

# **Highway Cabinet Member Decision Session**

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**Thursday 11 August 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**

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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)

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## PUBLIC ACCESS TO THE MEETING

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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](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 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](mailto: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](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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**HIGHWAY CABINET MEMBER DECISION SESSION  
11 AUGUST 2016**

**Agenda**

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- 1. Exclusion of Press and Public**  
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)  
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 8)  
Minutes of the Session held on 14 July 2016.
- 4. Charter Square Highways Improvement Scheme** (Pages 9 - 34)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on 8 September 2016**

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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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**Highway Cabinet Member Decision Session**

**Highway Cabinet Member Decision Session held 14 July 2016**

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

**OFFICERS IN ATTENDANCE:** Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure)  
Simon Botterill (Team Manager, Traffic Management)  
David Ramsden (Highways Officer)  
James Burdett (Highways Engineer)  
Ian Taylor (Transport Planner)

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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 9 June 2016, was approved as a correct record.

**4. OBJECTIONS TO PROPOSED WAITING RESTRICTIONS AROUND TINSLEY MEADOWS SCHOOL**

4.1 The Executive Director, Place submitted a report describing the measures to restrict parking at pedestrian access points to the new Tinsley Meadows Academy to complement the school travel plan. It also set out officers responses to objections, the petitions and questionnaires from the drop-in session carried out as part of the Traffic Regulation Order process.

4.2 Robina Ifikhar, a local resident, attended the Session to make representations to the Cabinet Member. She thanked the Cabinet Member and officers for listening to local residents and developing a solution that was supported by the majority of local residents.

4.3 A resident of 15 Harrowden Road asked how his daughter, who had mobility issues, would be able to park near her house when the new restrictions were introduced. In response Simon Botterill, Team Manager, Traffic Management, commented that a disabled bay could be introduced outside the property on submission of a blue badge.

4.4 In response to further questions, Tom Finnegan Smith, Head of Strategic

Transport and Infrastructure, commented that the restrictions could be amended to school times only to target the times when the road would be the busiest.

**4.5 RESOLVED:** That:-

- (a) the revised proposals be implemented except on the cul-de-sac section of Harrowden Road where the restriction is reduced to limited waiting, operable Monday to Friday 8.00 – 9.30am and 3.00-4.30pm and the amended Traffic Regulation Order be made in accordance with the Road Traffic regulation Act 1984;
- (b) warning signs be introduced at the principal crossing points;
- (c) a short section of Norborough Road be widened by approximately 1m near its junction with Bawtry Road;
- (d) the situation be monitored once the Academy opens to see if additional measures were needed such as a school crossing patrol and report back with recommendations on further action; and
- (e) the objectors be informed accordingly.

**4.6 Reasons for Decision**

- 4.6.1 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.
- 4.6.2 These parking restrictions and other measures will help to safeguard pedestrians whilst minimising the loss of parking for local residents.

**4.7 Alternatives Considered and Rejected**

- 4.7.1 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.

**5. NORTH SHEFFIELD BETTER BUSES - BARNSELEY ROAD NEAR ORPHANAGE ROAD/SCOTT ROAD**

- 5.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project, particularly in respect of Barnsley Road.

**5.2 RESOLVED:** That:-

- (a) the revised scheme as shown in Appendix A be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums);

- (b) the Traffic Regulation Order relating to the proposed waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the respondents be informed accordingly.

### **5.3 Reasons for Decision**

- 5.3.1 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.
- 5.3.2 The scheme is being designed in detailed with funding available to allow the scheme to be built in 2016/17.

### **5.4 Alternatives Considered and Rejected**

- 5.4.1 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.

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# Agenda Item 4



**Author/Lead Officer of Report:** Chris Galloway

**Tel:** 0114-2736208

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**Report of:** *Simon Green*  
**Report to:** *Cllr Mazher Iqbal*  
**Date of Decision:** *11<sup>th</sup> August 2016*  
**Subject:** *CHARTER SQUARE HIGHWAYS IMPROVEMENT SCHEME*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <b>Infrastructure &amp; Transport</b>		
Which Scrutiny and Policy Development Committee does this relate to? <b>Economic &amp; Environmental Well Being</b>		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? <b>933</b>		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

**Purpose of Report:**

This report describes the responses to the consultation and objections to the Traffic Regulation Orders associated with the proposal to remove Charter Square roundabout. It puts forward amended proposals and sets out officers' responses.

**Recommendations:**

- 1. Make the revised traffic regulation orders; in accordance with Road Traffic Regulation Act 1984*
- 2. Promote a further traffic regulation order to create two way operation on a section of Wellington Street.*
- 3. Approve the revised scheme for detailed design and build;*
- 4. The respondents be informed accordingly.*

**Background Papers:**

Appendix A: Plan of original proposals  
Appendix B: Changes to Access Routes  
Appendix C: Consultation Area  
Appendix D: Responses to Consultation  
Appendix E: Plan showing revised proposals  
Appendix F: Cycle Sheffield Report

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Damian Watkinson</i>
		Legal: <i>Paul Bellingham</i>
		Equalities: <i>Annemarie Johnston</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>EMT member who approved submission:</b>	<i>Simon Green</i>
3	<b>Cabinet Member consulted:</b>	<i>Mazher Iqbal</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> <i>Chris Galloway</i>	<b>Job Title:</b> <i>Principal Engineer – Design &amp; Assurance</i>
	<b>Date:</b> <i>(Insert date)</i>	

## **1. PROPOSAL**

- 1.1 The city centre master plan, the Urban Design Compendium and the Design and Development Framework for the Moor (2004) all make reference to the City's long held ambition to improve accessibility, subordinate traffic and create a sense of place in and around Charter Square. With the demolition of the Grosvenor Hotel due to commence in late 2016, the time is opportune for the Highway Authority to carry out a scheme of works to improve pedestrian and cyclist connectivity across Charter Square.
- 1.2 A plan of the scheme is shown in **Appendix A**.
- 1.3 The key element of the scheme is the replacement of the Charter Square roundabout with a new two way single carriageway road.
- 1.4 This will allow the introduction of measures such as a signalled surface level crossing of the new road and an off road segregated two-way cycle track, aimed at improving the area for pedestrians and cyclists.
- 1.5 As a consequence there will no longer be a u-turn facility and no direct link for motorised vehicles between Charter Row and Wellington Street. This will mean that drivers from certain directions wishing to use the John Lewis and Wellington Street multi-storey car parks and the surface car parks accessed from Rockingham Street will have to go by different routes to those they currently use, see **Appendix B** for details. These new routes to the car parks will be signed.
- 1.6 Some of the changes being proposed require Traffic Regulation Orders to prohibit vehicle movements, remove on-street parking spaces and a taxi rank and to introduce loading and unloading restrictions.

## **2. Principal changes and outputs arising from implementation of the scheme**

- 2.1 The scheme will deliver benefits for people working and living in the city centre who walk or cycle through Charter Square by providing shorter walking routes at ground level and a segregated off road two way cycle route for cyclists. These new pedestrian and cycle routes will be safer and will remove the personal safety concerns often cited with subways.
- 2.2 Traffic modelling has predicted that some motorised journeys will be quicker with fewer stops thereby reducing the level of vehicle emissions.
- 2.3 17 existing mature trees will need to be removed that are located within the roundabout and on the planting area adjacent to Wellington Street. To mitigate this loss, the trees will be replaced in the ratio of 2:1, thereby increasing the number of trees that contribute to the environment and a reduction in the carbon footprint.



- 2.4 The scheme will remove 14 on-street parking spaces but the 4 spaces for blue badge holders will be maintained but in another location nearby on Union Street.
- 2.5 The two taxi ranks on Charter Row and Charter Square will be removed and no alternative provision is to be made.
- 2.6 The removal of the roundabout and provision of a single two-way road supports the council's aspiration of enhancing the city centre through the creation of a new retail quarter delivering a mixed offer of residential, commercial and retail developments as well as providing attractive new public spaces.

### 3. Public Consultation

- 3.1 Letters and plans were delivered to over 550 addresses within the consultation area, shown on the plan in **Appendix C**. This was backed up with over 30 notices erected on street at prominent points within the area. In addition, the legal notice was published in the Sheffield Star on 24 June.
- 3.2 There has been no objections from any of the statutory bodies that have been consulted.
- 3.3 The Chief Taxi Licensing Officer has been consulted on the loss of the two taxi ranks and has raised no objections to the scheme.
- 3.4 Key stakeholders in the area, John Lewis, NCP (Wellington Street MSCP), Debenhams, and Ashcroft (managing agents for the Moor) were individually contacted along with South Yorkshire Passenger Transport Executive (SYLTE) and the other statutory consultees.
- 3.5 In summary, there have been nine responses, with objections from NCP, SYLTE, and Stagecoach but through discussion officers have agreed with SYLTE and Stagecoach to withdraw their objections. Officers are also optimistic that NCP will be prepared to withdraw their objection as well although this has not yet been secured. Details of all responses are given in **Appendix D**, but a brief overview of them is given below.
  - **NCP** - objected primarily because their car park would effectively be inaccessible for visitors accessing the City from a significant proportion of the road network. They suggested, however, a couple of options in mitigation, one of which would be making part of Wellington Street two-way from Rockingham Street to their car park. Officers considered this to be a feasible solution and have amended the scheme to show this element, see Appendix E. This was received well by NCP and they have requested a meeting to develop this further. Unfortunately this will take place after the report has been finalised so a verbal update will be given at the meeting. Officers are however, optimistic that the objection will be withdrawn.

- **SYLTE and Stagecoach** – Whilst supporting the redevelopment of the city centre and recognizing the importance of cycling they thought that the increased journey time of up to 30 seconds in the morning peak period, predicted by micro-simulation modelling was not acceptable and undermined all the good work the bus partnership had achieved in recent years. However, officers explained that the modelling could not easily show the impact of advance bus prioritisation techniques which have been introduced very successfully elsewhere in the city in reducing journey times and improving reliability. Officers were confident of achieving the same results on this scheme so that the morning peak delay could be successfully mitigated against. Monitoring of before and after journey times have been agreed and this will allow the strategies to be adjusted to achieve the maximum mitigation possible. With the improvements in journey times to the evening peak the PTE were happy to withdraw their objection to the scheme.
- **Cycle Sheffield** – have submitted a detailed report in response to the scheme, see **Appendix F**, whilst it is not a formal objection they have highlighted some design concerns that will be addressed during detailed design. They have also commented more generally about how the cycle route fits into the wider cycle route network and future development plans for the city centre. Officers reiterate their aspiration to provide high quality cycle routes, but project funding, unfortunately, limits the extent of this provision and this is a significant link in the future network.
- **John Lewis Partnership (JLP)** – sent a holding response requesting clarification on a number of issues relating to the scheme and future works in the city before they make a formal response. In terms of the scheme, they specifically wanted to understand how this and the temporary traffic management needed to build it would affect their business and wanted assurances their customers could access their car park and pick up points, that their servicing arrangements would be maintained and that the council would provide appropriate signing to facilitate this. Officers are confident that these concerns can be successfully mitigated during the detailed design and build stages of delivering the scheme and will continue to liaise fully with JLP to ensure any concerns are addressed.
- **Westfield** – support the scheme creation of cycle routes, in principle, but were concerned over the loss of on-street car parking and access and the potential conflict with the cycle path at their new main entrance on the corner of Rockingham St and Charter Row. A meeting has been proposed to understand their concerns and to agree any minor mitigations should this prove necessary and officers feel that acceptable mitigation measures can be agreed.
- **Debenhams** – support the scheme in principle but were concerned how their service delivery arrangements might be affected under the new scheme. Officers have looked at this and by adopting an anticlockwise route via Eyre Street, for inbound deliveries, their

concerns should be resolved.

- **Make or Bake** – objected to the scheme because they thought they would lose their loading point on Matilda Way. Officers have clarified with them that this will not be the case and that loading arrangements would remain unchanged. They have not responded to withdraw their objection.
- **A Local Artist** – supports the scheme but would like to see the Chartist Movement, after which the square was named commemorated in some way. She would also like to document its demolition and save some of the tiling and paving. Officers feel that this may be possible, subject to making suitable arrangements with the contractor. Acknowledging the history of the location will be considered as part of the public realm design.

#### 4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

##### 4.1 Equality of Opportunity Implications

- 4.1.1 The Equality Impact Assessment (933) concluded that overall there are no significant differential equalities impacts from this proposal. 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 (e.g. the young, elderly, disabled and carers) would particularly benefit from this initiative through a) the removal of one of the remaining subway systems in the City Centre which are generally considered to be unfriendly for pedestrians and b) signalised and new tactile crossings giving vulnerable pedestrians a certainty over when to cross. Cyclists will be segregated from motorised traffic improving their safety.

##### 4.2 Financial and Commercial Implications

- 4.2.1 The scheme is to be funded via prudential borrowing and was approved by a Leader's Decision in September 2015.

The 25-year commuted sum for ongoing maintenance costs is estimated at about £30k which depending on the ultimate designation of the area will be charged to the project costs or the future developer. The actual sum will be calculated by the New Works team in the Highways Maintenance Division based on the agreed Bill of Quantities, once the detailed design has been signed off by the City Council.

An additional financial implication will be the loss of revenue income from the 14 parking bays to be removed.

##### 4.3 Legal Implications

- 4.3.1 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. In addition, 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. The local planning authority has been consulted and has confirmed that planning permission would not be necessary to implement these improvements.

- 4.3.2 A Highways Act legal order will also be sought separately, seeking to permanently extinguish the public vehicular rights in the square (with the exception of the new link road itself), but reserving public bridleway rights to allow it to remain as public highway for use by pedestrians and cyclists. It would also allow the permanent removal of the subways, on the basis that they are no longer necessary due to the new ground-level pedestrian routes being provided as a result of the removal of the roundabout by this scheme.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

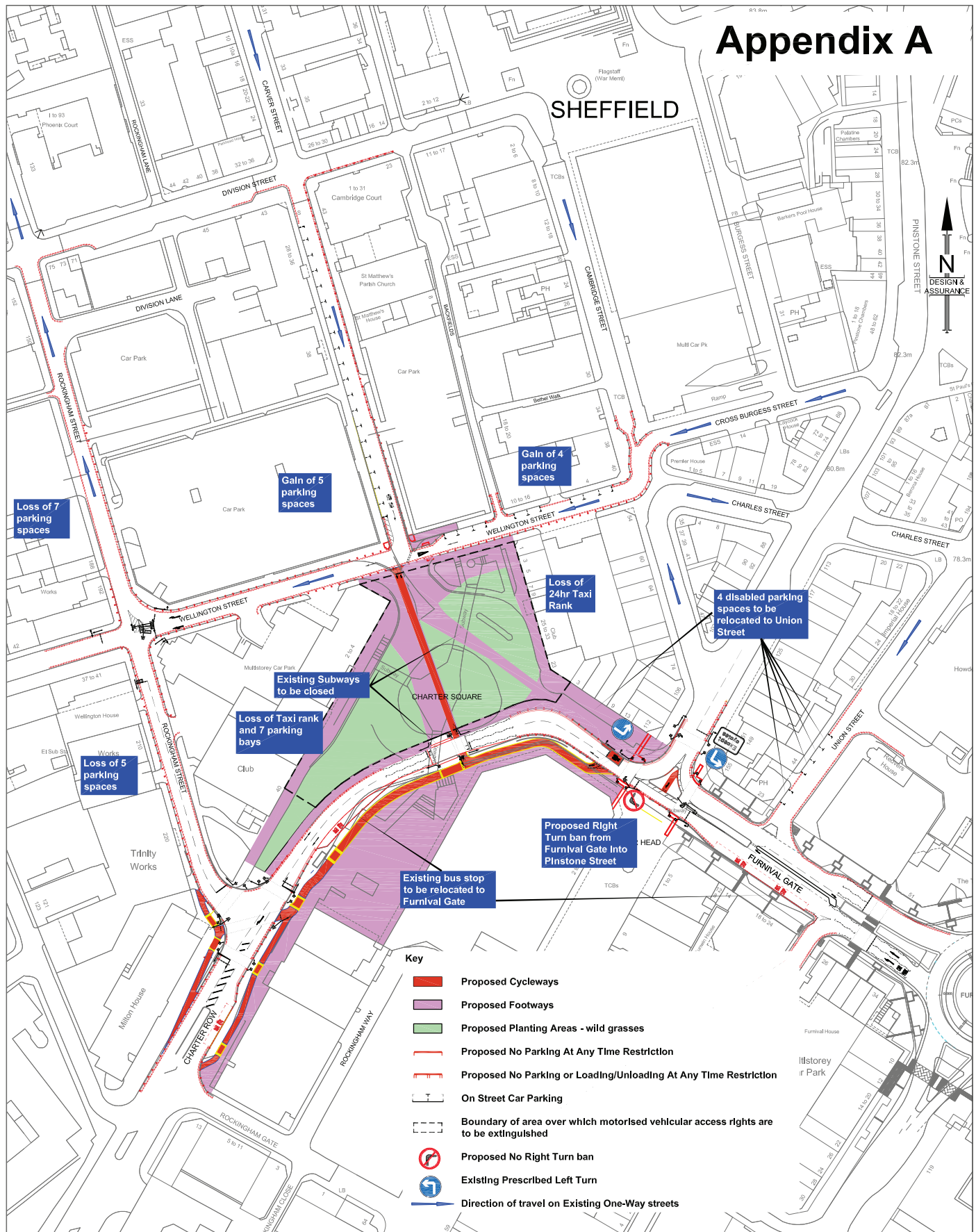
- 5.1 The removal of the Charter Square roundabout and subway system has been a longstanding proposal and was included in the planning application for the New Retail Quarter, which received approval in 2006. The proposal is consistent with that concept, as well as the City Centre Master Plan. Officers believe that the scheme can be a catalyst for further regeneration in the city centre and can be adapted to accommodate any access needs that future regeneration development proposals might bring forward. As such no other alternatives have been considered.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 To allow the scheme to progress to detailed design and build so that the proposed improvements for pedestrians and cyclists can be realised quickly.
- The proposal seeks to remove one of remaining subway systems in the City Centre which are generally considered to be unfriendly for pedestrians. In its place, new pedestrian crossing and cycle routes will be created which will be of significant benefit to road users.
- The scheme creates a large public realm area which could readily be

adapted to meet future regeneration or development needs.

# 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, RTPI  
A Service Area of Place, Sheffield City Council



Client

**SHEFFIELD CITY COUNCIL**

Scheme

**CHARTER SQUARE  
PEDESTRIAN & CYCLE IMPROVEMENTS**

Drawing No.

**DA-PC05155-CP1A**

Scale: **NTS**

**A3**

Date: **JUNE 2016**

Drawing Title

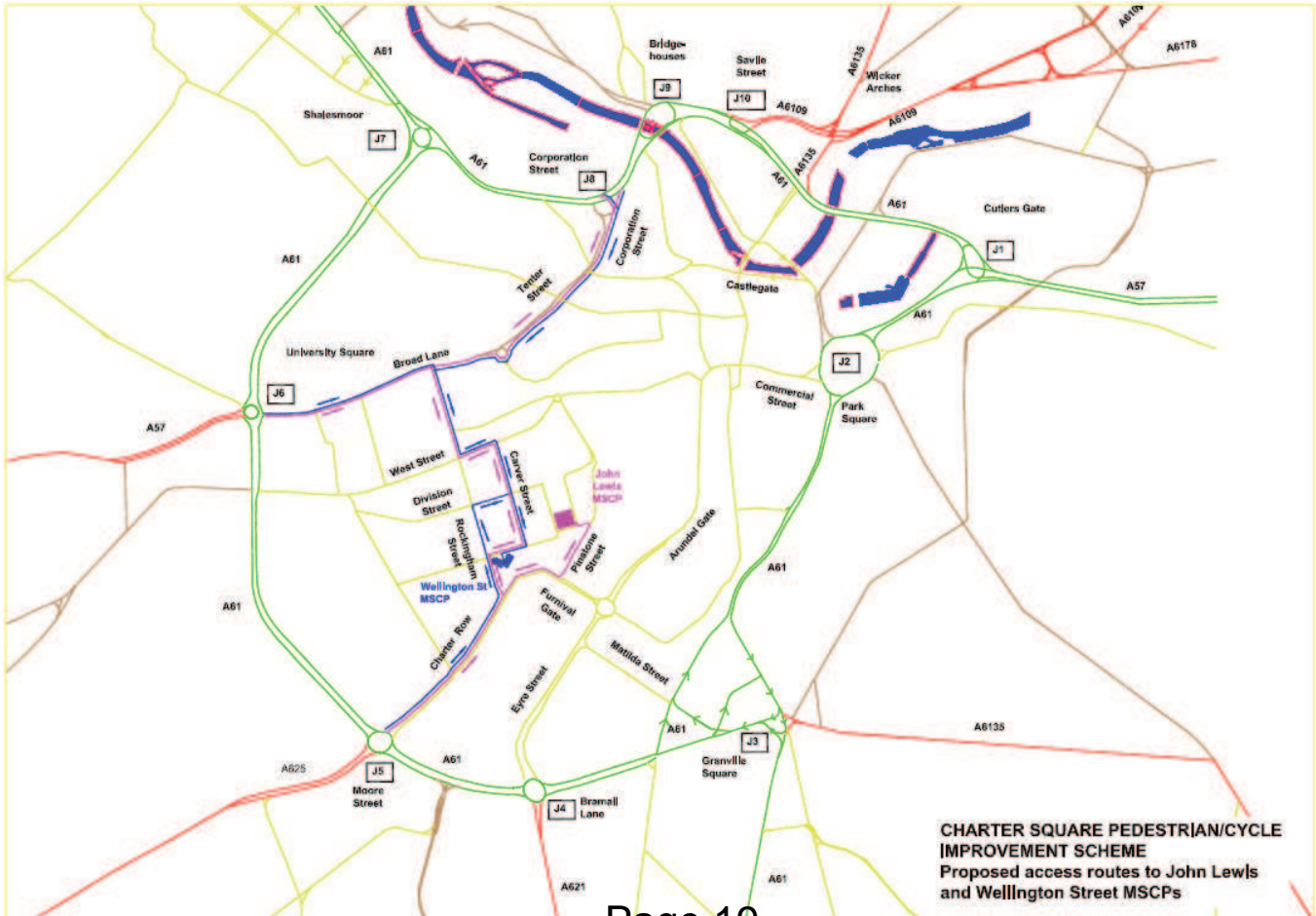
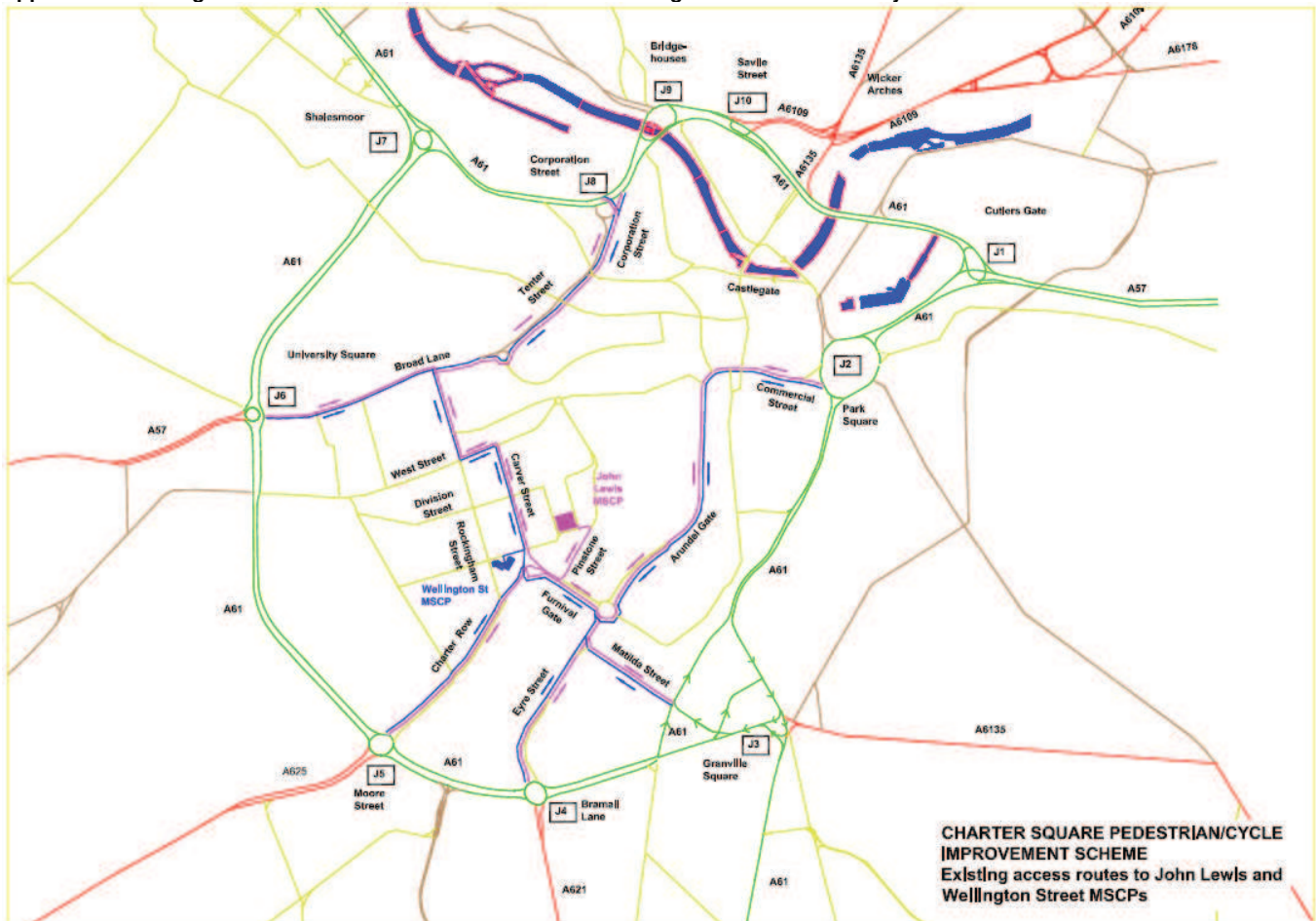
**Page 18  
PRELIMINARY DESIGN  
TRO & CONSULTATION PLAN**

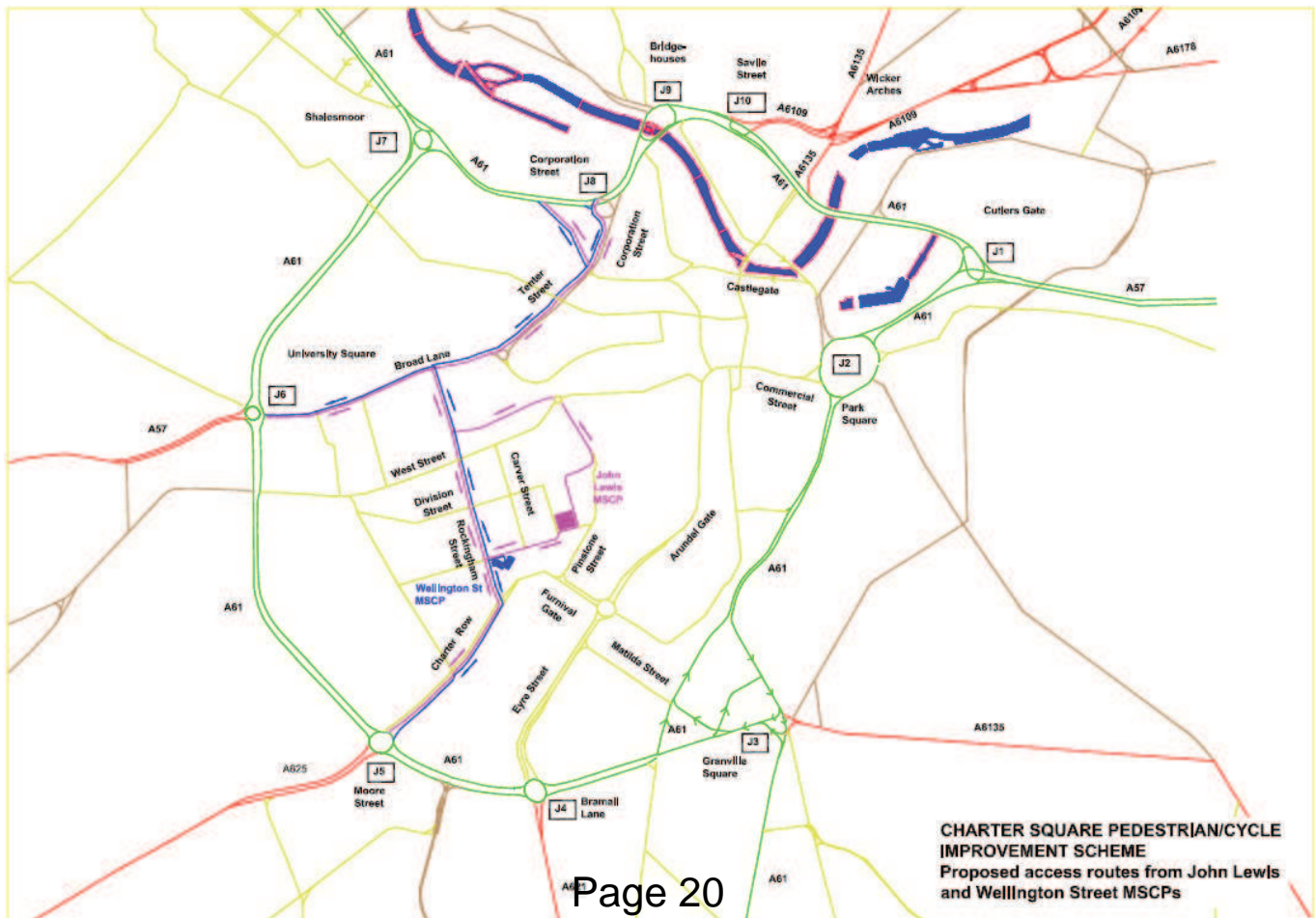
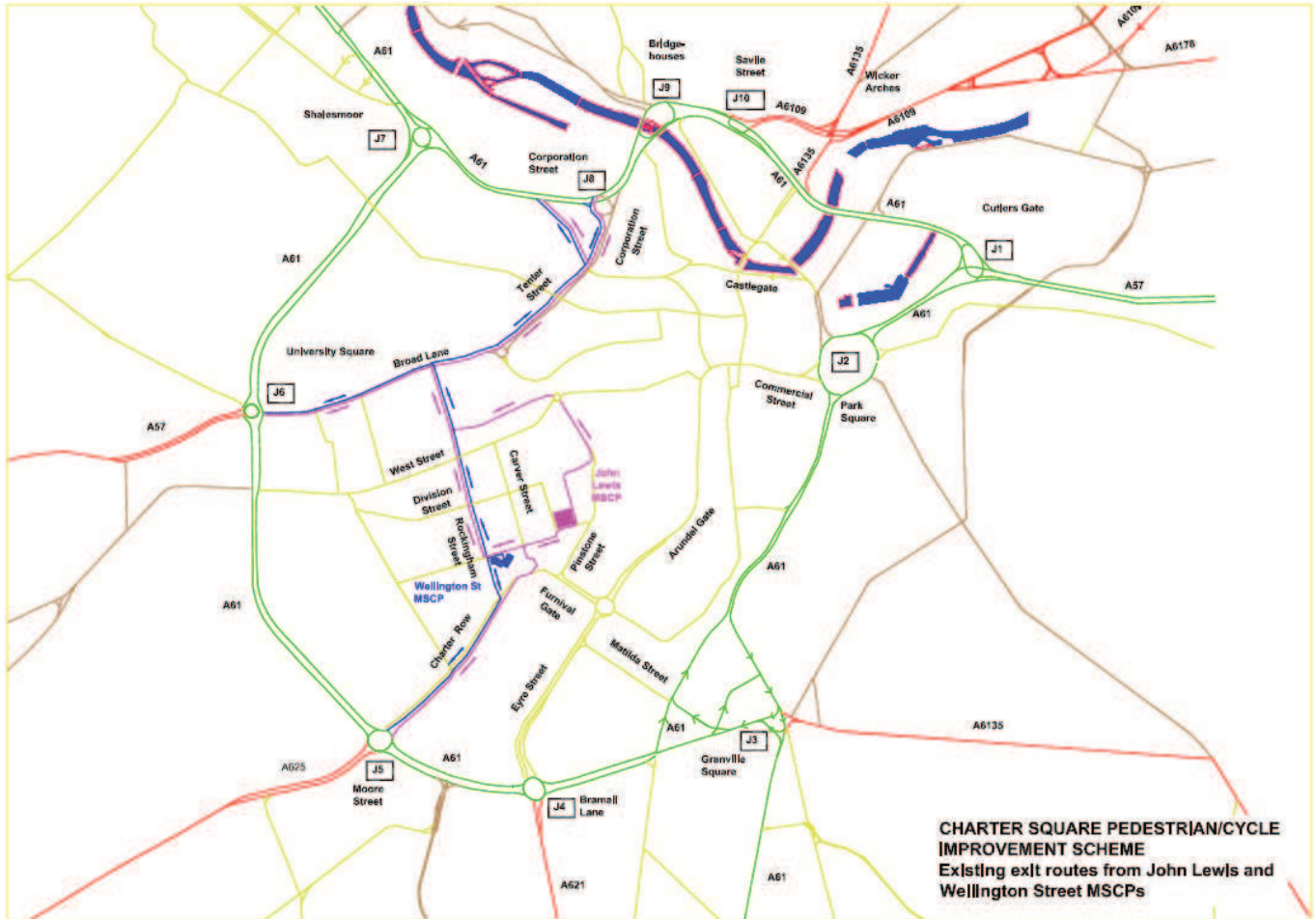
AUTHOR **CIG**  
DATE

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DATE



## Appendix B – Changes to routes to and from John Lewis and Wellington Street Multi-storey Car Parks







# Appendix C



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, RTPI

A Service Area of Place, Sheffield City Council

**Sheffield**  
City Council



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DATE

DATE

Client

**SHEFFIELD CITY COUNCIL**

Scheme

**CHARTER SQUARE  
HIGHWAY IMPROVEMENT SCHEME**

Drawing Title

**Page 21  
LETTER DROP PLAN  
FOR SCHEME/TRO CONSULTATION**

Drawing No **DA-PC05155-LD1**

Scale: **NTS**

**A3**

Date: **June 2016**

## Appendix D: Summary of Responses to Consultation

Customer or Organisation	Comments Received
John Lewis Partners	<p>Not an objection to date but asks for information and confirmations.</p> <ol style="list-style-type: none"> <li>1. Requesting detailed routes for entry and exit for vehicles and pedestrians especially safety at door on Cross Burgess St.</li> <li>2. Details requested of temporary and permanent signing inc. over wider area. For temp work and for permanent closure of Wellington St.</li> <li>3. What is the Council's Communications strategy</li> <li>4. How will this project be impacted by temp or perm closure of Wellington St and changes to Cross Burgess Street.</li> <li>5. How long will works take and how traffic at peak trading will be managed to minimise impact.</li> <li>6. Confirm no impact on JLP deliveries</li> <li>7. Confirm no access to JLP by right turn from Furnival Gate to Pinstone St. (Majority of customers)</li> <li>8. Confirmation of signing temp and perm, inc within JLP MSCP. Funded by project.</li> <li>9. Confirmation that SCC will fund and signing and works on Burgess St, inc within their old loading bay for customer collect.</li> <li>10. Council will suspend (S106) rent during the works</li> </ol> <p>AND</p> <ol style="list-style-type: none"> <li>1. Works for Wellington and Cross Burgess will happen during peak trading time.</li> <li>2. Charter Square works will impact on peak trading.</li> <li>3. All proposals will impact on trade. Major concern. New exit takes customers away from primary postcodes.</li> <li>4. Journey from MSCP to customer collection point much longer and difficult. Mitigate by bulky collection bay on Burgess St.</li> <li>5. Changes will require an additional FTE.</li> <li>6. This is a material change and will seek Rate Relief</li> <li>7. Confirmation that works will be complete asap.</li> </ol>

## Appendix D: Summary of Responses to Consultation

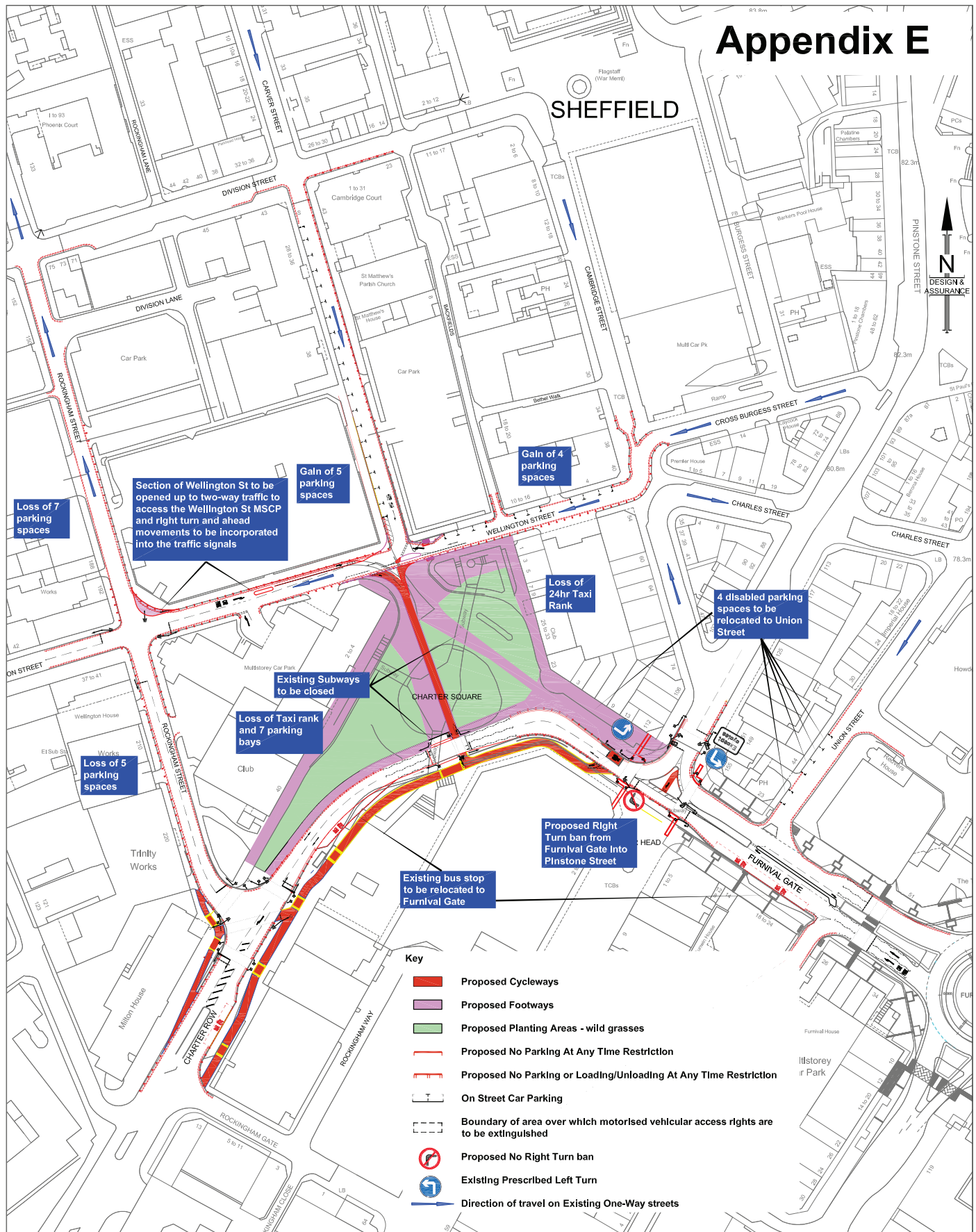
Customer or Organisation	Comments Received
Westfield Health	<ol style="list-style-type: none"> <li>1. Support for improving city centre and new cycle path.</li> <li>2. Key concern about proximity of new cycle path at new main customer entrance.</li> <li>3. Removal of roundabout removes doubling back opportunity for those missing building. Visitor may have way-finding issues. Proposed signing?</li> <li>4. Pay and Display on Charter Square lost. More signing?</li> <li>5. How long will construction be? Concern over disruption and noise. Will Charter Row be closed?</li> </ol>
Local Artist	<ol style="list-style-type: none"> <li>1. Supports changes</li> <li>2. Would like design to commemorate Chartist Movement</li> <li>3. Would like to remove some tiling, paving and rubble and would like to document demolition.</li> </ol>
SY Passenger Transport Executive (inc. Bus Partnership)	<p>Support redevelopment of City Centre and importance of cycling.</p> <ol style="list-style-type: none"> <li>1. Additional congestion does not help partners maximise economic and environmental benefit of buses. Delay (30 secs per bus in AM unacceptable)</li> <li>2. Undermines improvements to SBP work over recent years, which has invested significant funding.</li> <li>3. Scheme designed through traffic and cycles.</li> <li>4. Outbound traffic can be accommodated using ring road or Eyre Street</li> <li>5. Cycle routes conflict by crossing roads rather than flowing with traffic.</li> <li>6. Loss of road space to cycles results in movement of bus stops.</li> </ol>
Stagecoach	<p>Disappointing given existence of the Bus Partnership.</p> <ol style="list-style-type: none"> <li>1. No consideration for Buses or users</li> <li>2. Modelling indicates delay of 30 seconds in AM peak</li> <li>3. Designed around movement of cycles and through traffic</li> <li>4. Cyclists accommodated in a way the removed road space and affects bus stops.</li> </ol>

## Appendix D: Summary of Responses to Consultation

Customer or Organisation	Comments Received
<b>NCP</b>	The proposed works will be harmful to the accessibility and operation of the existing NCP car park at Wellington Street. This has corresponding effects on the accessibility and availability of car parking in the City Centre, to the detriment of its attraction and competitiveness. Would be able to support the scheme if their existing access onto Rockingham Street could be formalised and a short two-way section created on Wellington Street to allow access from Rockingham Street.
<b>Make or Bake</b> 26 Furnival Gate	Currently, they make use of a loading facility adjacent to our store, this is essential to our business. They have little or no access to the service area underneath the building due to contractual obligations with one of the other businesses and the landlord. Your proposals seem to remove this, making it a no parking or loading area at any time. There does not seem to be any suitable alternative facility proposed and so we feel that this would seriously damage our business if these plans go ahead.
<b>Debenhams</b>	Support the scheme in principle but want to ensure they keep unfettered access to both their temporary service yard and the new shared service facility on Rockingham Gate. If this changes as a result of other developments in the near future they want to be consulted. Furthermore we currently use the underpass on Charter Row as a muster point during an emergency evacuation and as such will require details of the phasing so we can make changes to this as and when required.
<b>Cycle Sheffield.</b>	Provided a detailed report covering the scheme and also the wider context within it sits, See Appendix F.



# Appendix E



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, RTPI

A Service Area of Place, Sheffield City Council



Client

**SHEFFIELD CITY COUNCIL**

Scheme

**CHARTER SQUARE  
PEDESTRIAN & CYCLE IMPROVEMENTS**

Drawing No.

**DA-PC05155-CP1H**

Scale: **NTS**

**A3**

Date: **JUNE 2016**

Drawing Title

**Page 25  
PIE/DA/25 DESIGN - REVISED  
TRO & CONSULTATION PLAN**

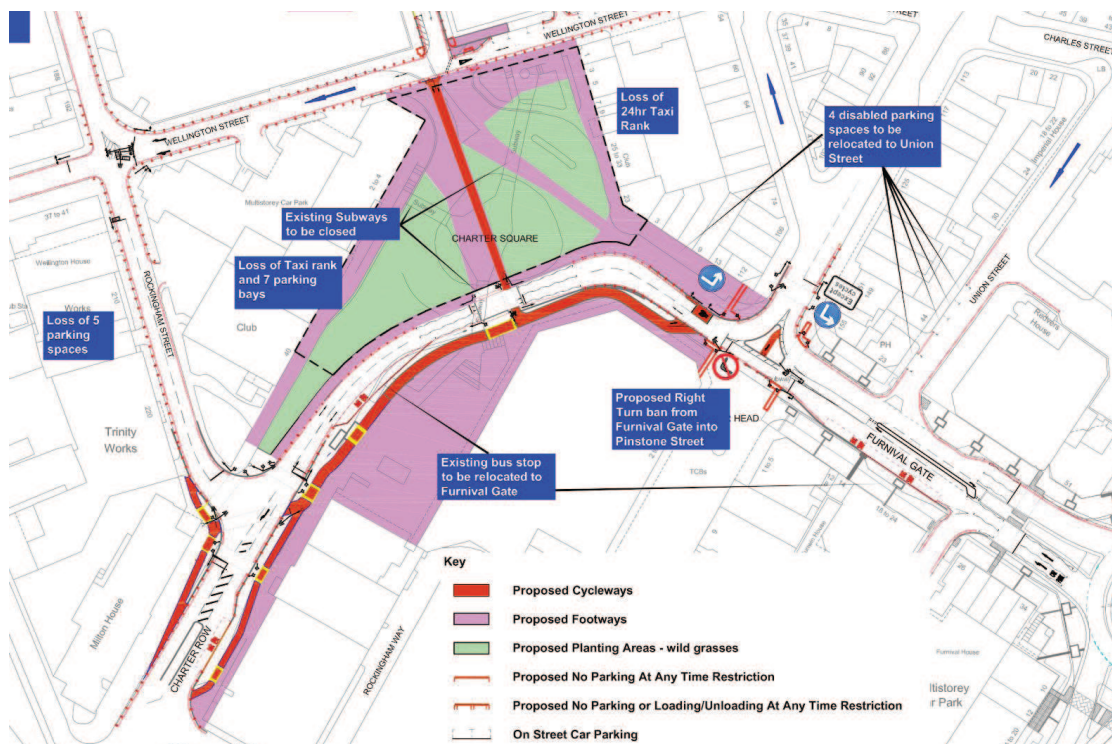
AUTHOR **CIG**

CHECKED

DATE

DATE

## Cycle Sheffield response to the proposed redevelopment of Charter Square



Specific points related to this development.

- 1. We believe there will be almost *no use* of the cycle track as proposed.**  
The route can be accessed only from a busy major road, and people cycling will have no reason to stop to cross the road to travel only 100m or so on the other side. We understand that this expectation is shared by council officers. Until and unless it is made a continuous part of a useful route we expect that the track will sit unused – with reputational damage when the public, the press and councillors see apparently wasted investment in an unused cycle scheme in the core of the city.

2. We understand that the design is based upon the council's intent is that the cycle route will at some point be continued with a minimum of 3m wide two-way cycle track down the east side of Charter Row and Moore Street (or a 2.5m wide cycle route on each side of Charter Row and Moore Street, with similar provision along Pinstone Street, to meet the university-to-railway station exemplar route. The council expect the latter to be delivered as part of the Sheffield Retail Quarter plan. **We urge the Council to make the cycle route useable by including in this scheme the extension of the cycle route along Charter Row and Moore Street.**

**We would like a commitment that Pinstone Street will meet these expectations as part of the Retail Quarter Scheme.**

3. We noted the council's intent that there will be a bus gate on Furnival Gate, such that traffic will be limited to only westbound public transport traffic between the end of Pinstone street and Rockingham street. This is anticipated to happen as soon as there is no further need for high volumes of traffic to access the existing John Lewis car park. **We urge the council to entirely redesign this junction at that time, to improve cycling into and out of Pinstone Street from Furnival Gate.**
4. The council has agreed to review and revise the proposed design for the Furnival Gate junction to alleviate the issues for eastbound cyclists at that junction.
5. The council has agreed that the section of cycle route towards Wellington Street, shown as less than 3 meters wide, should be increased to 3 meters.
6. The council has agreed that it would be desirable to extend the southern side of the route to cross Rockingham Gate before rejoining Charter Row when heading south. Whilst this may mitigate some of the issues of exiting the cycle track close to a bus stop, **we urge the council to also include in this scheme, or another scheme to complete at the same time, the extension of the cycle route the full length of Charter Row and Moore Street.**

## General and strategic points

1. We believe this design is not compliant with the stated cycling ambition of the council to achieve vastly increased journey share by bike, and therefore reductions in car journeys. The scheme will miss an opportunity to make cycling a *more* appealing choice than driving. Designing roads to support higher levels of road traffic is counter to the council's strategic aims.

Within the design, cycling provision has been treated as a "nice to have" add-on, included only where it will not interfere with the free flow of motor traffic, rather than as an opportunity to address the problems (congestion, traffic flow, parking space) and aspirations (creating attractive space to visit, footfall/business growth, accessibility for all people) of the city centre.

2. The limitations of the scheme, which make it of little value to people cycling, are justified because "it is not a cycling scheme, but a public realm scheme into which cycling is being incorporated". However likewise it is not a "motor vehicle scheme", but nonetheless the boundaries and the design have clearly been determined to enable convenient and fluid motor vehicle movements, and this comes at the expense of, among other things, scope for cycling provision.
3. We noted that the design of the Charter Square open space is subject to further change to accommodate the HSBC building, and potentially to provide a ramp providing subterranean goods access for the Retail Quarter, both of which may erode the public spaces shown in the Charter Square Plans. CycleSheffield was offered and would like to accept, the option to meet the HSBC development project to discuss cycling provision within the HSBC development.
4. We now understand that the Retail Quarter design is not yet stabilised. We urge the council and developers to ensure that the finalised design is modified to improve cycling access, permeability and cycling facilities over the previous design.
5. We noted that the council is examining an option to provide a cycle hub located away from the major car parks in the new Retail Quarter. We urge the council to co-locate substantial secure cycle parking likewise distant from car parking, so it can be more central and so that safe and segregated cycle



routes can be provided from all directions.

6. We urge the council to use the retail quarter development as the catalyst for significant redesign of traffic flow within the city centre to simplify and improve private vehicle/public transport and cycling segregation. In particular we believe that making a number of existing roads one-way for motor vehicles would free space for improved facilities for cyclists and walkers, simplify junctions and improve traffic flows within the inner ring road.
7. We were deeply concerned that the council is considering an option to route traffic exiting from John Lewis car park onto Trippet Lane. This is the location of the city centre 'Exemplar Cycle Route'. At the least this will make the "cycle street" route design option unviable. Another solution is required.

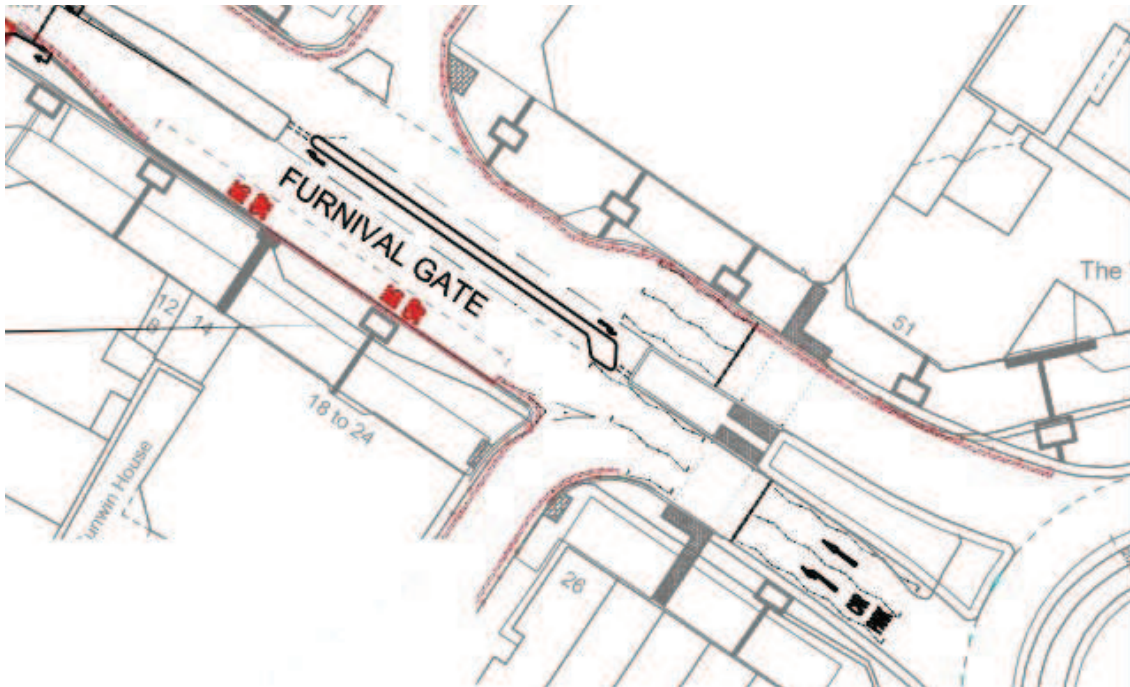
## Detailed comments on Charter Square development designs

- The designs create new hazards for people on bikes which did not exist before. These are
  - on Furnival Gate with new two-lane layout,
  - where the cycle path through Charter Square joins Wellington Street and
  - where the southbound cycle path joins Charter Row.
- The new infrastructure does not link up well with existing infrastructure and does not provide continuous routes.
- Changes to motor traffic flow in city centre will have detrimental effect on existing routes used by people on bikes (Division Street and Wellington Street for example).

### Furnival Gate going west

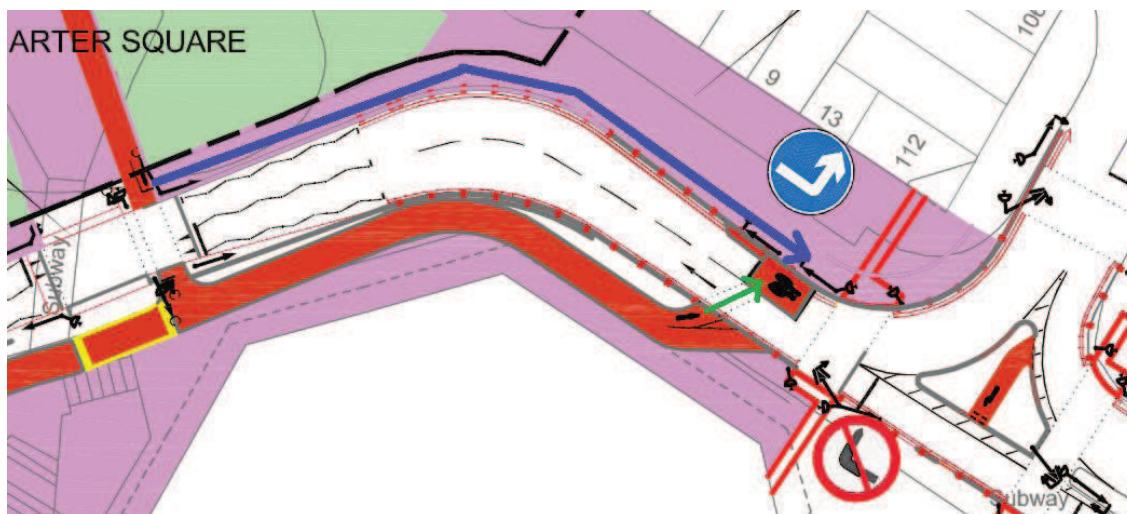
The road narrowing on Furnival Gate has created new hazards for people on bikes. The inside lane from Furnival Gate roundabout has become left turn to the car park only, therefore cyclists coming off the roundabout will have to move into the outside lane. The road then widens again to allow for two bus stops which creates a problem with buses pulling in and out. The road then narrows again at the pedestrian

crossing at Moorhead. This stretch has become more difficult and dangerous to cycle along and needs to be redesigned.

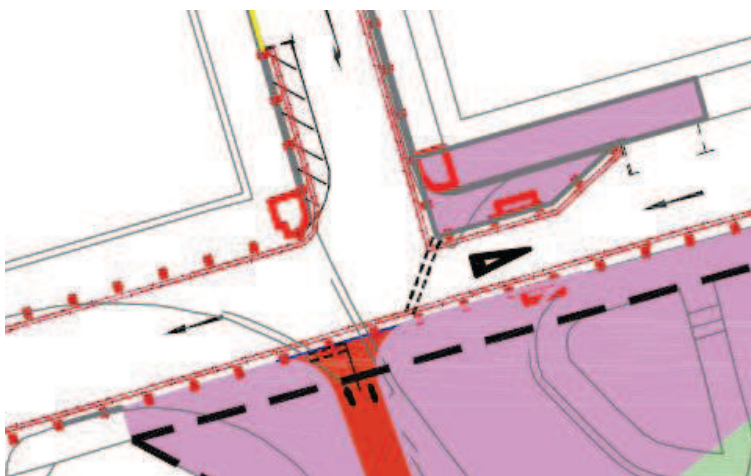


### Furnival Gate going east

People cycling east along Furnival Gate will have to cross into the ASL box on the other side of the road and then go up Pinstone Street (see map below, green arrow). This is very poorly designed. All motor traffic going to the John Lewis car park will be travelling east along this road and buses will be travelling west. It will therefore be difficult to get into the ASL. Drivers will not be expecting people on bikes to enter the ASL from this direction. It would make far more sense to have an off road cycle path on the northern side of Furnival Gate going at least from the cycle path on Charter Square into an enlarged ASL box (blue arrow, map below). Ideally the entire junction should be redesigned.



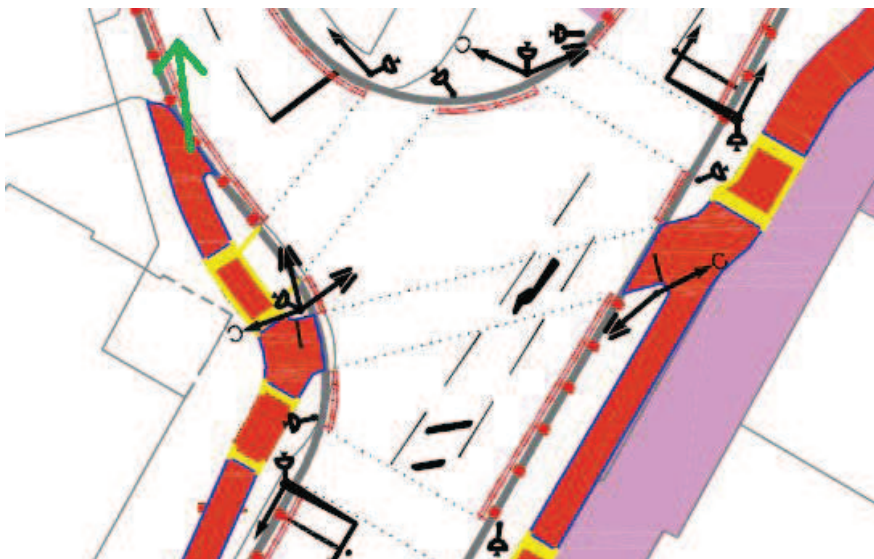
Charter Square cycle path joining Wellington Street



This is very poor. Wellington Street and Carver Street will be very busy with traffic going to/from the John Lewis and Wellington Street car parks. What safe or convenient route is there for people on bikes being taken north into this traffic and why would people on bikes going south be needing to enter the Charter Square development from this area, given the likely unsuitability of these access roads for cycling? If people cycling are going to be directed here then a segregated route along Wellington Street is required, and another down Carver Street joining Charter Square.

### Charter Row / Rockingham Street junction going north

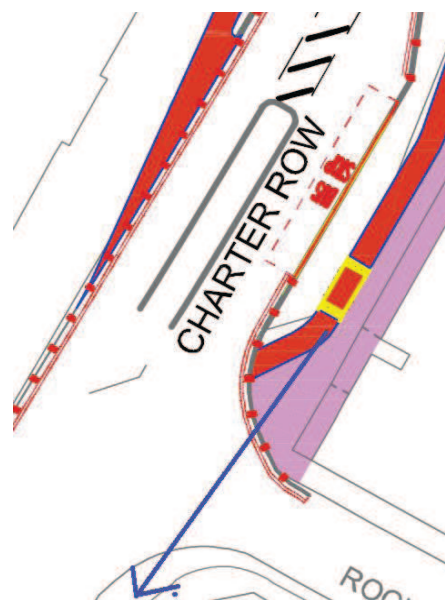
A brief section of segregated cycle path along Charter Row leads people cycling north onto Rockingham Street (green arrow, map below). This road will be busy with motor traffic going to the car parks. A segregated route up Rockingham Street is needed.



### Charter Row going south

The segregated cycle route going south leads people cycling onto Charter Row just before the Rockingham Gate junction and just after a bus stop. This will be hazardous. The road will be busy with traffic from the car parks and buses will obscure the view.

The segregated route will ultimately need to continue all the way to St Mary's Gate roundabout, however at the very least the segregated route needs to be extended so that it crosses Rockingham Gate *with priority over the side road* (see map below, blue arrow) and then joins Charter Row.





## Charter Square cycle path width

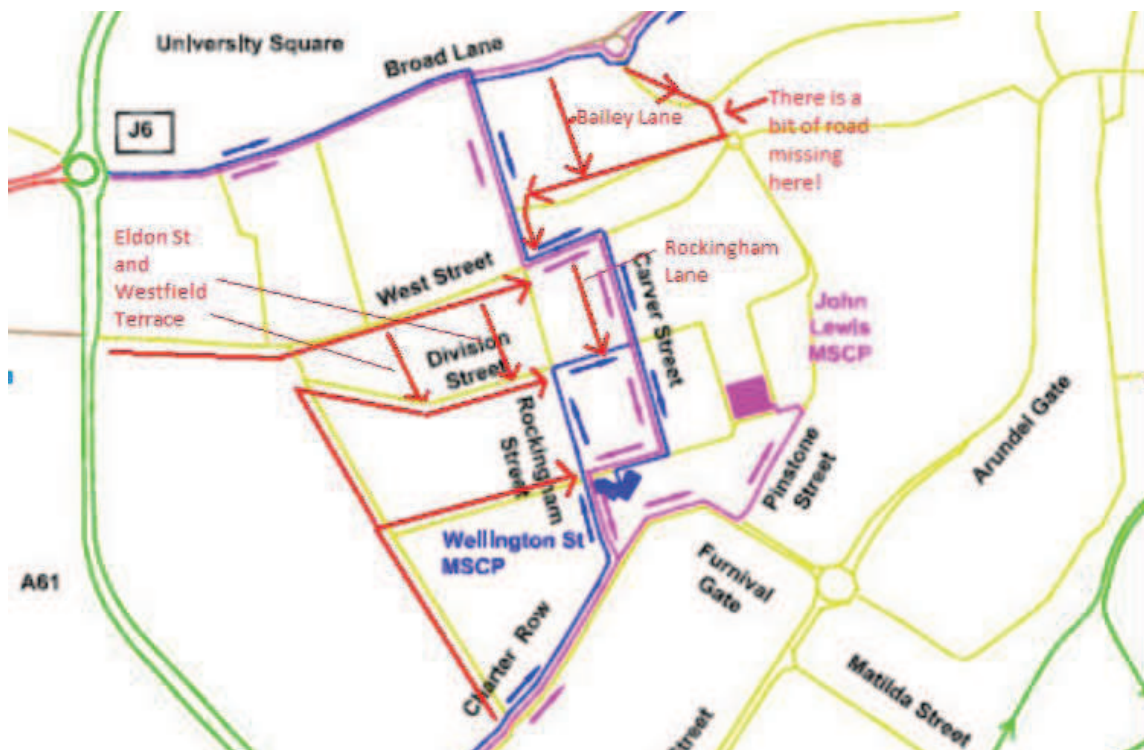
Design shows two-way cycle path through Charter Square as 2.5m wide, it needs to be at least 3m wide.

## Traffic flow in city centre as a result of changes

By removing the Furnival Gate access to the car parks the changes will increase motor traffic on the roads south of West Street which are used by people on bikes trying to avoid the tram tracks.

## Proposed access to car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.



## Proposed access **from** car parks with arrows

Potential routes and roads which have been missed off have been added in red (see map below). The council needs to prevent rat running through the town centre, not enable it.

