



Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Health and Development

Date: 12 December 2013

Subject: **To report on objections and comments to proposed Traffic Regulation Order (TROs) in the former Northern and North East Community Assembly Area**

Author of Report: Nel Corker, Traffic Regulations Group,
Tel 0114 2736157

Summary: **The purpose of this report is to inform Members of the results of the consultation on the Traffic Regulation Order.**

Reasons for Recommendations:

- The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council
- Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.
- Officers consider that the reasons set out in this report outweigh the objections but accept that the length of the waiting restrictions should be reduced at Langsett Road South, Middlewood Drive and Middlewood Drive East. The new proposals are shown on plans located in Appendix G, H and I. Requests for further waiting restrictions should be assessed at Bevan Way, Hillcrest Road and Eastgate if necessary once the proposed restrictions have been implemented. Further requests in the areas collated from the responses are to be submitted as a small scheme request to be assessed.

Recommendations:

- Make the Traffic Regulation Order for Ash View as advertised
- Make the Traffic Regulation Order for Hillcrest Road as advertised
- Make the Traffic Regulation Order for Langsett Road South with the reduced length of restriction
- Make the TRO for Middlewood Drive with the reduced length of restriction
- Make the TRO for Middlewood Drive East with the reduced length of restriction
- Inform all respondents accordingly

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
I No Cleared by: M Bullock 20.11.13
Legal Implications
No Cleared by: Deborah Eaton
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
YES/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
North and North East
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

Report to the (insert Title of Decision Maker)

REPORT TITLE

1.0 SUMMARY

1.1 To report the receipt of objections to the proposed Traffic Regulation Order (TRO) associated with several waiting restrictions in the former North and North East Community Assembly Areas and set out the Council's response.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The introduction of a TRO to restrict waiting would enable improved road safety for passing traffic, access and junction visibility at several sites in the former Northern and North East Community Assembly Areas.

2.2 The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield* with proposals that respond to customer comments about travel and parking conditions in the areas.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is expected that enforcement of the waiting restrictions will have a significant effect in the control of parking and improve the safety of different modes of transport especially pedestrians and vulnerable road users.

4.0 MAIN BODY OF THE REPORT

4.1 The former Community Assemblies received numerous requests from local residents who are concerned with problems caused by parking in certain locations in the area. These requests were assessed and the highest priority locations received funding.

4.2 The purpose of the advertised Traffic Regulation Order is to enable control of parking at 17 different locations and to enable the enforcement of a 'school keep clear'.

4.3 At 12 locations, no objections were received and the Orders here will be made in accordance with delegated powers.

4.4 At 5 locations – Ash View, Hillcrest Road, Langsett Road South, Middlewood Drive and Middlewood Drive East – there have been objections to the Orders. A comment was received asking for further restrictions at Bevan Way/Burns Drive. The proposed waiting restrictions at these 6 locations are shown in plans included in Appendices B, C, D, E and F. A summary of the all comments received and objections are

included in Appendix A.

Consultation Results

4.5 Ash View- Chapeltown (Appendix B)

A resident of Ash View has raised concerns that the proposed waiting restrictions outside his home on Ash View are not adequate. Reference was made to a parked ice cream van restricting visibility when parents/children are crossing the road to/from the school entrance at the end of the school day in the warmer months. The TRO proposes waiting restrictions outside the school gates and at the nearby junctions around Windmill Hill School. Officers considered the current parking arrangements when preparing the TRO. The proposed double yellow line waiting restriction at the junction of Chestnut Drive/Ash View allows for parents/children to cross to the school entrance and avoid the guard rail outside the school gate and it is longer than the restrictions at the other junctions. Although the ice cream van may be larger than the average vehicle, it is accepted that extra caution is required whilst crossing any road as more often than not this will be alongside parked vehicles of various sizes, also at the end of a school day pupils will be crossing from the opposite side of the road to the ice cream van. No further objections were received regarding the proposals. An extension to the waiting restrictions is therefore not considered necessary.

Bevan Way/Burns Drive-Chapeltown (Appendix C)

A Tenant Representative of John Tricket House asked for further waiting restrictions on Bevan Way from Burns Drive to the Bus Stop so the bus could manoeuvre into and out of the layby. It was also requested that the tactile dropped crossing is moved on Burns Drive to where the road was narrower to help the elderly/visually impaired residents cross the road. The proposed waiting restrictions control the parking at the junction which can cause conflict for all road users. There is significant parking demand in the area due to the local shops, chemist and Doctors surgery. The Bus Stop has a 'clearway' marking and a single yellow line exists opposite, these road markings are faded and sometimes ignored by motorists. The TRO will be made as there is no objection to the proposals. A small scheme request form for the additional waiting restrictions and tactile crossing improvements will be submitted and assessed as part of the Streets Ahead delivery programme. The existing faded road markings details have been sent to the Council's contractors to be maintained so to improve compliance.

Hillcrest Road – Deepcar (Appendix D)

A resident on Hillcrest Road objected to the current proposals stating that further restrictions were required on the opposite side of Hillcrest Road (west side) so any displaced vehicles did not just move from the east to the west side. The proposed restrictions enable the control of parking on the east side of Hillcrest Road on the inside of a bend, on a hill, which is a bus route. Parked vehicles at this location have caused conflict between road users and prevented the bus from turning off Carr Road onto

Hillcrest Road. It is proposed to 'make' the TRO including the proposed restrictions and monitor the situation. A small scheme request form for additional waiting restrictions will be submitted and assessed if any further problems with access occur.

Langsett Road South- Oughtibridge (Appendix E1 and E2)

Five objections were received to the proposals to introduce a 1 hour limited parking bay on Langsett Road South outside the local shops. Many of the objectors were businesses located alongside the proposed restrictions and one business at the northern end supported the proposals. Overall it was felt that turnover is sufficient at the moment and limiting the parking time would cause problems for the businesses who operated with longer appointment times and could cause displacement parking at dangerous locations. Officer observations have found that turnover does occur and parking was available at the times of various site visits. However, some short term parking would improve turnover and prevent any weekend long term parking at the northern end. It is proposed to 'make' the TRO with the proposed 1 hour limited parking bay reduced to a single bay at the northern end. Further restrictions were not perceived as necessary by the majority of businesses in the area.

Middlewood Drive – Wadsley Park Village (Appendix F1 and F2)

Four objections were received from residents on Middlewood Drive regarding the proposed waiting restrictions opposite their homes. Many residents were concerned about any displacement parking causing problems elsewhere. It is noted that some residents wish to park vehicles on the road at this location close to their homes and displacement parking could cause problems elsewhere on this access road. However, the road here has several bends, and access and visibility needs to be maintained. It is proposed to 'make' the TRO with the proposed waiting restrictions reduced in length to form a passing place that will improve both the access and visibility of oncoming traffic on the bend. A shorter length is unlikely to cause problems with displacement parking. Many additional requests were received for the area and these will be included in a small scheme request for the area including a request for a 20mph speed limit.

Middlewood Drive East – Wadsley Park Village (Appendix G1 and G2)

A resident of Middlewood Drive East has objected to the proposed waiting restrictions on Middlewood Drive East as they would prevent him from parking outside his house. Further waiting restrictions have also been requested at this junction on the south west side of Eastgate. The waiting restrictions proposed at this location control the parking at a junction which is also a right angled bend. Any vehicle parking close to the junction on the south west side forces passing vehicles to drive on the opposite side of the road straight after the right angled bend when forward visibility is restricted. It is noted that residents wish to park outside their own homes but all properties have a garage and off street parking. It is proposed to 'make' the TRO with the waiting restrictions reduced on Middlewood Drive East, to allow for a vehicle to park in front of the end property/garage but maintain the junction protection. A small scheme

request form for additional waiting restrictions on Eastgate will be submitted and assessed if necessary. Many additional requests were received for the area and all these will be included in a small scheme request for the area including a request for a 20mph speed limit.

4.6 Relevant Implications

The works budget estimate for the individual scheme locations, including the Traffic Regulation Order process is £8,000, and the whole life maintenance payment of £3000. The schemes are funded from the South Yorkshire Local Transport Plan, as allocated to the Northern Community Assembly for small schemes. This funding has been carried over from the allocation from 2012/13.

4.7 Fundamentally these proposals are equality neutral, affecting all local people equally regardless of age, sex, race, faith, disability, sexuality etc. However the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative impacts have been identified.

4.8 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The proposed TRO is the best solution to the parking problems that exist at these locations. The parking at these locations cannot be controlled by enforcement by Parking Services Officers until the TRO is made. No alternatives have therefore been considered, but adjustments made in where considered necessary in response to public comments.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Traffic Regulation Order for the schemes included in this report is considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which have been brought to the attention of the City Council

6.2 Officers have given due consideration to the views of all respondents in an attempt to find acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns and aspirations.

6.3 Officers consider that the reasons set out in this report outweigh the

objections but accept that the length of the waiting restrictions should be reduced at Langsett Road South, Middlewood Drive and Middlewood Drive East. The new proposals are shown on plans located in Appendices E2, F2 and G2. Requests for further waiting restrictions should be assessed at Bevan Way, Hillcrest Road and Eastgate if necessary once the proposed restrictions have been implemented. Further requests in the areas collated from the responses are to be submitted as a small scheme request to be assessed.

7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order for Ash View as advertised
- 7.2 Make the Traffic Regulation Order for Hillcrest Road as advertised
- 7.3 Make the Traffic Regulation Order for Langsett Road South with the reduced length of restriction
- 7.4 Make the Traffic Regulation Order for Middlewood Drive with the reduced length of restriction
- 7.5 Make the Traffic Regulation Order for Middlewood Drive East with the reduced length of restriction
- 7.6 Inform all respondents accordingly

Author Simon Green
Job Title Executive Director
Date 21.11.13

APPENDIX A

CONSULTATION

Local residents

The proposals were advertised for 3 weeks, ending 20th September 2013. On street notices were erected and a number of letters were sent to individual residences whose frontages would be affected by the proposals.

Wide consultation

The consultation included all the affected businesses, statutory consultees, relevant local councillors and Community Assembly members

SUMMARY OF RESIDENTS COMMENTS

Ash View – Waiting Restrictions and ‘School Keep Clear’ no stopping on entrance markings restriction outside Windmill Hill Junior School – 1 support and an objection from a resident of Chestnut Drive.

The resident feels the restrictions should extend further along Ash View at its junction with Chestnut Drive in a north easterly direction. This is to help parents and children to cross the road to the school entrance opposite without their view of oncoming traffic being obstructed by a parked ice cream van who currently parks there.

Bevan Way/Burns Drive, Chapeltown – Waiting restrictions at the junction – 1 support and a comment from the tenant Representative of John Tricket House, asking for further restrictions from Burns Drive to the Bus Stop outside the Surgery to help the bus pull in and also asking for the dropped kerbs to be relocated on Burns Drive.

Carr Road/Hillcrest Road/St Johns Road – Waiting restrictions at the junction and extending along Hillcrest Road – 2 support and an objection from a resident on Hillcrest Road, asking for further restrictions on the west side of Hillcrest Road as the parked vehicles opposite where the double yellow line waiting restriction is proposed will move to the west side making the exit from the driveway blind and dangerous.

Langsett Road South – Waiting restrictions and 1hour limited waiting parking 8am-6.30pm – 1 support from a local business and 5 objections from businesses and residents on Langsett Road South.

Support 1

- People park outside the shop and leave cars there for over 24hrs and over weekends, whilst they go fishing all day which affect his business.
- Thinks the double yellow line will also help with deliveries
- Also requested signage for the parking for the village.

Objection 1

- Do not want the TRO to penalise the businesses that run by appointments.
- The initiator of the request could have the problem solved by a single short stay parking space.
- Restrictions are along a row of businesses that the current parking arrangement allows them to stay successful and customers can get parked during their appointment time.
- There are mostly spaces available during all times of the day (sent in photographs)
- The village doesn't have great parking facilities but they work and without it people will park elsewhere and this will cause other issues further along the road.

Objection 2

- Would be extremely unhappy if the waiting restrictions took effect. It would be very detrimental to our business.
- We have numerous daily appointments lasting over an hour and do not feel this is fair to our clients.
- The current parking has constant turnover so we do not see why things should change.

Objection 3

- Objection from residents of 35-41 Langsett Road South, concerned that if parking is restricted people will park further up the road and move the problem towards a dangerous corner near the Travellers Rest.
- Lived here since 1986 and never had any problems so can not see why there needs to be any change.

Objection 4

- Runs a shop and have lived on the road for 30 years, they have not been aware of serious parking problems although like all towns and villages there is never enough 'convenient' parking. It is possible that the proposed restrictions could make parking more difficult.
- They have concerns that the restrictions would simply be ignored and this could cause serious problems and disagreements. As they say 'if its not broken don't fix it'.

Objection 5

- lives on Langsett Road South and in all this time have never has issues with the parking during the day (photographs taken showing the spaces available)
- The one hour parking will only move cars further up the road which could give problems on the bend.
- In other areas nobody takes any notice of the time limit.

Middlewood Drive – Waiting restrictions – 4 objections from residents on Middlewood Drive

Objection 1

- Concerned about the extent of the double yellow line and displaced cars causing a problem elsewhere i.e. in front of the driveways, and this will restrict visibility when egressing off driveways
- Only just moved in and not seen any problems with the parked cars

Objection 2

- It will be unsafe and inconvenient to park cars on the drive, the proposed double yellow line will leave an area opposite so cars could be parked on both sides of the road. Restricting visibility. The road is also narrow so it is difficult and inconvenient to park on the driveway when other vehicles are parked opposite.
- If you decide to go ahead with the restrictions please consider extending the length opposite our house

Objection 3

- Can not understand where the complaint has come from as there is no problem. There have been no accidents and have not witnessed any 'near misses'. Some of the proposed waiting restrictions are in areas where no parking occurs.
- The problem here is speeding. There needs to be some speed abatement strategy and proper policing of the limit and perhaps make the whole area a 20mph limit.
- Only a limited number of cars park here in the day so there is no problem then.
- The waiting restrictions will not solve the problem and will just move it elsewhere. Concern about displacement parking occurring on the housing side of the road.
- There are no proposals to provide any alternative parking
- A better solution would be to realign the junction of Middlewood Drive East and Middlewood Drive so it provides better visibility for the impatient minority.
- The proposal will only benefit the poor drivers who do not slow down or anticipate oncoming traffic

Objection 4

- On average 5 cars park on the proposed area between 6pm and 7am and varying levels over the weekend.
- If proposed to maintain access along the road I would argue that these cars will only park 50 yards down the road and create exactly the same situation.
- The parked cars slow down the speed of passing vehicles, the speed bumps do little. If proposal happens this will encourage heightened speed and pose more risk to residents.
- The residents will only park on the opposite side of the road partially on the pavement and block pedestrian access.

Middlewood Drive – Waiting restrictions and change to junction layout – 1 objection from Middlewood Drive East and 5 support (with 3 requesting more waiting restrictions or other actions).

The objector feels that the issue has arisen due to a caravan being parked outside his property, but the caravan has now been sold so will no longer be parked there. The road has light use and is not used as a rat run, therefore they see this to be a complete waste of time, effort and money and it will affect the property as they will not be able to park outside their own home.

There were 5 supportive responses, several of these also suggested further restrictions in the area:

- Double yellow lines (or similar) at the other end of Eastgate where it meets Eastwood (2 people have suggested this)
- Double yellow lines (or similar) at the bottom of Middlewood Drive where it meets Middlewood Road at the traffic signals, including around and opposite the junction with Middlewood Chase (4 people suggested this)
- A yellow box at the above junction. Getting onto Middlewood Road in rush hour can be a nightmare due to queuing cars driving towards town leaving no space for cars joining from Middlewood Drive.
- Add further double yellow lines to the other corner of Eastgate/Middlewood Drive East. Vehicles often parked on that corner already causing passing vehicles to be on the other side of the road and the proposals will add to this. (2 people have suggested this)
- Further restrictions required at the top of Middlewood Drive East where there is already a problem with parked cars near the exit of Kingswood Hall.
- Will the Council evaluate the effectiveness of the proposals to ensure further problems don't occur due to displacement. Should this happen would more extensive restrictions be considered.
- All the roads in Wadsley Park Village would benefit from a 20mph speed restriction (3 people have suggested this)
- The speed bumps do little to slow speeds down and need to be bigger.



APPENDIX B




KEY

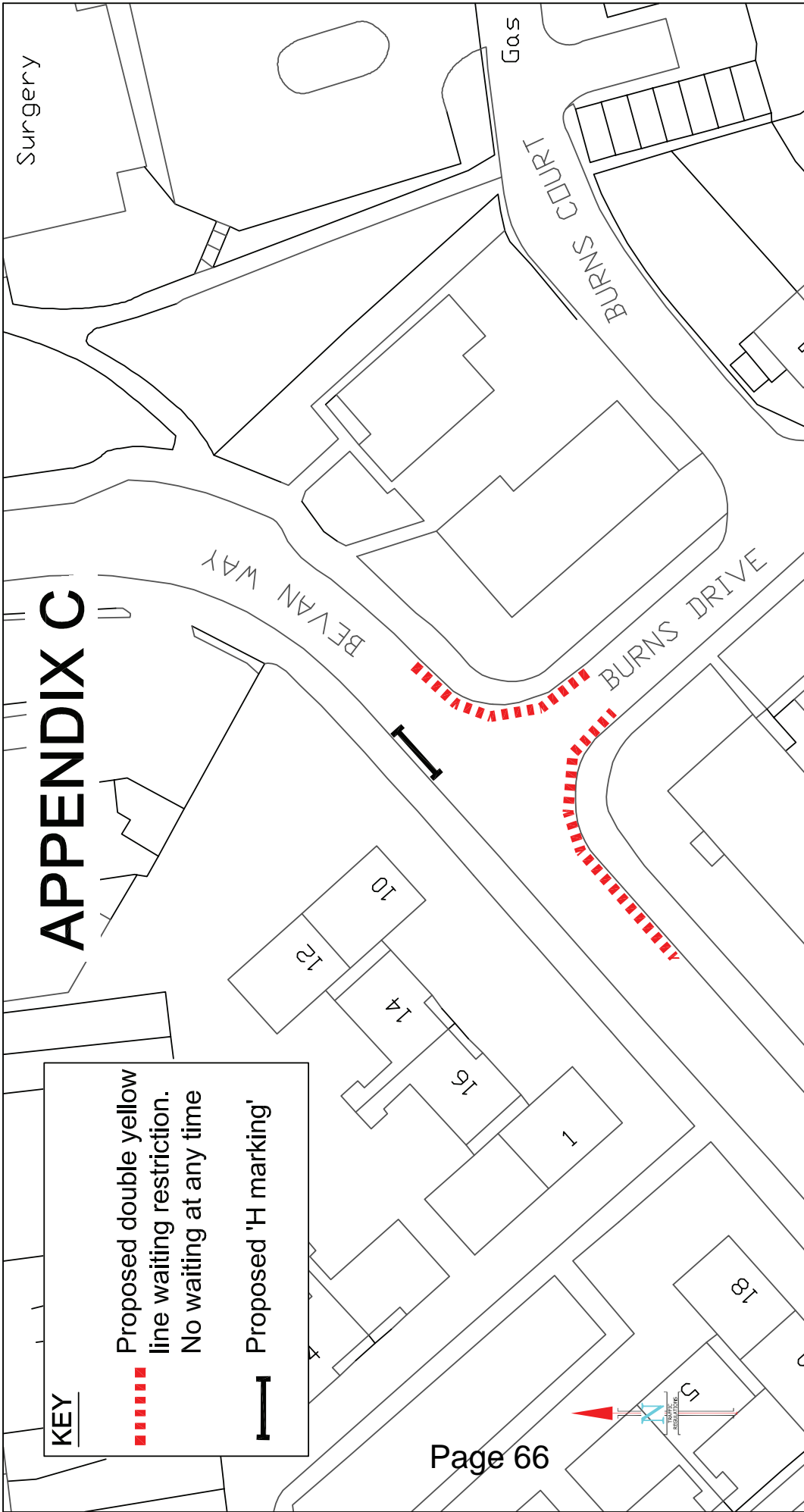
- Proposed double yellow line waiting restriction. No waiting at any time
- Proposed 'School Keep clear' (at any time on any day)

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic_Regs@Sheffield.gov.uk Director: I. Sturch M.A., T.P.J. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask © Crown copyright. All rights reserved. 10018816.2010	Client SHEFFIELD CITY COUNCIL	Drawing No. TR/17/N/AV		TRAFFIC REGULATIONS
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APPENDIX C

KEY

-  Proposed double yellow line waiting restriction.
-  No waiting at any time
-  Proposed 'H' marking'



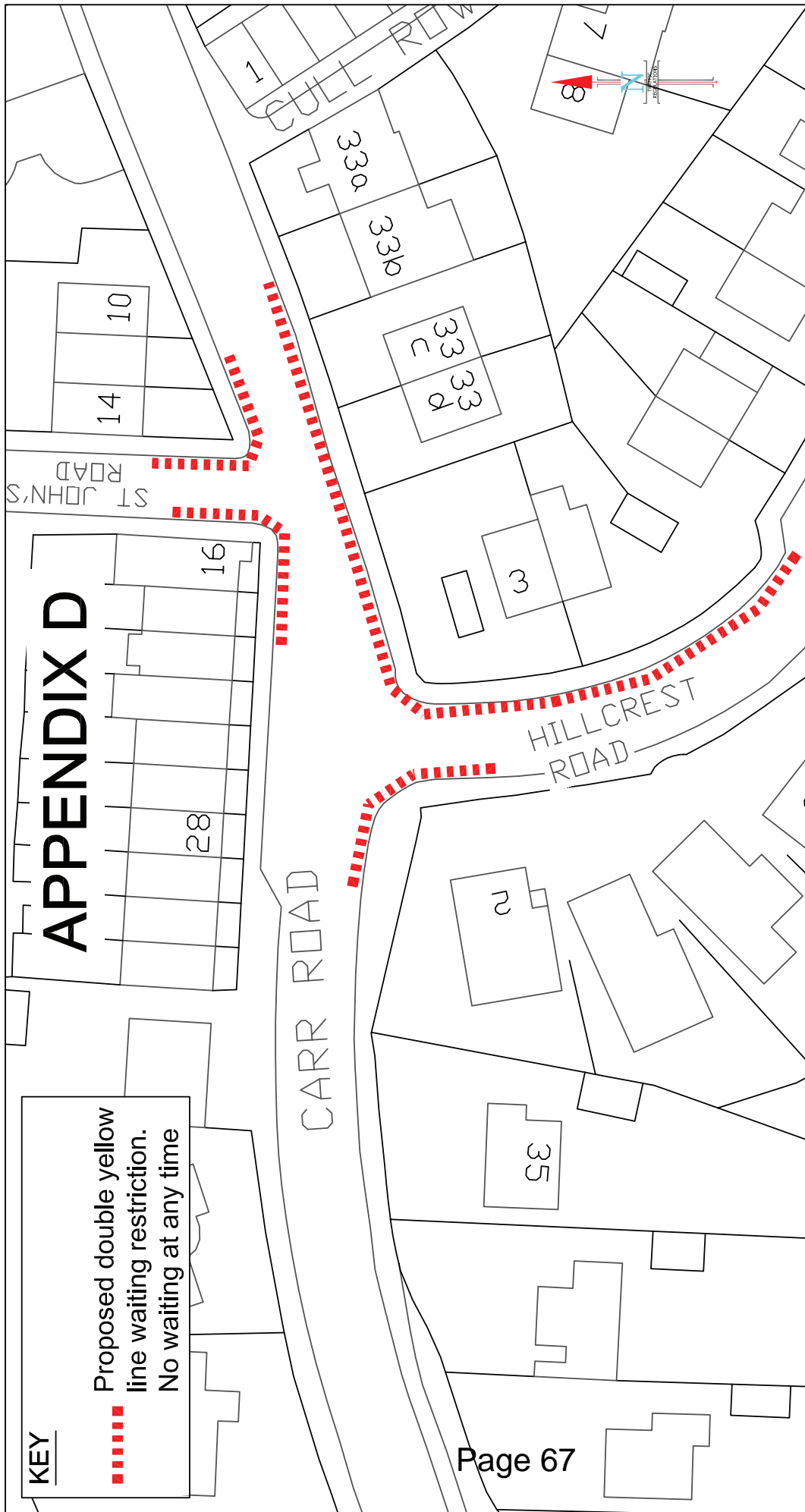
DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic.Reg@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask © Crown copyright. All rights reserved. 10018816. 2010	SHEFFIELD CITY COUNCIL BEVAN WAY/BURNS DRIVE, CHAPELTOWN PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No. TR/17/N/BW Scale 1 / 500 A4 0 10 20 30 Millimetres Date	Sheffield City Council TRAFFIC REGULATIONS
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KEY

Proposed double yellow
line waiting restriction.
No waiting at any time



APPENDIX D



DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

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Director: L Sturch M.R.T.P.I.
Development Services

A Service Area of the Directorate Place
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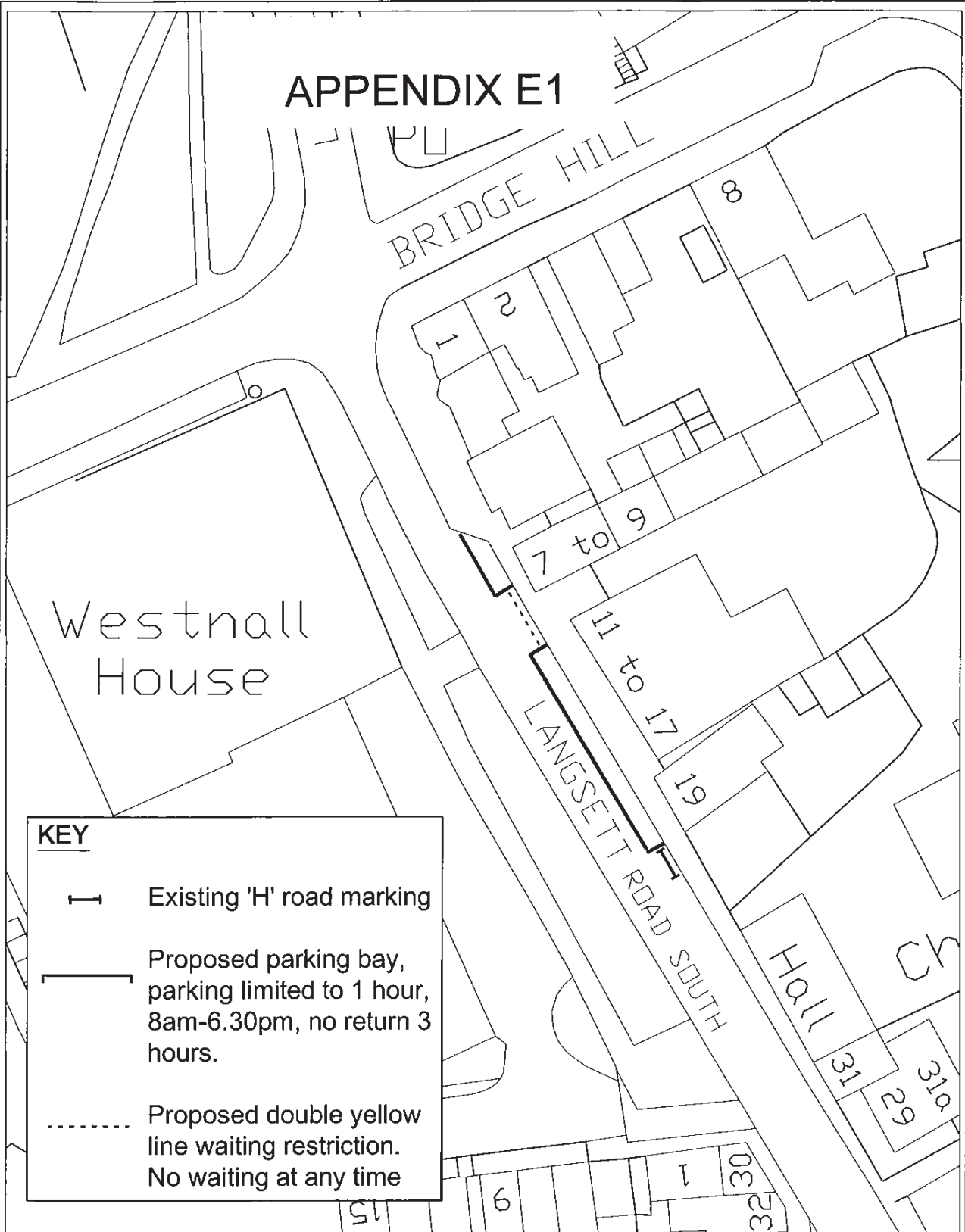
SHEFFIELD CITY COUNCIL
CARR ROAD/HILLCREST ROAD/ST JOHNS ROAD
PROPOSED WAITING RESTRICTIONS
Traffic Regulations Drawing

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0 10 20 30
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Date






TRAFFIC REGULATIONS

APPENDIX E1



KEY

-  Existing 'H' road marking
-  Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.
-  Proposed double yellow line waiting restriction. No waiting at any time

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN
 2-10 CARBROOK HALL ROAD
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 E-mail Traffic.Management@Sheffield.gov.uk
 Director: L Sturch M.R.T.P.I.
 Development Services

Client
SHEFFIELD CITY COUNCIL

Scheme
LANGSETT ROAD SOUTH

Drawing Title

WAITING RESTRICTIONS
 Traffic Management Drawing

Page 68

Drawing No.
TR/20/07/LS

Scale
1/500

A4



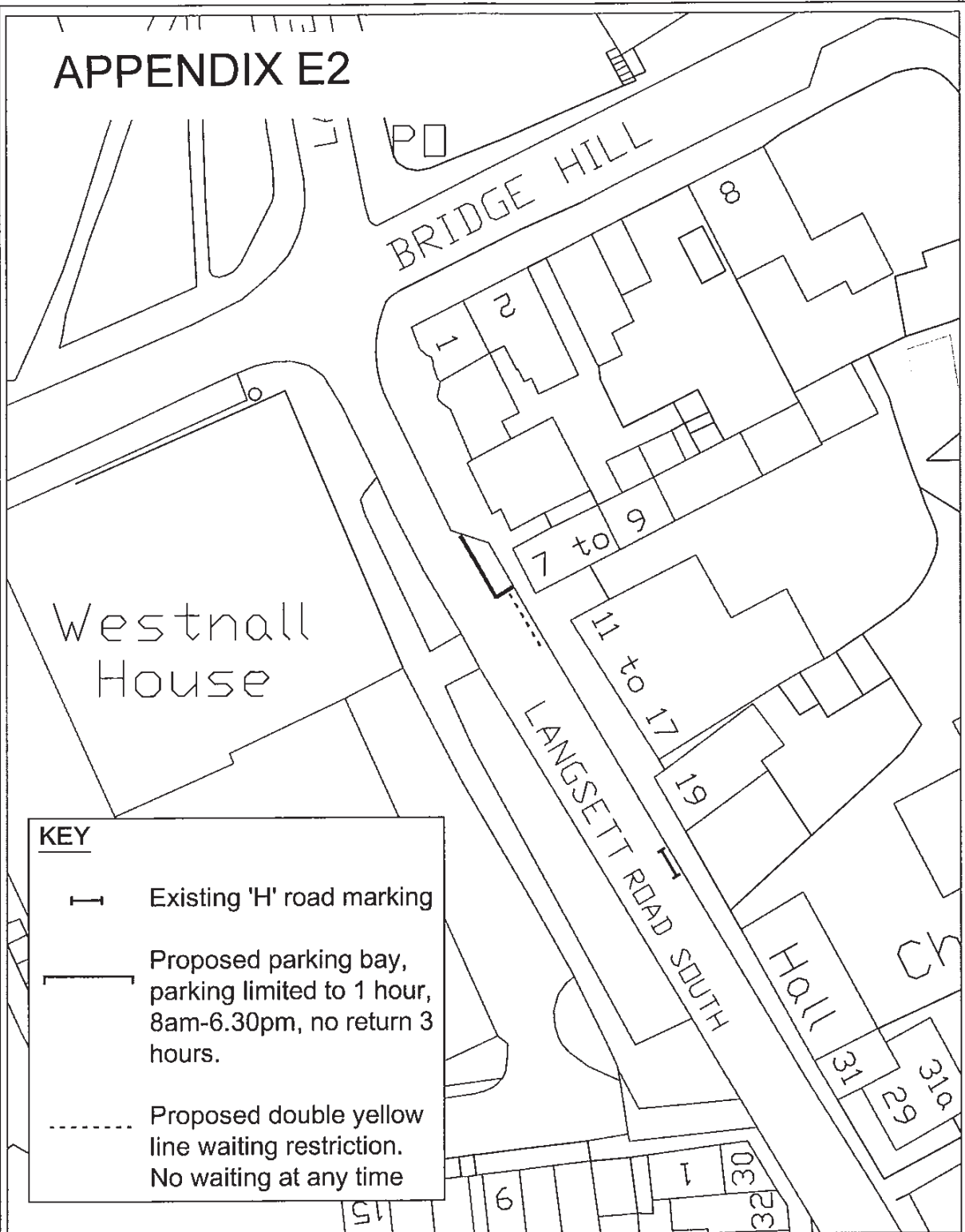
Date
 21/04/13

Sheffield
 City Council






SCHEME DESIGN

APPENDIX E2



KEY

-  Existing 'H' road marking
-  Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.
-  Proposed double yellow line waiting restriction. No waiting at any time

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN
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SHEFFIELD CITY COUNCIL


Scheme
LANGSETT ROAD SOUTH v2

Drawing Title
WAITING RESTRICTIONS
 Traffic Management Drawing

Drawing No.
TR/20/07/LS V2

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Date **24/04/13**



SCHEME DESIGN

CAD FILE NAME: TR/20/07/LS

KEY

- Proposed double yellow line waiting restriction.
- No waiting at any time

APPENDIX F1



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Client SHEFFIELD CITY COUNCIL		Date 	
Scheme MIDDLEWOOD DRIVE		Drawing Title PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	
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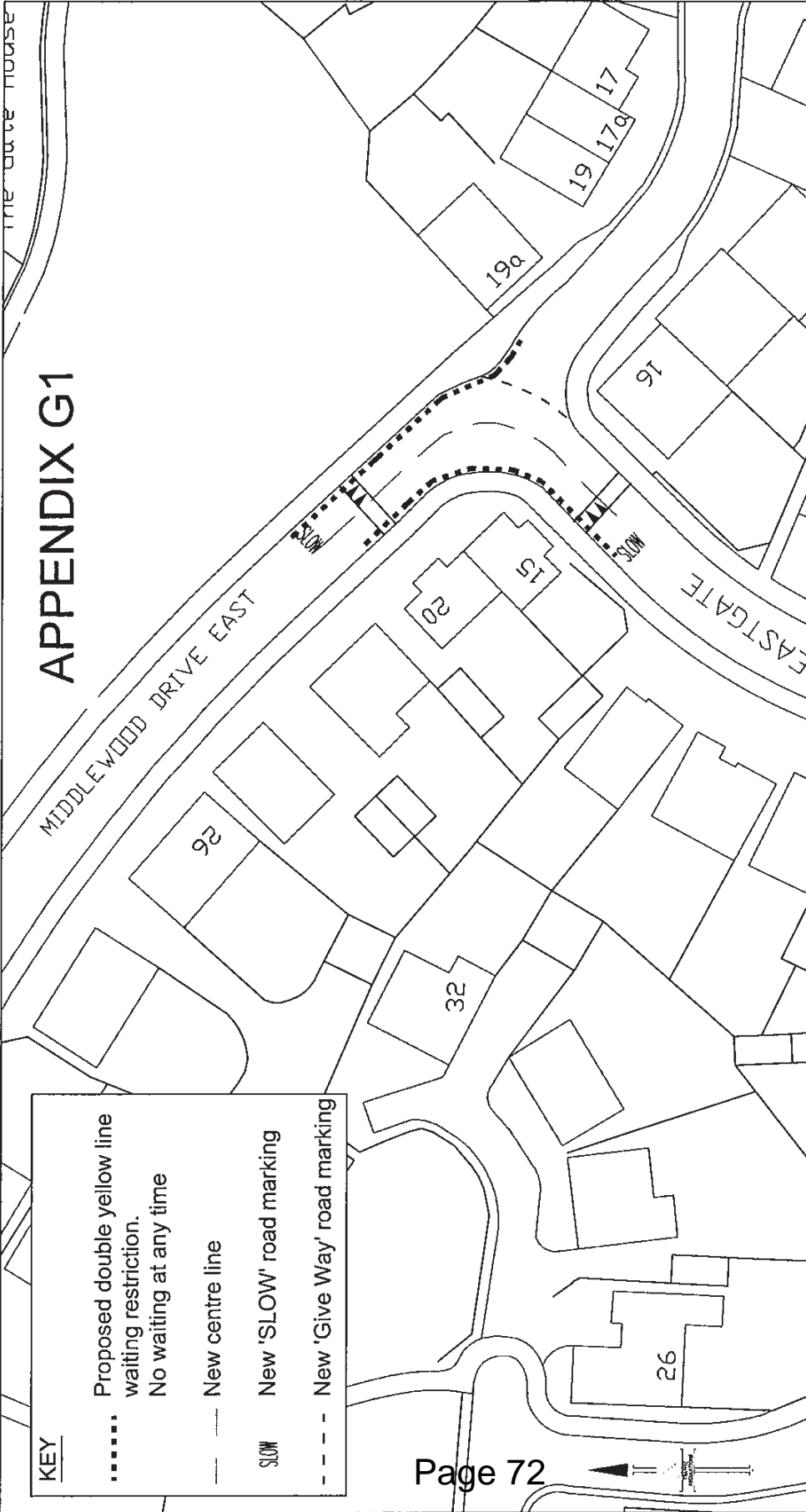
APPENDIX F2

Glenwood House



KEY
 Proposed double yellow line waiting restriction.
 No waiting at any time

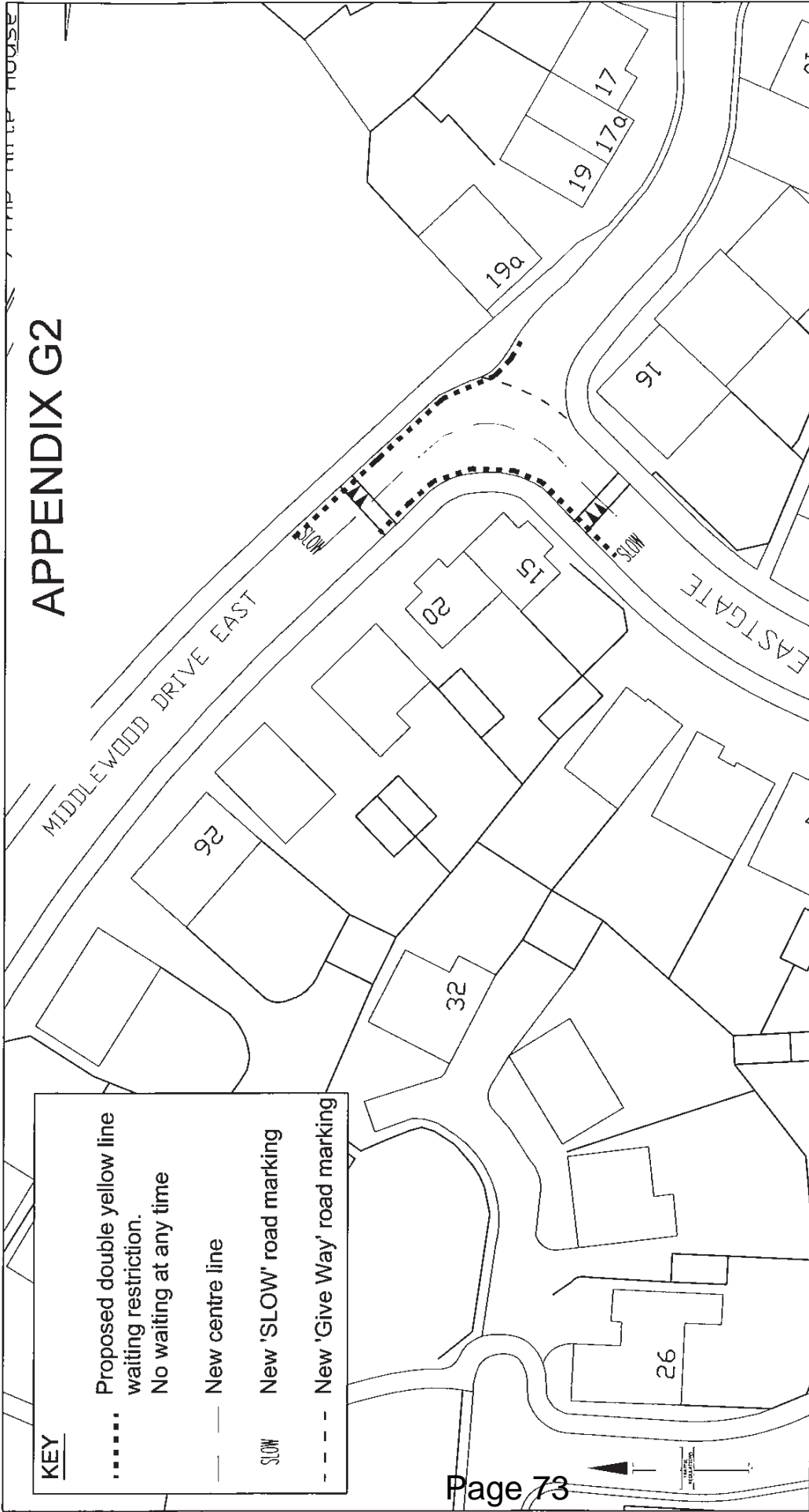
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KEY	
.....	Proposed double yellow line waiting restriction.
-----	No waiting at any time
---	New centre line
SLOW	New 'SLOW' road marking
---	New 'Give Way' road marking

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CABROOK HALL ROAD SHEFFIELD S9 2DB E-mail: Traffic.Regis@Sheffield.gov.uk Director: L Sturch, M.A.R.T.P.I. Development Services A Service Area of the Directorate Place Sheffield City Council	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask © Crown copyright. All rights reserved. 10018816. 2010	SHEFFIELD CITY COUNCIL MIDDLEWOOD DRIVE EAST/EASTGATE PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No. TR/17/N/MDE Scale 1 / 500 A4 0 10 20 30 Metres Date	TRAFFIC REGULATIONS
	DRAWN NC MAY 2013 CHECKED	Client Scheme Drawing Title	SHEFFIELD CITY COUNCIL MIDDLEWOOD DRIVE EAST/EASTGATE PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	Drawing No. TR/17/N/MDE Scale 1 / 500 A4 0 10 20 30 Metres Date

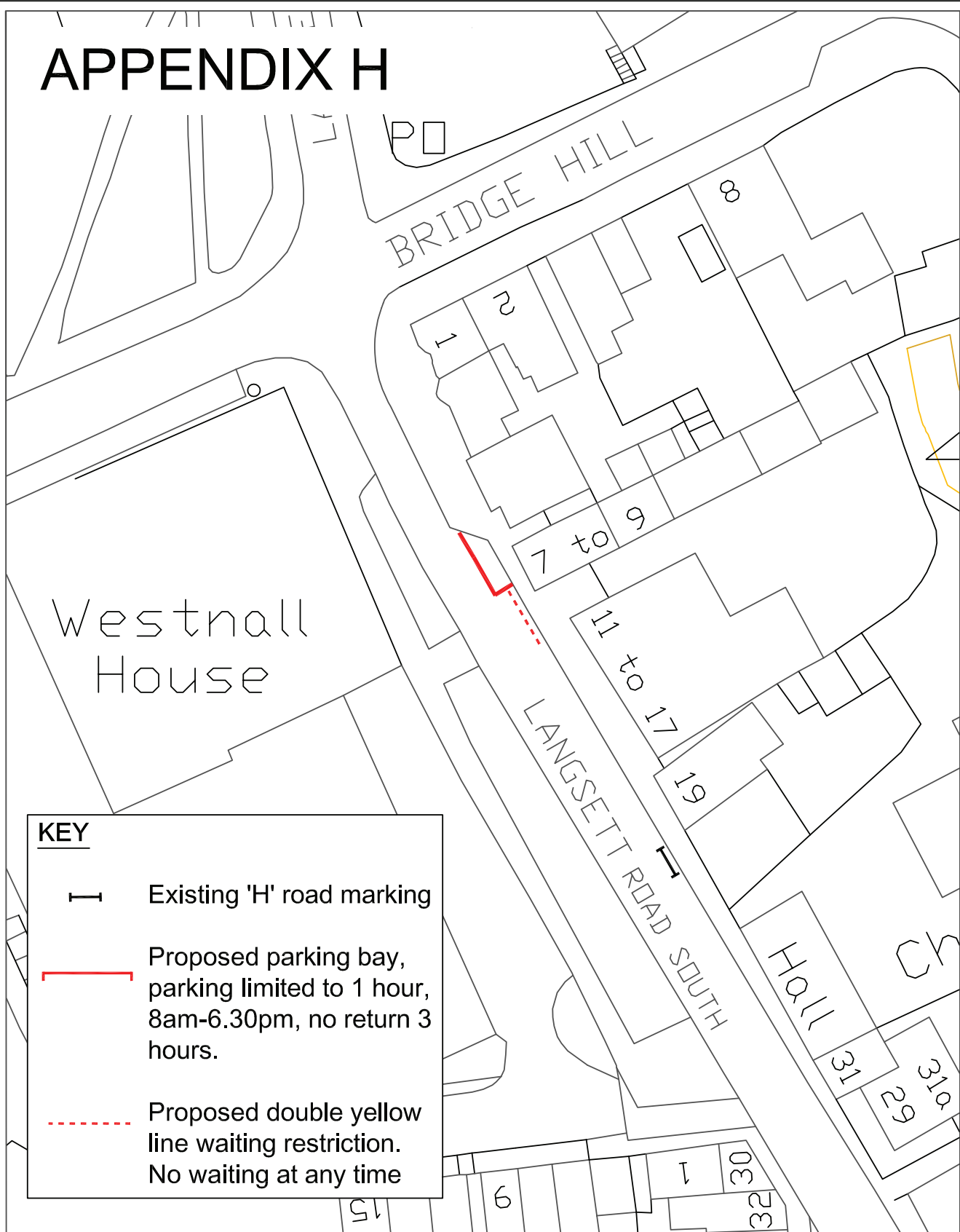
APPENDIX G2



KEY	
.....	Proposed double yellow line waiting restriction.
—	No waiting at any time
—	New centre line
SLOW	New 'SLOW' road marking
- - - -	New 'Give Way' road marking

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	DRAWN NC MAY 2013	CHECKED	Client SHEFFIELD CITY COUNCIL Scheme MIDDLEWOOD DRIVE EAST/EASTGATE Drawing Title PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing	SHEFFIELD CITY COUNCIL MIDDLEWOOD DRIVE EAST/EASTGATE PROPOSED WAITING RESTRICTIONS Traffic Regulations Drawing

APPENDIX H



KEY



Existing 'H' road marking



Proposed parking bay, parking limited to 1 hour, 8am-6.30pm, no return 3 hours.



Proposed double yellow line waiting restriction. No waiting at any time

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB
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Client

SHEFFIELD CITY COUNCIL

Scheme

LANGSETT ROAD SOUTH v2

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