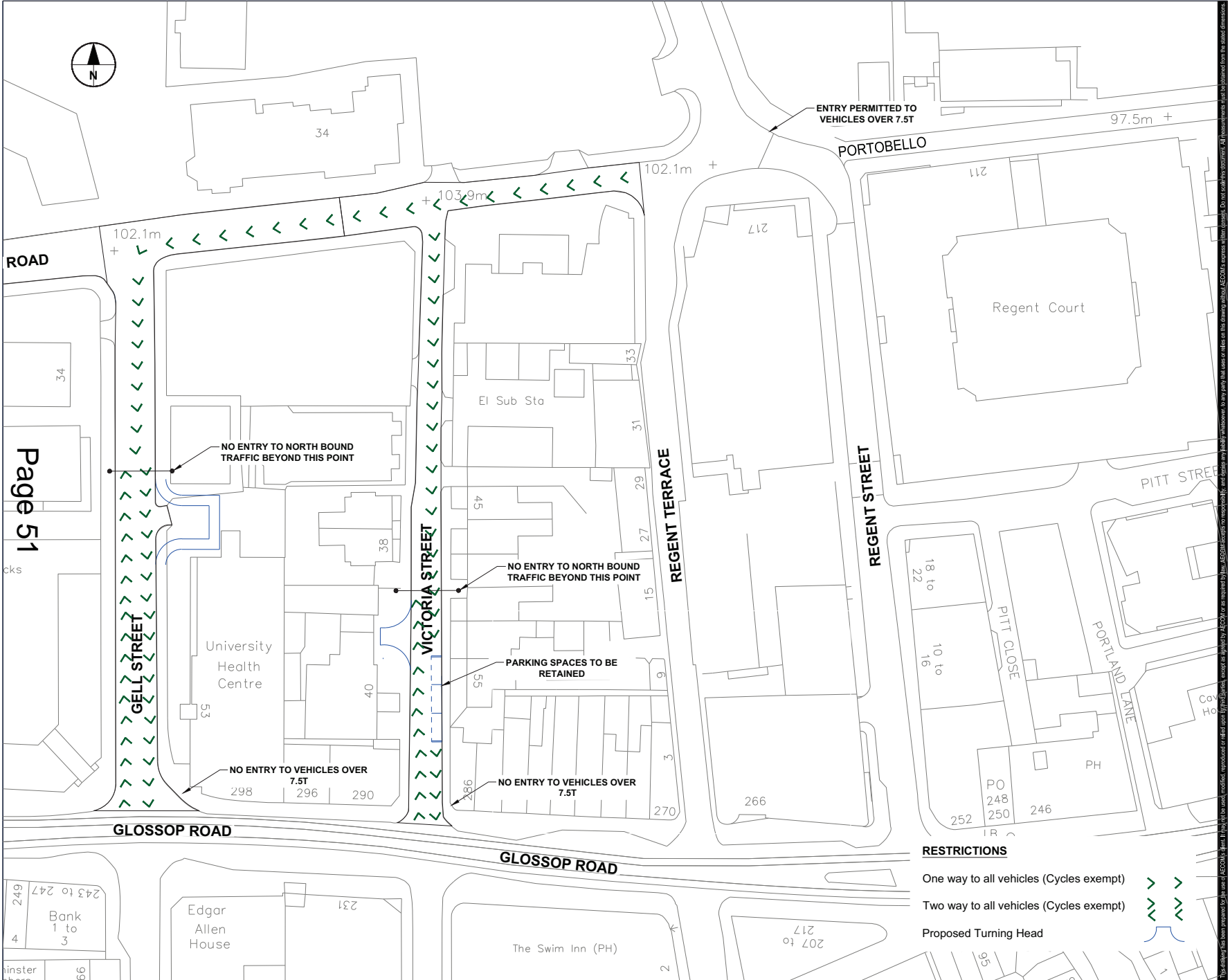
Heading	Comment	From	Officer Response
	<p>too much traffic being funnelled down Wilkinson Street. This is a suburban road, mainly residential, with many families having two or three young children. Residents have purchased these properties because of their architecture and history and proximity to Weston Park and easy access to town. The proposed alterations would result in an unacceptable level of danger for those residents. I would like to add that we lie within the Broomhall Conservation area, one which has maintained much of the positive history of this industrial city which has a good record of looking after its heritage</p>	Resident	AECOM sent bespoke response
	<p>Whilst I welcome investment and improvements to the area as a resident of Gell Street (No 76) I have some concerns that I would like to raise.</p> <p>Firstly access to Gell Street from the city centre, Fitzwilliam Street and Glossop Road during the operation of the tram gates - there is no other way for us to access apart from Glossop Road. We would need to have a number plate recognition system in place to ensure that our vehicles and others registered are not being penalised.</p> <p>Secondly access to Brook Hill roundabout - the closure of the northern part of Gell Street and the Sainsbury's slip road would mean the only access being via St Georges Terrace which is unbelievably congested already. I have on occasion parked my car there and walked home as that was by far the quicker option. Could the slip road not remain open? There is also the problem during tram gate operation times when the only way to get back to Gell St would be a lengthy detour via Brook Hill, Upper Hanover Street and the slip road at the south end of Gell Street which is next to a well used childrens' park, or via Regent Terrace which is too narrow for two way traffic.</p> <p>Thirdly - and a big point for me is the parking situation. I currently pay £100 per year to park my car where I live and many times there is no space close to my house and sometimes not at all on the street. When paying this ludicrous sum I would expect residents parking bays.</p>	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised
Page 49	<p>The proposals as submitted do not appear to take account of the increase vehicle movements created by the 560 short stay parking spaces in the new University Multi-storey Car Park on Durham Rd, or the number of pedestrian moving between the Car Park and the Hospital. The new multi-storey car park is designated as the primary parking for the Hospitals patients a point recognised in the planning approval granted to the University for the car park. Our particular concern is the limited provision for our patients crossing from the Car Park to the Hospital a high proportion of these pedestrians will be parents with young children.</p> <p>We discussed with the University when planning the new car park what would be a safe route for patients to cross between the hospital and car park and it was agreed the best course of action would be to encourage patents to cross at the controlled crossing at the top Clarkson St</p> <p>To summarise our concerns are as follows</p> <ol style="list-style-type: none"> <li>1. Increased Traffic at Western Back - Clarkson St Junction.</li> <li>2. Are other public service vehicles including taxis able to turn right from Weston Bank on to Clarkson St?</li> <li>3. Increased Traffic at the Junction of Clarkson St – Durham Rd</li> <li>4. The use of the University coach drop off area as permanent bus stop</li> <li>5. Increased traffic congestion on Clarkson St between Western Bank and Durham Rd.</li> <li>6. No provision for our patients to cross safely from the New University Car Park (Hospital Main parking)</li> <li>7. Vehicles exiting and entering University car park directly opposite new Bus stop.</li> </ol>	Business	
	<p>The proposed changes involve more congestion and pollution which will have a detrimental impact on the health of those families living in local neighbourhoods. The effect of this new scheme would also cause unacceptable delays and problems for the existing public transport system.</p> <p>This is not the answer to the existing traffic/pedestrian problems.</p>	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised

## APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>Having considered Sheffield City Council's vision to implement central government's Planning Practice Guidance it seems that this proposal is very short-sighted and falls short in many ways including "promoting healthy communities" and "providing safe and accessible environments.</p> <p>There is no consideration for local residents who actually live in this community and know how it is to cycle and drive on these roads at all times of night and day. The current situation is not "safe" for anyone, let alone children to cross streets and the proposals do very little to address this reality. Road safety will be compromised.</p> <p>The proposals will merely divert traffic away from Western Bank and increase congestion on peripheral roads such as Wilkinson Street, Brunswick Street, Northumberland Road, Crookesmoor Road, Clarkehouse Road, Brocco Bank. Many of these streets have great historical value, both architecturally and culturally.</p> <p>Air quality will deteriorate and I do not see any details or efforts to enhance the landscaping of the area.</p> <p>I think the plans could incorporate much better pedestrian and cycle friendly aspects of design.</p> <p>My property backs onto Glossop Road and there would be an increase in noise from traffic using Durham Road.</p>	Resident	AECOM sent a bespoke email (10/04/15) in reponse to issues raised
Page 50	<p>Having considered Sheffield City Council's vision to implement central government's Planning Practice Guidance it seems that this proposal is very short-sighted and falls short in many ways including "promoting healthy communities" and "providing safe and accessible environments.</p> <p>There is no consideration for local residents who actually live in this community and know how it is to cycle and drive on these roads at all times of night and day. The current situation is not "safe" for anyone, let alone children to cross streets and the proposals do very little to address this reality. Road safety will be compromised.</p> <p>The proposals will merely divert traffic away from Western Bank and increase congestion on peripheral roads such as Wilkinson Street, Brunswick Street, Northumberland Road, Crookesmoor Road, Clarkehouse Road, Brocco Bank. Many of these streets have great historical value, both architecturally and culturally.</p> <p>Air quality will deteriorate and I do not see any details or efforts to enhance the landscaping of the area.</p> <p>I think the plans could incorporate much better pedestrian and cycle friendly aspects of design.</p> <p>My property backs onto Glossop Road and there would be an increase in noise from traffic using Durham Road.</p>	Resident	AECOM sent a bespoke email (10/04/15) in reponse to issues raised

APPENDIX D - REVISED SCHEME PLANS

B6/A1 194mm x 841mm



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**PROJECT**  
 UNIVERSITY OF SHEFFIELD  
 MASTERPLAN - PHASE 1 HIGHWAY WORKS

**CLIENT**

Western Bank, Sheffield, S10 2TN  
 www.sheffield.ac.uk




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**ISSUE/REVISION**

NR	DATE	DESCRIPTION

**KEY PLAN**

**RESTRICTIONS**

- One way to all vehicles (Cycles exempt) 
- Two way to all vehicles (Cycles exempt) 
- Proposed Turning Head 

**PROJECT NUMBER**  
 60339013

**SHEET TITLE**  
 GELL STREET, VICTORIA STREET & LEAVYGREAVE ROAD

**SHEET NUMBER**  
 P - 004



**RESTRICTIONS**

PROPOSED BUS STOP  
(NO STOPPING AT ANY TIME WITHIN THE MARKING) WITH REMOVAL OF EXISTING PARKING AND DOUBLE YELLOW LINING



EXISTING NO WAITING AT ANY TIME



PROPOSED NO WAITING AT ANY TIME



ONE-WAY TO ALL TRAFFIC  
(CYCLES EXEMPT)



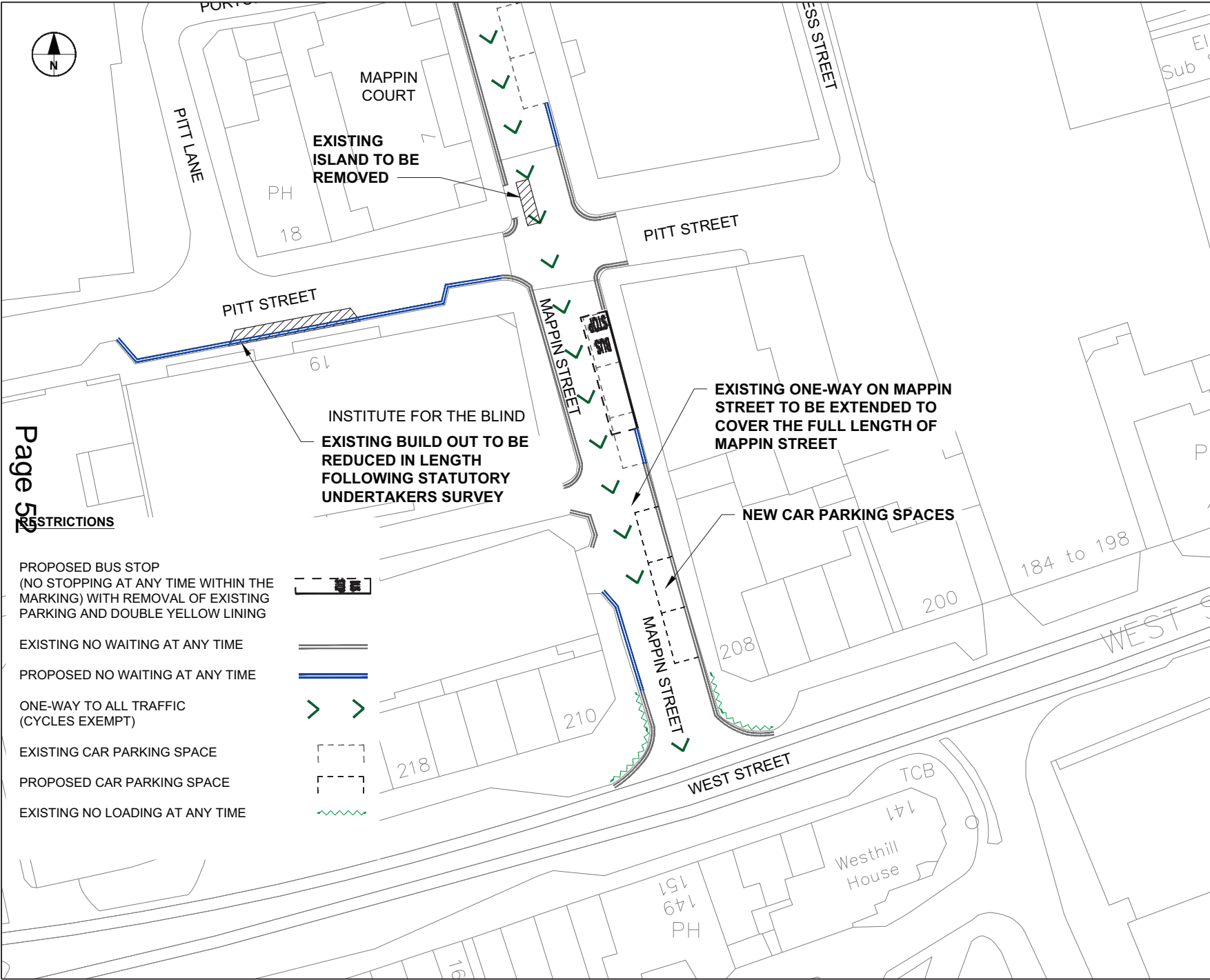
EXISTING CAR PARKING SPACE



PROPOSED CAR PARKING SPACE



EXISTING NO LOADING AT ANY TIME



**PROJECT**  
**UNIVERSITY OF SHEFFIELD**  
**MASTERPLAN - PHASE 1 HIGHWAY WORKS**

**CLIENT**

Western Bank, Sheffield, S10 2TN  
 www.sheffield.ac.uk

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**KEY PLAN**

**PROJECT NUMBER**

60339013

**SHEET TITLE**

MAPPIN STREET SCHEME DESIGN

**SHEET NUMBER**

P - 006

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