

Highway Cabinet Member Decision Session

Thursday 14 July 2016 at 2.00 pm

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

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to register to speak please contact Democratic Services (contact details overleaf)

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Infrastructure and Transport, Councillor Mazher Iqbal, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

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

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to speak you can register by contacting Simon Hughes via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

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

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

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

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

FACILITIES

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

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

**HIGHWAY CABINET MEMBER DECISION SESSION
14 JULY 2016**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 10)
Minutes of the Session held on 9 June 2016
- 4. Objections to Proposed Waiting Restrictions around Tinsley Meadows School** (Pages 11 - 24)
Report of the Executive Director, Place
- 5. North Sheffield Better Buses - Barnsley Road near Orphanage Road/Scott Road** (Pages 25 - 36)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on 11 August 2016

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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

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

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

You **must**:

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

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

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

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

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

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

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

You have a personal interest where –

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

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

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

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

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

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 9 June 2016

PRESENT: Councillor Mazher Iqbal (Chair) (Cabinet Member for Infrastructure and Transport)

OFFICERS IN ATTENDANCE: Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Simon Nelson (Traffic Management Engineer)

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1. EXCLUSION OF PRESS AND PUBLIC

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

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session held on 17 November 2015 were approved as a correct record.

4. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN GREYSTONES AND WHIRLOW

4.1 The Executive Director, Place submitted a report describing the response from residents to the proposed introduction of a 20mph speed limit in Greystones and Whirlow, reporting the receipt of objections and setting out the Council's response.

4.2 Simon Geller, a local resident in Greystones, attended the Session to make representations to the Cabinet Member. He commented that overall he welcomed the scheme. However, he had concerns that certain roads were to be omitted from the proposed 20mph speed limit, particularly Ringinglow Road (from Knowle Lane to Common Lane). This section of road fronts Bents Green School and he believed officers were being timid in not extending the scheme to this part of Ringinglow Road. The road did not distribute traffic and there was not a clear need for through traffic to use the road. He believed the officers should be a little more ambitious with the scheme and include Ringinglow Road.

4.3 In response, Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure, commented that there was a difficult balance to strike. The scheme proposed sign only measures as there was no funding to introduce physical measures. It was felt that an advisory 20mph speed limit, operational at times when pupils were arriving at and leaving Bents Green School was more appropriate.

- 4.4 Simon Nelson, Traffic Management Engineer, added that advice from the Department for Transport was that roads on which existing speeds averaged more than 24mph were not normally suited to a 20mph speed limit unless that limit were accompanied by other measures to reduce speeds. The Council has decided to consider the inclusion of roads with higher average speeds but wherever they drew the line there would be opposition from some residents. The roads referred to by Mr Geller were not suitable for a 20mph limit.
- 4.5 Simon Geller believed the introduction of 20mph schemes was a long term project to change driver culture. Getting the community involved was key and he was not sure how successful the Council had been in this respect thus far. It was possible that the 20's Plenty Group could assist with that. He believed that drivers welcomed consistency and where there were part time changes from 30-20mph, drivers would get confused.
- 4.6 Councillor Mazher Iqbal, Cabinet Member for Infrastructure and Transport, commented that, in relation to comments about consultation, resources were no longer available to consult as widely as the Council would like. There was currently a project being undertaken on Play Streets to get as many people as possible out to enjoy their environment.
- 4.7 Don Lennox, a long term resident of Greystones, also attended the Session to make representations to the Cabinet Member. He had no objection to the proposals in principle and a number of his concerns had been addressed. His major concern was in respect of enforcement and compliance with the limits imposed. He therefore asked what action would be taken where the 20mph limits were ignored and what the ongoing programme was for driver education about the new limits?
- 4.8 Mr Lennox acknowledged the severe restraints the Council had in respect of resources. The report submitted to the Cabinet Member should have outlined the costs of introducing the scheme with physical measures and Mr Lennox believed driver education would take longer if the schemes were introduced in the way proposed.
- 4.9 The report should also have indicated the potential reduction in accident numbers associated with the introduction of 20mph schemes which was considerably greater with physical measures also introduced. Mr Lennox asked if, for the first three months of the scheme, enforcement could be undertaken by Police Officers?
- 4.10 Tom Finnegan-Smith stated that he noted some common concerns with the policy approach of sign only measures but it was important to get them to work. There was no further prospect of additional traffic calming measures at this time although issues would be looked at as and when they arose.
- 4.11 The position of the Police was that they wouldn't routinely enforce the 20mph limits when they were introduced. The arrangement the Council had with the Safety Camera Partnership was in relation to predetermined routes following an

accident. The majority of the roads included in the 20mph schemes were not related to specific accident problems. The Police were rolling out the Community Speedwatch scheme and this may be an opportunity to monitor speeds on specific roads.

4.12 Mr Lennox believed that the 20mph signs were too small. However, as Tom Finnegan-Smith highlighted, the Council had to work within the regulations of the Department for Transport. Mr Lennox also commented that the way the scheme was being introduced would have a much reduced impact than what the Council hoped.

4.13 Tom Finnegan-Smith stated that a consistent approach was needed across the City and one of the biggest successes would be if the majority of drivers were compliant to set the pace of traffic in the area. He had been contacted by Greg Fell, Director of Public Health, and they would be having discussions about wider engagement issues.

4.14 **RESOLVED:** That:-

(a) the Greystones and Whirlow 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984, omitting Bents Road and Knowle Lane from that Order;

(b) the objectors be informed accordingly;

(c) a proposal be submitted to Cabinet to effect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process;

(d) the intention to introduce a 20mph speed limit on:

- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Lane, Fulney Road, Frickley Road and Westwood Road

be advertised and the receipt of any objections be reported to the Cabinet Member for Infrastructure and Transport; and

(e) in the event that no objections to the introduction of a 20mph speed limit on the roads described in paragraph (d) above are received, a proposal be submitted to Cabinet to effect the necessary works to introduce the proposed 20mph speed limits in accordance with the Capital Gateway Process.

4.15 **Reasons for Decision**

4.15.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage

sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

- 4.15.2 The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections to the principle of introducing a 20mph speed limit in Greystones and Whirlow, the officer view is that the reasons set out in the report for making the Speed Limit Order outweigh the objections.
- 4.15.3 Consideration has been given to objections to the inclusion of a number of specific roads within the Greystones and Whirlow 20mph speed limit area (see paragraph 4.13 of the report). Of these, it is recommended that the objections to the inclusion of Bents Road and Knowle Lane be upheld.

4.16 **Alternatives Considered and Rejected**

- 4.16.1 Those objections that relate to the principle of introducing sign-only 20mph speed limits into residential areas are effectively objections to the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.
- 4.16.2 Objections to the inclusion of specific roads have been considered as described in paragraph 4.13 of the report.

5. **OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN FIRTH PARK AND WOODHOUSE**

- 5.1 The Executive Director, Place submitted a report describing the response from residents to the proposed introduction of 20mph speed limits in Firth Park and Woodhouse, reporting the receipt of objections and setting out the Council's response.

5.2 **RESOLVED:** That:-

- (a) the Firth Park and Woodhouse 20mph Speed Limit Orders, as described in this report, be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly; and
- (c) a proposal be submitted to Cabinet to effect the necessary works to implement the proposed 20mph speed limits, subject to the appropriate approvals being obtained through the City Council's Capital Gateway Process.

5.3 **Reasons for Decision**

- 5.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage

sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

- 5.3.2 The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections to the introduction of a 20mph speed limit in Firth Park, the officer view is that the reasons set out in the report for making the Speed Limit Order outweigh the objections.

5.4 **Alternatives Considered and Rejected**

- 5.4.1 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore are effectively objections to the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.

6. **TRAM/ CYCLE INFRASTRUCTURE REVIEW STUDY**

- 6.2 **RESOLVED:** That the item relating to the Tram/Cycle Infrastructure Review Study be deferred and a meeting be arranged with Cycle Sheffield to ensure that they were content with the report and an action plan be agreed which all relevant groups could contribute to.

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SHEFFIELD CITY COUNCIL Highways Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 July 2016

Subject: Tinsley Meadows Academy:
Objections to proposed waiting restrictions on roads around the new
Tinsley Meadows Academy

Author of Report: David Ramsden

Summary:

This report describes the measures to restrict parking at pedestrian access points to the new Tinsley Meadows Academy to complement the school travel plan.

It sets officers responses to objections, the petitions and questionnaires from the drop-in session carried out as part of the Traffic Regulation Order process.

Reasons for Recommendations:

To provide safe routes to the new Tinsley Meadows Academy for pedestrians, in particular children, by providing waiting restrictions at the principal access points and crossing points on the roads surrounding the academy.

These parking restrictions and other measures will help to safeguard pedestrians whilst minimising the loss of parking for local residents.

Recommendations:

- Implement the revised proposals and make the amended Traffic regulation Order in accordance with the Road Traffic regulation Act 1984;
 - Introduce associated traffic signing;
 - Widen a short section of Norborough Road by approximately 1m near its junction with Bawtry Road;
 - Monitor the situation once the Academy opens to see if additional measures are needed such as a school crossing patrol and report back with recommendations on further action;
 - Inform the objectors accordingly.
-

Background Papers:

Appendix A Original Traffic Regulation Order proposals plan

Appendix B Revised Traffic Regulation Order proposals plan
Appendix C School Travel Plan Summary
Appendix D Drop in session questionnaire analysis
Appendix E Petition extracts

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Julie Currey 30/6/16
Legal Implications
Cleared by: Paul Bellingham 05/07/16
Equality of Opportunity Implications
Cleared by: Annmarie Johnston 28/6/16
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Darnall Ward & Tinsley
Relevant Cabinet Portfolio Leader
Councillor Mazher Iqbal
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

TINSLEY MEADOWS ACADEMY:
OBJECTIONS TO PROPOSED WAITING RESTRICTIONS ON SURROUNDING
ROADS

1.0 SUMMARY

1.1 This report describes the response from residents to the proposed introduction of waiting restrictions on roads around the new Tinsley Meadows Academy, reports the receipt of objections, petitions and outcome of a drop-in session and sets out the Council's response.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 Restricting parking at junctions and key locations on the roads around the new Tinsley Meadows Academy will improve road safety for parents and children walking, cycling and scooting to and from the new academy.

2.2 Parking around junctions restricts visibility and increases the risk that pedestrians could be struck by passing vehicles. There is little or no off street parking in the area. With properties often having more than one car the pressure on parking in the street is high. This has led to vehicles being parked in and around the junctions on the roads around the site of the new academy. Parking also takes place on footways and within 10 metres of junctions which is in contravention of Rule 243 and 244 of the Highway Code:

Rule 243

DO NOT stop or park:

- Opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space

Rule 244

You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it.

Parking on the footway can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

3.0 OUTCOME AND SUSTAINABILITY

3.1 As part of the construction of the new Tinsley Meadows Academy, parking restrictions are planned around junctions and at strategic points on the roads around the new academy.

3.2 Restrictions on parking will have a positive impact on the safety of pedestrians and children travelling to and from the academy and help encourage more parents to walk their children to it and not to take the car.

4.0 REPORT

Introduction

4.1 Tinsley Meadows Academy is being constructed as a replacement for two existing schools; Tinsley infants and Tinsley Juniors.

- 4.2 The school travel plan, see Appendix C, is intended to encourage more children to walk, cycle and scoot to academy. In order for this to be achieved in a safe manner the parking on the roads around the new academy needs to be managed.
- 4.3 The original proposal introduced no parking at any time at strategic junctions and locations around the academy, see plan in Appendix A.

Public consultation

- 4.4 Notices were delivered to all properties surrounding the new Tinsley Meadows Academy informing of the intention to install parking restrictions.
- 4.5 There were 33 written (email and letter) responses to the consultation, a petition containing 750 signatures and an e-petition, containing 48 signatures objecting to the proposals. The principal reason given was that it would have a negative effect on parking availability, which is already at a premium in this area.
- 4.6 Following the public consultation local councillors asked for a drop-in session to be arranged at Tinsley Community Centre to allow local residents a chance to discuss the proposals with them and officers. There would also be an opportunity to fill in a questionnaire designed to find out what their concerns were and what alternative proposals they felt would help.
- 4.7 The session was held on Thursday 26 May and was well attended. Both councillors and officers felt it was worthwhile and would help them to draft a revised set of proposals.
- 4.8 There were 73 questionnaires completed and a detailed breakdown of the problems and alternatives is given in Appendix D.
- 4.9 The main problem identified in 50 of the questionnaires was the likelihood that the parking restrictions would remove valuable on street spaces with a consequence that neighbour tensions could also be generated as residents seek alternative locations to park.
- 4.10 In terms of alternative solutions,
- 28 of the questionnaires requested that there be less or no parking restrictions;
 - 14 requested the restrictions be reduced to operate with limited time restrictions during the academy week and not during academy holidays;
 - 10 specifically requested no restrictions on St Lawrence Road and
 - 7 questionnaires requested a school crossing patrol to improve safety, although the preferred location of the crossing patrol was not identified.

Officers response

- 4.11 The new Tinsley Meadows Academy will bring together up to 650 pupils under one roof. The majority of them live in the local area around the

Academy and a substantial percentage of these pupils will walk to the academy. The school travel plan will also encourage more pupils to use travel modes other than the car.

A transport assessment was produced by external consultants who recommended a number of locations, around the academy, that would need parking restrictions to improve road safety for parents and children walking to and from the academy.

Officers also undertook a further assessment and identified a small number of additional locations that would benefit from parking restrictions to further enhance the safe route to the academy for pedestrians.

The initial Traffic Regulation Order proposal was drawn up based on these assessments, broadly in line with the recommendations set out in the Highway Code, and with consideration to the existing limits on parking that are evident from site observations. The focus of the extents of the restrictions was firmly on pedestrian and child safety.

Following the initial public consultation, meeting with local councillors and the subsequent drop-in session. Officers have taken into consideration the concerns of residents and have drawn up a revised proposal which reduces the overall impact of the parking restrictions. The revised proposals are shown on the plan in Appendix B.

Officers feel that to reduce the proposals further would unduly compromise pedestrians and child safety. Officers also feel that there should be the opportunity to review the restrictions following the opening of the academy with scope to make changes should problems become evident.

Other Consultees

- 4.12 Local members and the emergency services were also consulted. No objections from these bodies have been received.

Summary

- 4.13 The key to improving road safety for pedestrians travelling to and from the new academy is to reduce conflict between pedestrians and vehicles. In order to achieve this, locations where pedestrians cross the road should be kept clear of parked vehicles that can mask pedestrians, particularly children, from approaching drivers.
- 4.14 It is recommended that the revised proposals set out in this report be approved in order to provide safe routes to and from the new academy when it opens in September 2016.

Relevant Implications

- 4.15 The total cost of the signs, road markings and the widening of Norborough Road is estimated to be around £19k. It is to be funded from the basic need fund for the school project, for which a CAF, business case and contract award have been approved and signed off by the Capital and Growth Board and subsequently by Capital Programme Group on 23rd March 2015 and 24th

August 2015 respectively.

The 25-year commuted sum for ongoing maintenance costs is estimated at about £3k. This indicative sum was calculated following an assessment of the preliminary design, and the actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey.

- 4.16 Traffic Regulation Order: The Council has the power under the Road Traffic Regulation Act 1984 to make a traffic regulation order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements outlined in this report.

- 4.17 An Equality Impact Assessment has been conducted and concluded that safer roads would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (i.e. the young, elderly, disabled and carers) would particularly benefit from this initiative. No negative equality impacts were identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.2 The objections relate to the principle of introducing parking restrictions. The alternative options considered were to reduce their extent and time they would be in force. No other alternatives to parking restrictions were considered.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To provide safe routes to the new Tinsley Meadows Academy for pedestrians, in particular children, by providing parking restrictions at the principal access points and crossing points on the roads surrounding the academy.

These parking restrictions and other measures will help to safeguard pedestrians whilst minimising the loss of parking for local residents.

7.0 RECOMMENDATIONS

- 7.1 Implement the revised proposals and make the amended Traffic regulation Order in accordance with the Road Traffic regulation Act 1984.
- 7.2 Introduce warning signs at the principal crossing points.
- 7.3 Widen a short section of Norborough Road by approximately 1m near its junction with Bawtry Road;
- 7.4 Monitor the situation once the Academy opens to see if additional measures are needed such as a school crossing patrol and report back with recommendations on further action.
- 7.5 Inform the objectors accordingly.

Simon Green
Executive Director, Place

14th July 2016

Appendix A



TTAPS - DESIGN AND ASSURANCE 5th FLOOR, HOWDEN HOUSE, 1, UNION STREET, SHEFFIELD, S1 2SH E-mail Scheme.Design@Sheffield.gov.uk Regeneration and Development Services Director: David Caulfield, RTP1 A Service Area of Place, Sheffield City Council	Client	SHEFFIELD CITY COUNCIL	
	Scheme	TINSLEY MEADOWS ACADEMY	
This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2016 AUTHOR David Ramsden CHECKED Chris Galloway DATE _____ DATE _____	Drawing Title	PROPOSED ROAD MARKINGS AND SIGNS TROS & SITE CLEARANCE	
	Drawing No.	1929-P1-02	
	Scale:	1/2000	A3
	Date:	Feb 2016	

APPENDIX C

Travel Plan review

- No of Pupils 604

Mode	Usual	Preferred
Walk	242	116
Cycle	3	113
Car	135	75
Scoot / Skate	2	74

- Children would like secure bike sheds and somewhere to park scooters
- Everyone is local except 1 pupil

Staff Survey comments

- Prefer to drive
- Too polluted to walk
- Inconsistent cycle facilities in the area

Actions

- Cycling to be promoted
- Walk to school week – June 2017
- Aim to involve staff and pupils in walking zone around school to explore issues around:
 - Congestion, pollution, climate change, healthy living – June 2017
- Look to form scooter club to allow children to ride micro scooters to school – October 2016
- Road Safety talks – October 2016
- Annual Road Safety Week – October 2016

APPENDIX D

Drop in session analysis

Total Questionnaires filled in 73

Problems

Less parking available for residents	50
Tension between neighbours	10
Road safety, pollution	6
Congestion from extra traffic	5
Won't be policed, people will still park on the lines	1
Parking on footways causes accidents	1

Alternatives

Less / no parking restrictions	28
Single yellow lines with time restrictions / not at weekends / after school	14
No restrictions on St. Lawrence Road	10
Crossing places / Crossing Patrol	7
All the restrictions not needed, just entrances	7
No restrictions opposite junctions	2
Wait and see what happens when the school opens	2
Stop lorries coming down the roads	2
Double yellow lines needed on Bawtry Road near the new school and library	1
reduce speed limit	1
School car park drop off	1
No Parking on footways	1

APPENDIX E - Petitions

There have been two petitions against the proposals.

1. The first was received by the Council on 6th April, 2016 and contained 750 signatures. This was organised by two local residents, Zafar Khoukar and Robina Ifikhar.

As a result of the petition a drop in session was held in the Tinsley Community Centre so that we could listen to the views of local residents and work with them to develop revised parking restrictions which would minimise the loss of parking whilst safeguarding the routes to school.

Title: Tinsley Yellow Line Petition

Petition against yellow lines within Tinsley

“We the undersigned call upon Sheffield City Council to listen to local residents of Tinsley who have concerned about the proposals to install yellow lines around Tinsley Green Park. We oppose the current plans and call for the City Council to work with local residents to draw up alternatives options to deal with traffic generated by the new school within Tinsley Green Park”

2. The second was an e-petition containing 48 signatures and the lead petitioner was Adil Mohammed and closed on 23 May 2016.

Title: ‘Petition to stop the Council reducing your parking spaces in Tinsley’

We the undersigned petition the council to listen local residents of Tinsley who have concerned about the proposals to install yellow lines around Tinsley Green Park. We oppose the current plans and call for the City Council to work with local residents to draw up alternatives options to deal with traffic generated by the new school within Tinsley Green Park

We think your restrictions are unnecessary. As a result of the proposed restrictions a goodly percentage of residential spaces would not be available for parking. Parking restrictions would make a bad situation worse. People would end up parking away from their houses and causing abrasion with neighbours. Furthermore by making it practically illegal to park outside your own home, it could lead residents into breaking the law unnecessarily.

The council should review, look at other options and provide evidence of the necessity for these restrictions

[‘Petition to stop the Council reducing your parking spaces in Tinsley’](#). The lead petitioner was and it closed on 23 May

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SHEFFIELD CITY COUNCIL

Highways Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 July 2016

Subject: North Sheffield Better Buses – Barnsley Road near Orphanage Road/Scott Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Barnsley Road, near its junctions with Orphanage Road and Scott Road. Buses and all other vehicles are severely delayed in this area, with delays of over 8 minutes at peak times, over a distance of just 600 metres.

A scheme comprising the widening of Barnsley Road, a bus lay-by, revised waiting restrictions and a revised road layout on Scott Road was consulted upon in April/May 2016. Nine comments were received, raising a number of concerns but there are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

The revised scheme described in this report will contribute to improving journey times and reliability for bus services and other traffic along this route.

The scheme is being designed in detail with funding available to allow the scheme to be built in 2016/17 through to 2017/18.

Recommendations:

Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

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

Inform the respondents accordingly.

Background Papers:

Appendix A – April 2016 Scheme Proposal

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Julie Currey
Legal Implications
Cleared by: Paul Bellingham
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Burngreave, Firth Park
Relevant Cabinet Portfolio Leader
Councillor Mahzer Iqbal
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

NORTH SHEFFIELD BETTER BUSES – BARNSELEY ROAD NEAR ORPHANAGE ROAD/SCOTT ROAD

RESULTS OF PUBLIC CONSULTATION AND RESPONSES TO A PROPOSED TRAFFIC REGULATION ORDER

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Barnsley Road, near its junctions with Orphanage Road and Scott Road. Buses and all other vehicles are severely delayed in this area, with delays of over 8 minutes at peak times, over a distance of just 600 metres.

A scheme comprising the widening of Barnsley Road, a bus lay-by, revised waiting restrictions and a revised road layout on Scott Road was consulted upon in April/May 2016. Nine comments were received, raising a number of concerns but there are no formal objections and no longer any issues outstanding.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The proposed scheme should help to reduce delays for buses and other vehicles, improving journey times and reliability for users of Barnsley Road, thus contributing to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improved bus services, improved journey times and a reduction in congestion, leading to a reduction in vehicle emissions in the vicinity of the scheme.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators), has identified Barnsley Road, near its junctions with Orphanage Road and Scott Road, as the most frequent source of delay on bus routes between Ecclesfield and the City Centre.

Buses are often severely delayed for a number of reasons:

- The pedestrian crossing operates frequently at peak times. This is unavoidable due to the high numbers of pedestrians. The timings of the crossing have been made as efficient as possible.

- The road layout at the junction with Scott Road leads to drivers on Barnsley Road regularly giving way to traffic on the side road, thereby holding up traffic on the main road
- Buses cannot make the left turn into Scott Road when traffic is waiting to turn out, due to the restricted road width
- When buses call at the two stops near Orphanage Road, they frequently block the road meaning traffic can struggle to pass.

These factors combine to cause severe delays. Journey time data has shown that buses can sometimes take over 8 minutes to travel the 600 metres between Earl Marshall Road and Orphanage Road, when it should only take 2 or 3 minutes. The scheme should bring individual journey time savings of at least 2 minutes at peak times, as well as improving the reliability of bus services at all times, helping them to turn up on time. Significantly, all other vehicles on Barnsley Road will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, comprising the widening of Barnsley Road, a bus lay-by, revised waiting restrictions and a revised road layout on Scott Road, which can be viewed in Appendix A.

Consultation with affected residents took place in April/May 2016. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were consulted. Additionally, signs were installed on street advertising the dedicated www.sheffield.gov.uk/northsheffield website, where the plans were available. A total of 108 separate visits were made to the website over the 3 week consultation period.

Nine comments were received from consultees. Four of these were supportive, whilst the others raised a number of issues but did not specifically object. All the issues are valid points that had been considered previously during the development of the scheme. These are detailed below, together with responses.

Crossing Barnsley Road, between Scott Road and Firshill Avenue, could be problematic for drivers

Outside of the busiest times, it is not envisaged that the situation will be any more difficult for drivers to cross, or turn right, from Firshill Avenue or Scott Road. There are regular gaps in traffic and the pedestrian crossing will continue to operate as it does now, providing opportunities for drivers to complete their manoeuvres. It is accepted that at peak times it is likely that these manoeuvres might be more difficult, however the pedestrian crossing traffic lights will continue to provide breaks in the traffic flows and some drivers will likely choose to use alternative routes, depending on their journey. It is also the intention to monitor the situation on site following implementation (should the scheme be approved) to determine if a yellow box/keep clear could be provided without reducing the benefits to the main road.

Would traffic signals be an alternative solution?

The first option considered was actually traffic lights at the junction, including full pedestrian facilities. The results showed, however, that there would likely be significant increased delays for all users of the junction, both during the busiest hours and also at quieter times. On Scott Road and Firshill Avenue, delays would likely be increased by almost 3 times at busy periods, something that clearly isn't acceptable.

The proposed pedestrian island on Scott Road will not provide pedestrians with good views of traffic turning into Scott Road from Barnsley Road.

Pedestrian walking routes were observed and showed that the vast majority of school children crossed Scott Road on the existing road hump before heading in an easterly direction. Very few crossed and then continued on Barnsley Road towards Firvale. Nonetheless, visibility on the central island has been maximised, and pedestrians will no longer have to look in both directions before crossing the road as they need only cross to the central island. Furthermore, as on all schemes, the proposals have successfully passed a Road Safety Audit where these issues were scrutinised.

The proposals show little respect for the needs of local citizens and their environment

Officers are always mindful of the impact on residents in adjacent neighbourhoods. It is extremely difficult, if not impossible, to improve traffic flows on the main road whilst also maintaining local traffic movements at current levels. The existing road layout inadvertently leads to vehicles on the side roads getting an informal 'priority' over the main road, despite only being about 20% of the vehicles using the junction at busy times. Whilst it is appreciated that there could be some small increased delays for some vehicles exiting onto Barnsley Road, overall traffic movement should be much improved.

There is a real possibility that the extended and newly moved bus stops will provide waiting places at buses running on over-generous timetables, rescheduled as a cosmetic means of improving punctuality

The two stops in question are not timing points, so there is no reason to suspect that buses will wait for longer periods of time than necessary for passengers to board and alight. The stops are being upgraded so they are fully accessible to all users, together with bus stop clearways to ensure buses can get to the kerb edge properly.

Parking could get worse – can I have double yellow lines across my driveway?

Officers were very mindful of the impact on the parking situation on Scott Road. Numerous parking surveys established that despite the proposed alterations sufficient parking spaces would remain for the number of vehicles regularly parked. However it is acknowledged that the driveways could be blocked and it is recommended that H markings be installed across the driveways. They have been

shown to work effectively in situations such as this, and as with any case where a vehicle is causing an obstruction, the police can take enforcement action.

Can the small island next to the speed cushions be removed, freeing up space for parking?

The island was put in to ensure drivers did not swerve to avoid the speed cushions. At times when the demand for parking is low there could be a sufficient gap for drivers to swerve into the parking bay to avoid the cushions. On safety grounds it is felt that the island should remain. Parking surveys show that there should be sufficient parking space to accommodate demand.

Why isn't the inbound stop also being put in a lay-by?

A bus lay-by is only needed on one side, as getting buses off the main carriageway on one side will allow buses at the other side of the road to pull up and still get 2-way traffic past. To install a lay-by on the inbound side would also affect front gardens and green space.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £798k which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Better Buses programme. Initial and Outline Business Cases, for the design stages, have been through the Great Places to Live (GP2L) Programme Board and Capital Programme Group (CPG). A Final Business Case is to be presented to the Thriving Neighbourhoods & Communities Board on 17 June 2016. Because of complex issues with Utilities' equipment and the nearby school we are seeking to undertake as much enabling work as possible during the Summer 2016 school holidays. This is likely to be mostly, if not all, statutory undertakers' diversions. Full funding remains committed from the Sheffield Bus Partnership.

The 25-year commuted sum for ongoing maintenance costs is estimated at about £5,000. This indicative sum was calculated following an assessment of the preliminary design, and the actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

Legal

Traffic Regulation Order: The Council has the power under the Road Traffic Regulation Act 1984 to make a traffic regulation order (TRO) where it appears to the

Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 905) has been carried out for the Better Buses Area funded package of schemes. Overall there are no significant, positive or negative, differential equality impacts. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other bus improvement schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

The alternative options, including an alternative design, have been discussed elsewhere in this report. Doing nothing would not address the issues that regularly occur at the location. The design as amended is, therefore, the preferred option.

REASONS FOR RECOMMENDATIONS

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

The scheme is being designed in detailed with funding available to allow the scheme to be built in 2016/17.

RECOMMENDATIONS

Approve and implement the revised scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

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

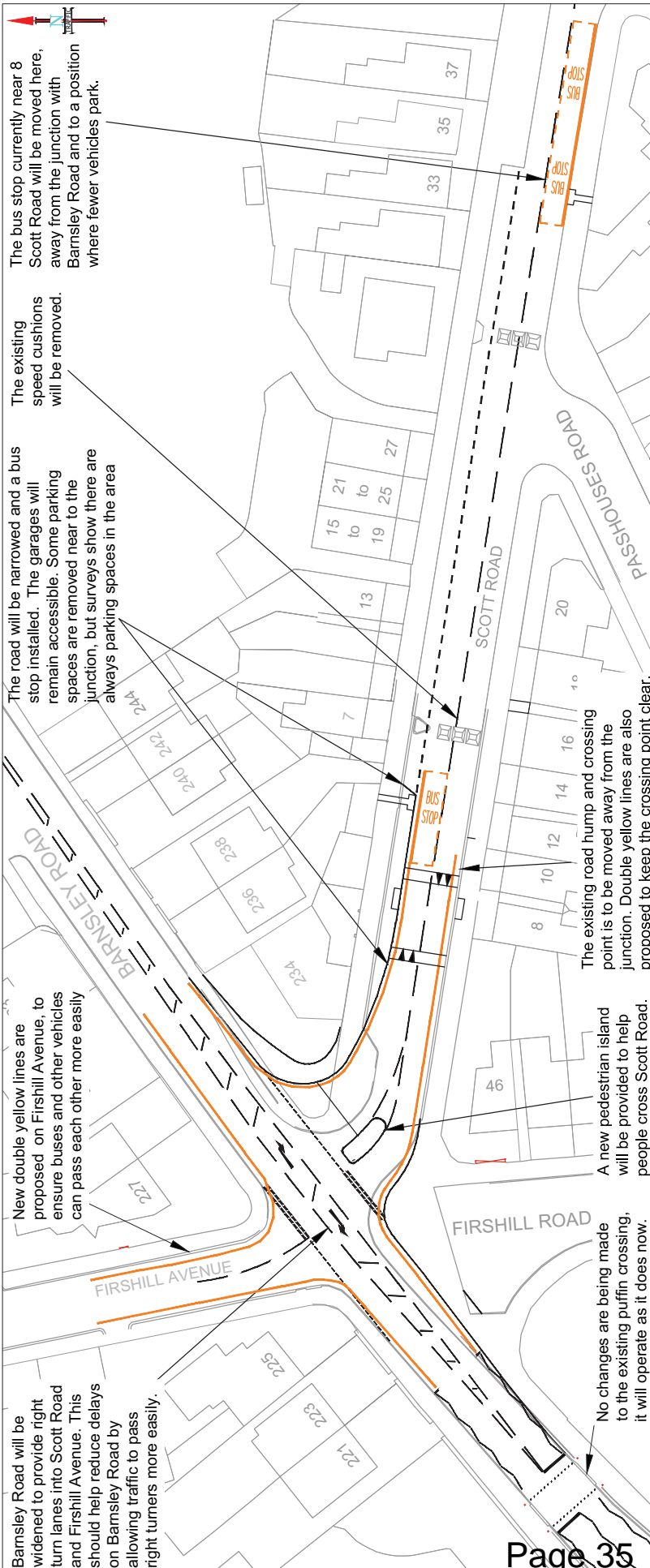
Inform the respondents accordingly.

Simon Green

Executive Director, Place

14 July 2016

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NORTH SHEFFIELD BETTER BUSES

Barnsley Road nr Scott Road / Orphanage Road

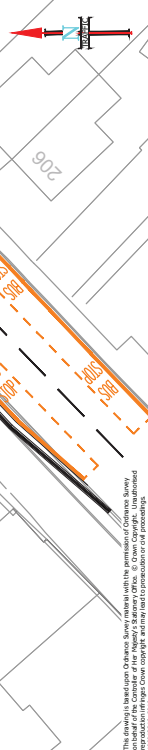
Proposed Scheme



NOT TO SCALE
APRIL 2016
SD-LT190-C1

NOTES
For clarity, existing unchanged restrictions are not shown
To view a larger plan visit www.sheffield.gov.uk/northsheffield

KEY
 Bus Stop Clearway (no stopping at any time)
 Double Yellow Lines (No waiting at any time)



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