



## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** Executive Director, Place

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**Date:** 10 April 2014

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**Subject:** Penistone Road  
Pinchpoint and Better Buses Scheme  
Traffic Regulation Orders - Consultation Results.

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**Author of Report:** Andrew Marwood, 2736170

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### Summary:

In 2009 Sheffield City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, the Council was not successful in securing funding from Central Government at that time and the proposals were shelved.

As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund, worth £170 million, to remove bottlenecks on the local highway network. In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road. The bid is also supported by the 'Better Bus Area' (BBA) Initiative which includes a proposed dedicated outbound bus lane from Old Penistone Road to Bradfield Road. The proposals are also supported financially by the Local Transport Plan (LTP) and Core Maintenance Programme and align with the Section 106 works, at Leppings Lane and Claywheels Lane, being undertaken by Sainsbury's.

This report presents the objections received following the advertisement of five Traffic Regulation Orders (TRO's) to complement the proposals and the officer response to the objections.

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### Reasons for Recommendations:

- The TRO to prohibit the right turn out of Hillsborough Barracks would mean that more green signal time could be given to traffic turning in and out of the junction, thereby reducing queuing traffic on Penistone Road and more efficiently releasing the vehicles exiting the Barracks.
- The TRO to prohibit the left turn into Herries Road South would allow a signalised toucan crossing to be implemented across this junction, to aid pedestrian and cycling movements, without adding another stage to the

junction's traffic signals. However there have been objections, to this particular proposal, that we have not had time to fully consider before needing to report to the Cabinet Member.

- The TRO to add further loading restrictions to part of Bradfield Road would maintain the free flow of traffic from Penistone Road.
- The TRO for the designated outbound bus lane would increase the attractiveness of Penistone Road as a public transport corridor. It would also allow the bus lane to be camera enforced should the need arise.
- The TRO to allow the speed limit change would satisfy the recommendation set out in the speed limit assessment of the city's 'A' roads, following the Department for Transport's national guidelines on setting speed limits. The increase in limit would allow speeds to be consistent and appropriate for the surrounding environment and would provide an opportunity to highlight the change in character of the road where the limit becomes 30mph.

### **Recommendations:**

- 7.1 With the exception of the TRO to prohibit the left turn into Herries Road South, overrule the objections to the Traffic Regulation Orders related to the Penistone Road 'Pinchpoint' and 'Better Buses' scheme, make the orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders.
- 7.2 Defer a decision regarding the TRO to prohibit the left turn into Herries Road South, pending further investigation.
- 7.3 Inform those who made representations accordingly.

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### **Background Papers:**

Appendix 'A' – Scheme Proposals (7 pages)

Appendix 'B' – Plan of the Speed Limit Proposals – Penistone Road (2 pages)

Appendix 'C' – Speed Limit Assessments (2 pages)

Appendix 'D' – TRO Consultation Letter (2 pages)

Appendix 'E' – Summary of Objections and Officer Responses (10 pages)

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Matthew Bullock 18/03/2014
<b>Legal Implications</b>
Cleared by: Deborah Eaton 18/03/2014
<b>Equality of Opportunity Implications</b>
Cleared by: Ian Oldershaw 13/03/2014
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Penistone Road, Hillsborough
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

## PENISTONE ROAD 'PINCHPOINT' AND 'BETTER BUSES' SCHEME

### REPRESENTATIONS MADE IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION.

#### 1.0 SUMMARY

- 1.1 In 2009 Sheffield City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, the Council was not successful in securing funding from Central Government at that time and the proposals were shelved.
- 1.2 As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund, worth £170 million, to remove bottlenecks on the local highway network. In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road. The bid is also supported by the 'Better Bus Area' (BBA) Initiative which includes a proposed dedicated outbound bus lane from Old Penistone Road to Bradfield Road. The proposals are also supported financially by the Local Transport Plan (LTP) and Core Maintenance Programme and align with the Section 106 works, at Leppings Lane and Claywheels Lane, being undertaken by Sainsbury's.
- 1.3 This report presents the objections received following the advertisement of five Traffic Regulation Orders (TRO's) to complement the proposals and the officer response to the objections.

#### 2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 'Pinchpoint' funding has been allocated by Central Government to address specific bottlenecks on a major corridor into Sheffield, used on a daily basis by large numbers of people travelling to and from the city for work and other purposes. The scheme can be implemented relatively quickly and is anticipated to have immediate beneficial impact.
- 2.2 The improvements being progressed to better the sub region's public transport facilities have been made possible by a successful bid to the 'Better Buses Area Fund' (BBAF). The improvements identified will contribute to enhancing public transport facilities, making travel by public transport to and from Sheffield more reliable, reducing journey times and improving transport facilities for the people of Sheffield.

#### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The 'Pinchpoint' scheme specifically looks to address bottlenecks on a busy corridor into the City Centre. The improvements contribute to the Government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people.
- 3.2 The 'Better Buses' proposals contribute specifically to the aims and objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':



- Better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness.
- Better public transport increases public transport use and contributes to the 'sustainable and safe transport' objective.

3.3 Although both schemes look specifically to tackle issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. The combination of the two schemes therefore has identified benefits for all users.

#### 4.0 REPORT

4.1 In 2009 the City Council consulted on a 'Smartroute' scheme for improving traffic flow on Penistone Road. Unfortunately, Sheffield was not successful in securing funding from Central Government at the time and the major scheme proposals were shelved.

4.2 In 2013 the Council submitted a bid to the Government's 'Local Pinch Point Fund' for improving key junctions along Penistone Road. This is the main (A61) travelling north from the city centre, serving the whole of the Upper Don Valley. Almost 60,000 vehicles use this road every day to access Sheffield City Centre for work and other purposes.

4.3 On the 31 May 2013, it was confirmed that the Council had been successful in the bid for funding. The Council anticipates starting on site to deliver the proposals in June 2014, to meet the associated funding deadlines. The overall improvements to the corridor between Leppings Lane and Old Penistone Road are partly funded by the Government's 'Pinchpoint' fund and partly through a successful bid to the 'Better Buses Area Fund' (BBAF).

#### Main Scheme

4.4 The works for the two schemes consist of:

- Conversion of the Leppings Lane roundabout to traffic signals, in association with the proposed nearby Sainsbury's development.
- Traffic signal improvements at Owlerton, Hillsborough Barracks, Herries Road South and Bamforth Street junctions.
- Carriageway widening along Penistone Road to accommodate a new designated 'outbound' bus lane from the junction with Old Penistone Road to Bradfield Road.
- Dedicated cycling facilities from Old Penistone Road to Claywheels Lane.
- A proposed new 40mph speed limit for Penistone Road, between Infirmary Road and Capel Street.

Plans of the proposals are set out in 'Appendix A'.

- 4.5 The Council are also planning for the improvement works to be carried out at the same time as Amey are programming their 'Streets Ahead' maintenance works along Penistone Road. This is so that the Council get value for money and minimise the amount of disruption (to traffic and people living and working along the Upper Don Valley) while the work is taking place.

#### Speed Limit Changes

- 4.6 In July 2010 a report was approved at Cabinet Highways Committee which recommended that, in line with the South Yorkshire Local Transport Plan (LTP), other local policy and Department for Transport (DfT) guidelines, the speed limit on Penistone Road should be raised to 40mph between Shalesmoor and Herries Road South. This was to be done as part of the 'Smartroute' scheme and was fully supported by South Yorkshire Police.
- 4.7 As the Smartroute scheme was shelved the proposals were put on hold (due to the cost of work associated with upgrading signal equipment) until funding was obtained. Having looked again at the proposed changes to the corridor and undertaken further speed surveys, officers are recommending that the 40mph limit should only be advertised for the section between Infirmary Road and 105m north of Capel Street (see plan included as Appendix 'B') and that a further assessment be undertaken on the rest of the route with an aim to keep the limit to 30mph.
- 4.8 The section from Infirmary Road to the Barracks is open with few frontages. It has few pedestrians, off street cycle facilities and a low frequency of accidents (when compared with national expected figures for an 'A' class road). There is also a medium to low frequency of junctions joining the route. It is therefore expected that speeds will be consistent on this section and appropriate for the surrounding environment. Because speed limits are intended to be appropriate to the character of the road there are benefits in changes of limit, the Council would then be obliged to post the lower limit where the maximum speed changes along with the nature of the road. In this way drivers can be alerted to the changes which can highlight potential hazards ahead. The assessments for the two sections can be seen in more detail (see Appendix 'C').

#### Traffic Regulation Order Consultation

- 4.9 The proposed bus lane, speed limit change and junction improvements at Herries Road South, Bradfield Road and Hillsborough Barracks could only be introduced following the making of a Traffic Regulation Order (TRO). The order is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.
- 4.10 The Council engaged with local people and businesses through an extensive consultation on the 'Smartroute' proposals in 2010. To keep people updated on how the scheme had evolved since then and to provide more details regarding funding, progress and preliminary designs a letter was delivered to frontages on 20 January 2014 (see Appendix 'D'). The letter also explained the TRO process and invited comments by the 7 March 2014.

- 4.11 The TRO was also advertised on street for a period of 4 weeks and detailed in the Sheffield Star. During this period a total of 3 e-mails and 3 letters, all objecting to the proposals, were received. No comments of support were received.
- 4.12 The objections to the proposals together with officer responses can be seen in 'Appendix E'. The main objection points are summarised below:
- 'The proposals are not in keeping with many of the Council's aims and objectives for Transport'.
  - 'Little thought has gone into provisions for walking and cycling'.
  - 'Priorities seem to be to increase highway capacity and speed'.
  - 'The scheme is an opportunistic exploitation of the Department for Transport's 'Pinchpoint' scheme'.
  - 'Speed limit increases are completely at odds with the Council's stated policies and objectives, including health, air quality and accidents'.
  - By creating a no left turn from Penistone Road to Herries Road South the Council is making it difficult to access the 15 businesses located there. It will also increase travelling distances and increase emissions'.
  - The only alternative to vehicles wanting to access businesses on Herries Road South is to make a very difficult right turn from Herries Road'.
  - The Proposal to ban the right turn from Hillsborough Barracks will add more traffic to Penistone Road'.
  - The proposals significantly affect the proposed development of land between Penistone Road and Herries Road'.

#### Other Consultees

- 4.13 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in January 2014. No objections were received. Morrisons have stated that they do not raise any objections.

#### Relevant Implications

##### Finance

- 4.14 Investment for improved public transport facilities, which includes this scheme, has been made possible by a successful bid to the "Better Buses Area Fund" (BBAF). BBAF is a two-year fund, based on a South Yorkshire wide bid, led by the SYPTE. A sum of £1.24million has been allocated to this work to cover consultation, legal adverts and the implementation of the improvements, including whole life maintenance costs.
- 4.15 The 'Pinchpoint' funding has been allocated by the Government to address specific bottlenecks on a major corridor into Sheffield. A sum of £3.03million has been awarded to the City Council for this work to cover consultation, legal adverts and the implementation of the improvements, including whole

life maintenance costs.

### Equality

- 4.16 An Equality Impact Assessment has been conducted and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as they improve access. No negative equality impacts have been identified.

### Legal Implications

- 4.17 The Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. 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. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackle issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.
- 5.2 An alternative to the scheme put forward would be to further increase provision for one particular user group, i.e. providing an additional lane for general traffic / providing further bus lanes or more crossing points etc, however officers consider that this would affect the balance of the proposals and due to private land constraints would be at the expense of another user group.
- 5.3 Officers could have advertised the 40mph speed limit for a much longer section (Herries Road South to Shalesmoor) as recommended following the speed limit review of all 'A' class roads in the City in 2010. However, following a more recent review (breaking the route into two sections) and considering the proposals to be implemented as part of the 'Pinchpoint' scheme, officers consider a new limit of 40mph only to be appropriate between Infirmary Road and Capel Street.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO to prohibit the right turn out of Hillsborough Barracks would mean that more green signal time could be given to traffic turning in and out of the junction, thereby reducing queuing traffic on Penistone Road and more efficiently releasing the vehicles exiting the Barracks.
- 6.2 The TRO to prohibit the left turn into Herries Road South would allow a signalised toucan crossing to be implemented across this junction, to aid pedestrian and cycling movements, without adding another stage to the junction's traffic signals. However there have been objections, to this particular proposal, that we have not had time to fully consider before needing to report to the Cabinet Member.
- 6.3 The TRO to add further loading restrictions to part of Bradfield Road would maintain the free flow of traffic from Penistone Road.
- 6.4 The TRO for the designated outbound bus lane would increase the attractiveness of Penistone Road as a public transport corridor. It would also allow the bus lane to be camera enforced should the need arise.
- 6.5 The TRO to allow the speed limit change would satisfy the recommendation set out in the speed limit assessment of the city's 'A' roads, following the Department for Transport's national guidelines on setting speed limits. The increase in limit would allow speeds to be consistent and appropriate for the surrounding environment and would provide an opportunity to highlight the change in character of the road where the limit becomes 30mph.

## 7.0 RECOMMENDATIONS

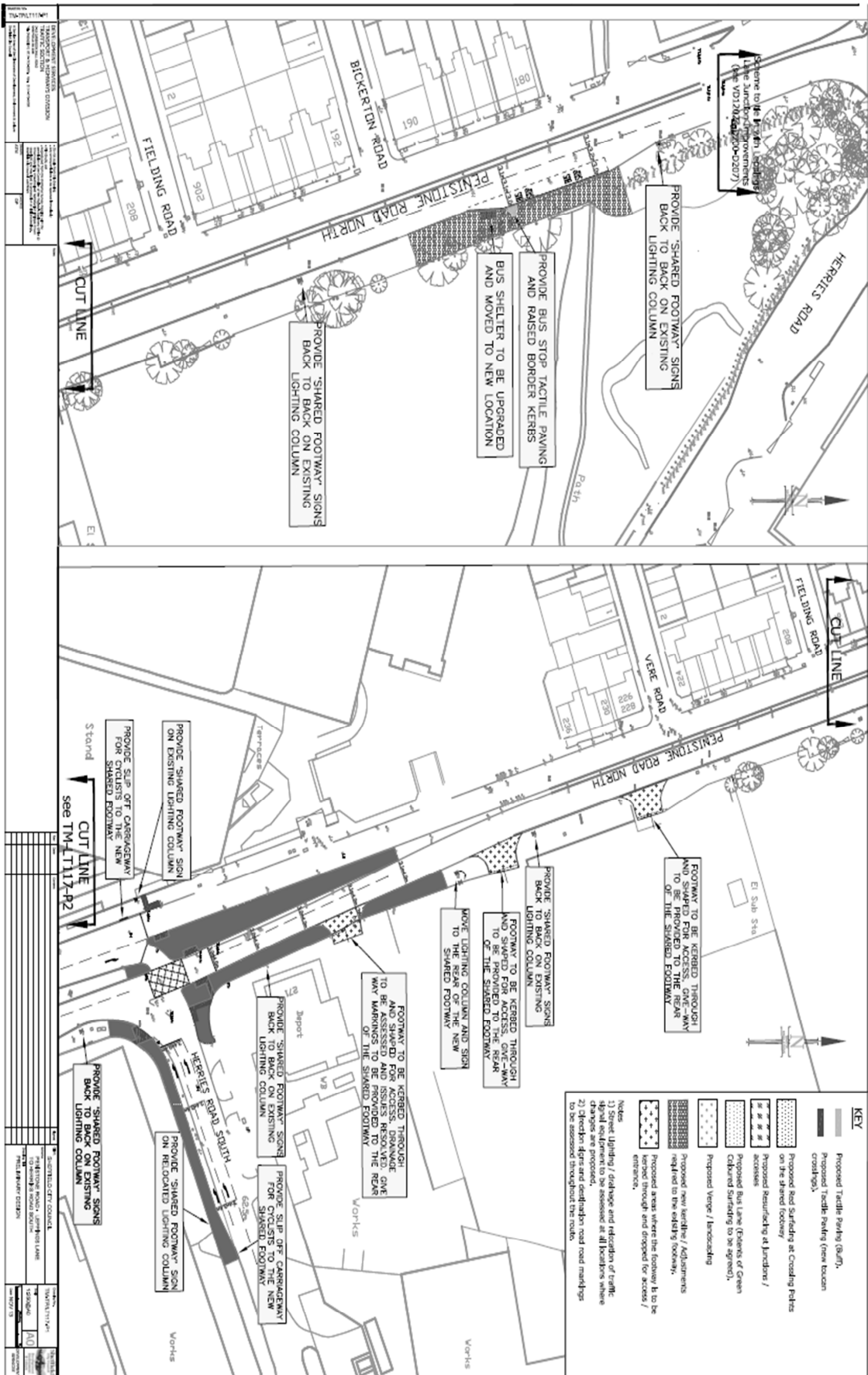
- 7.1 With the exception of the TRO to prohibit the left turn into Herries Road South, overrule the objections to the Traffic Regulation Orders related to the Penistone Road 'Pinchpoint' and 'Better Buses' scheme, make the orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders.
- 7.2 Defer a decision regarding the TRO to prohibit the left turn into Herries Road South, pending further investigation.
- 7.3 Inform those who made representations accordingly.

Simon Green  
Executive Director, Place

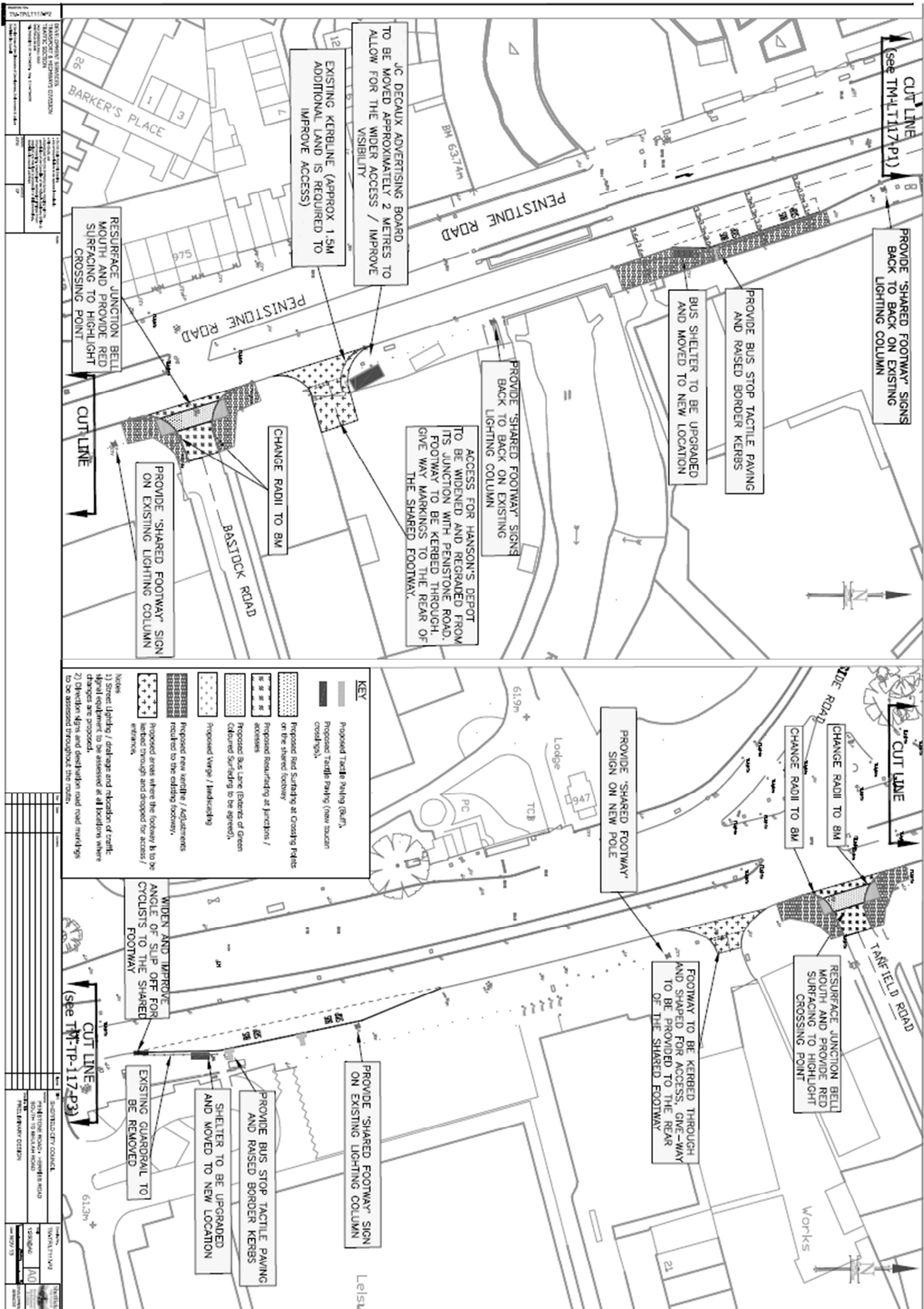
12 March 2014

## **APPENDIX 'A' – SCHEME PROPOSALS**

# APPENDIX A1 – LEPPINGS LANE TO HERRIES ROAD SOUTH

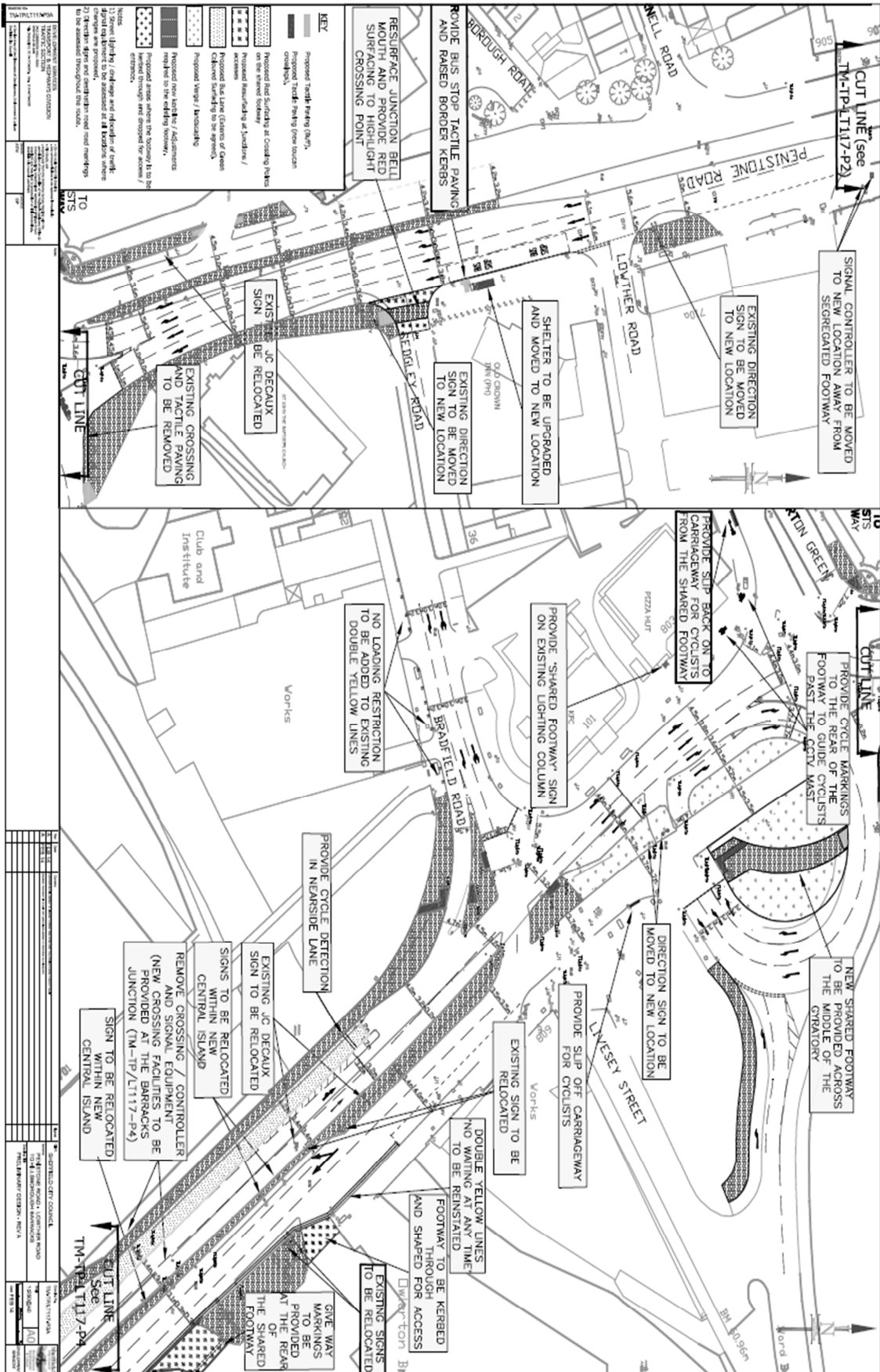


# APPENDIX A2 – HERRIES ROAD SOUTH TO BEULAH ROAD



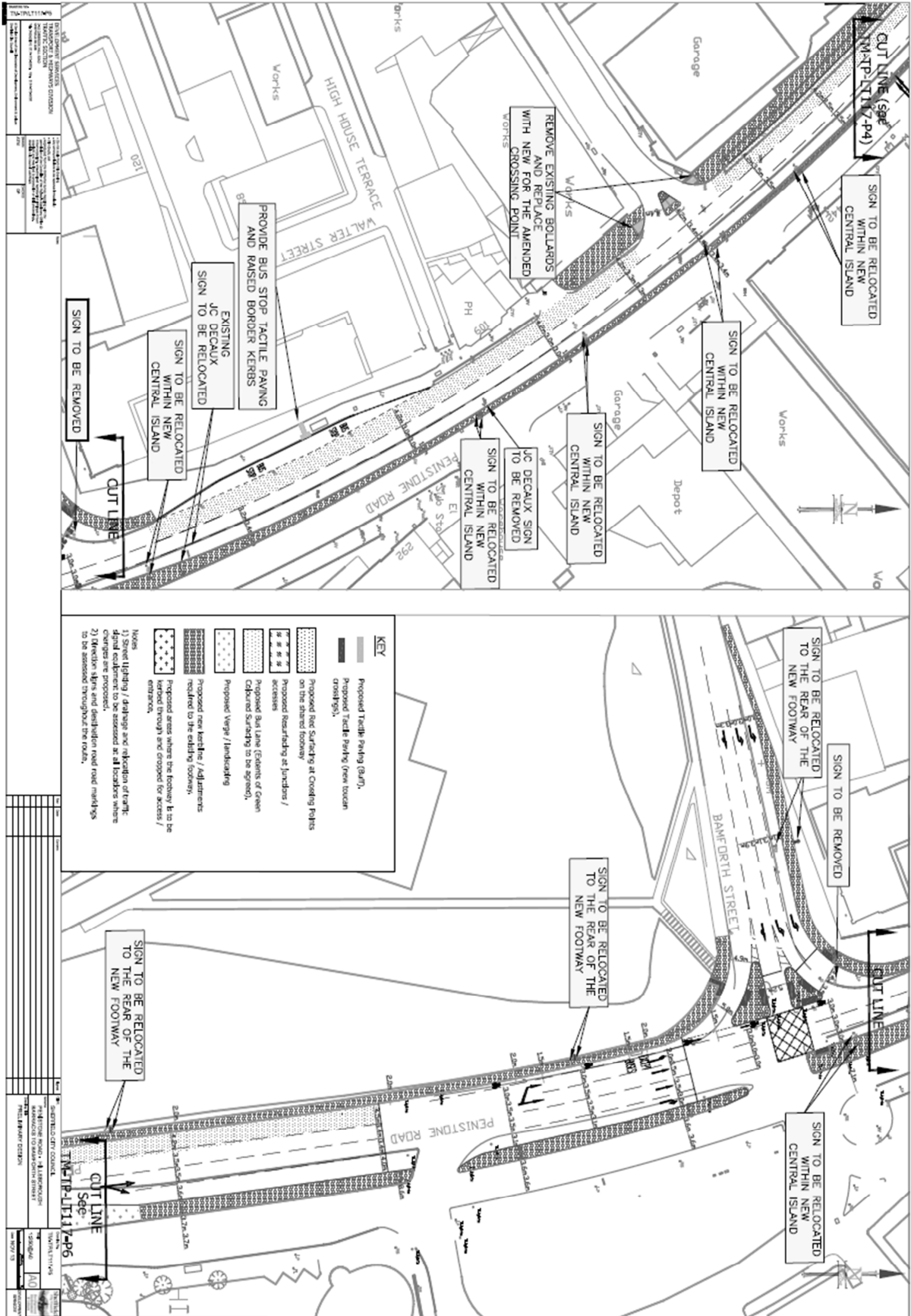


# APPENDIX A3 – LOWTHER ROAD TO BRADFIELD ROAD





# APPENDIX A5 – HILLSBOROUGH BARRACKS TO BAMFORTH STREET





**APPENDIX 'B' – PLAN OF SPEED LIMIT  
PROPOSALS – PENISTONE ROAD**

# APPENDIX 'C' – SPEED LIMIT ASSESSMENTS

URBAN SPEED LIMIT ASSESSMENT FORM					
Data can be entered into green boxes and white selection boxes. Values in yellow boxes cannot be changed.					
Road Name	A61 Penistone Road - Herries Road South to Hillsborough Barracks				
ROAD AND TRAFFIC DATA					
Length under review (km)	1.2	Road Type	A Class Dual	Existing speed limit	30
Level in road hierarchy	Primary	Vehicle Flow (AADT)	44501	HGV Flow (%)	5
SPEEDS					
Measured mean speed (mph)	31.0	Measured 85th percentile speed (mph)	33	Difference in mean and 85th percentile	2.0
A difference in mean and 85th percentile speeds over 4mph for 30/40mph speed limit, 6mph for 50mph speed limit or 8mph for National speed limit indicates that the current speed limit may be misunderstood and this should be investigated further.					
ACCIDENTS					
No. of accidents (ALL)	51	Time period (years)	5	Accident rate (per 100m veh km)	52.33
Investigatory levels, accidents per 100 million veh km and road type.					
	Dual	Single A Class	Single B Class		
	62	62	60		
Calculated accident rates above the investigatory levels indicates an accident problem which should be investigated further.					
GENERAL					
School, nursing home, hospital, doctors or similar accessed from the road?	No				
Character of road	Built up Urban	Level of development	Both sides	Are buildings set back from the road	No
Does existing speed limit match that expected for type/character of road?					Yes
ROAD GEOMETRY					
Road Type	Urban Road	Bendiness	Low	No. of junction	High
PROPOSED CHANGES AND AFFECTS					
Proposed new speed limit	30	Likely new accident rate (per 100m vehicle km) if works are undertaken to lower mean speed to match new speed limit			N/A
Proposed speed reducing measures					
Likely reduction in mph on mean speed of any proposed works	0	Likely mean speed following any proposed works.			N/A
Conclusions	Keep speed limit 30mph				
Assessment undertaken by	Susie Pryor / Andrew Marwood		Date	26.02.14	
Assessment Reviewed by	Simon Botterill		Date	26.02.14	
Assessment Reviewed by SYF	Approved by Britt Birch SYP		Date	19.03.14	
Proposed new speed limit is considered to be acceptable					



URBAN SPEED LIMIT ASSESSMENT FORM					
Data can be entered into green boxes and white selection boxes. Values in yellow boxes cannot be changed.					
Road Name		A61 Penistone Road - Capel Street to Shalesmoor			
ROAD AND TRAFFIC DATA					
Length under review (km)	1.6	Road Type	A Class Dual	Existing speed limit	30
Level in road hierarchy	Primary	Vehicle Flow (AADT)	43303	HGV Flow (%)	5.5
SPEEDS					
Measured mean speed (mph)	36.0	Measured 85th percentile speed (mph)	39	Difference in mean and 85th percentile	3.0
A difference in mean and 85th percentile speeds over 4mph for 30/40mph speed limit, 6mph for 50mph speed limit or 8mph for National speed limit indicates that the current speed limit may be misunderstood and this should be investigated further.					
ACCIDENTS					
No. of accidents (ALL)	46	Time period (years)	5	Accident rate (per 100m veh km)	36.38
Investigatory levels, accidents per 100 million veh km and road type.					
Dual		Single A Class		Single B Class	
62		62		60	
Calculated accident rates above the investigatory levels indicates an accident problem which should be investigated further.					
GENERAL					
School, nursing home, hospital, doctors or similar accessed from the road?	No				
Character of road	Outskirts of Urban Area	Level of development	One side	Are buildings set back from the road	Yes
Does existing speed limit match that expected for type/character of road?					No
ROAD GEOMETRY					
Road Type	Urban Road	Bendiness	Low	No. of junction	Medium
PROPOSED CHANGES AND AFFECTS					
Proposed new speed limit	40	Likely new accident rate (per 100m vehicle km) if works are undertaken to lower mean speed to match new speed limit			n/a
Proposed speed reducing measures					
Likely reduction in mph on mean speed of any proposed works	0	Likely mean speed following any proposed works.			
Conclusions	Increase speed limit to 40mph				
Assessment undertaken by	Susie Pryor / Andrew Marwood		Date	26.02.14	
Assessment Reviewed by	Simon Botterill		Date	26.02.14	
Assessment Reviewed by SYF	Approved by Britt Birch (SYP)		Date	19.03.14	
Proposed new speed limit is considered to be acceptable					

# APPENDIX 'D' – TRO CONSULTATION LETTER

## Regeneration and Development Services

Director: David Caulfield, RTPI  
Scheme Design • 2-10 Carbrook Hall Rad • Sheffield • S9 2DB  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Andrew Marwood  
Ref: TP-LT117-ATM-01

Tel: (0114) 273 6170  
Date: 16 January 2014

Dear Sir/Madam

## Penistone Road – Junction Improvement Scheme

### Background

In 2009 the Council consulted on a scheme for improving traffic flow on Penistone Road. Unfortunately, we were not successful in securing funding at that time and the proposals were shelved.

As part of the 2012 autumn statement the government announced the creation of a Local Pinch Point Fund worth £170 million to remove bottlenecks on the local highway network. The Fund reflects the government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people.

In 2013 the Council was successful in bidding for money from the Fund to improve some key junctions along Penistone Road.

### Proposals

The junction improvements are aimed at improving access to the many important businesses and development sites along the Upper Don Valley. In addition to this, we also plan to improve pedestrian, cycle and bus facilities throughout the route.

In summary, the works consist of:

- Conversion of the Leppings Lane Roundabout to traffic signals, in association with the proposed nearby Sainsbury's development
- Traffic signal improvements at the Owlerton, Hillsborough Barracks, Herries Road South and Bamforth Street junctions
- Carriageway widening along Penistone Road
- Dedicated bus facilities
- Dedicated cycle facilities
- Improved Pedestrian Facilities
- A proposed new 40mph speed limit for Penistone Road, between Hillsborough Barracks and Infirmary Road.

The plans detailing the improvements can be seen at the following web site link: [www.sheffield.gov.uk/penistoneroad](http://www.sheffield.gov.uk/penistoneroad). Further explanation and reasoning for the proposals can also be viewed.

Importantly, we are also planning for the improvements to be made at the same time as Amey are programming their 'Streets Ahead' maintenance works. This is so that we get value for money and minimise the amount of disruption while the work is taking place.



## **Traffic Regulation Order**

Some of the changes need to be advertised legally by a Traffic Regulation Order (TRO). These include:

- The new bus lane.
- A banned left turn from Penistone Road into Herries Road South.
- A banned right turn from Hillsborough Barracks into Penistone Road.
- Revised loading restrictions on Bradfield Road
- Speed limit change from Infirmary Road to Hillsborough Barracks.

A Traffic Regulation Order (TRO) is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process you will also see notices displayed on-street and detailed in the Sheffield Star.

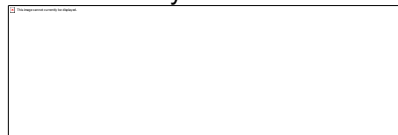
## **Contact and Timescales**

If you wish to comment on the proposals or respond to the TRO, either in support or otherwise, you will need to do so in writing, to the address below by **7 March 2014**. Work is anticipated to start on site in spring/summer 2014.

Andrew Marwood  
Scheme Design  
Sheffield City Council  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB.

You are welcome to e-mail your comments to [traffic.mangement@sheffield.gov.uk](mailto:traffic.mangement@sheffield.gov.uk) Please put 'Penistone Road' in the subject box.

Yours faithfully



Andrew Marwood  
Engineer, Scheme Design  
Transport, Traffic and Parking Services

# APPENDIX 'E' – SUMMARY OF OBJECTIONS WITH OFFICER RESPONSES

## Resident 1 - Objection and Officer Response

### Objections:

- 'Proposals fly in the face of so many of the Council's own aims and objectives for Transport'.
- 'Provision proposed for walking and cycling facilities appear to be nothing more than a token gesture'.
- 'Sub-standard on road cycle provision has been provided'.
- 'The proposed unsegregated shared use paths create unnecessary conflicts between walking and cycling'.
- 'The priority seems to be to increase highway capacity and highway speed'.

### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

In response to the points your have raised:

- I think it must be remembered that this scheme is being largely funded from the Government's 'Pinchpoint' programme, which as the name implies is aimed at relieving localised congestion. In this regard there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles. The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but we do feel that we have managed to incorporate major benefits for both these user groups and have provided a set of proposals which have clear benefits for all. More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:
  - The upgrade of a number of junctions so that they include toucan crossing facilities.
  - At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
  - A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
  - Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers.
  - Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes (where there are not land constraints this is proposed to be 4.5 metres)
  - An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contributes to Aim 3: 'To create a healthier population'.

- We would argue therefore that the provisions for walking and cycling in this scheme are not a token gesture but have been planned carefully so that they are as attractive as possible on this corridor.
- Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of arrangement is not unique. If however cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.
- We are proposing that the new section of 40mph runs from Infirmary Road to Capel Street. Cyclists will therefore be able to use the bus lane for the majority of this section. Alternatively there are segregated off street facilities for those not wishing to ride on carriageway.
- The majority of this scheme has been designed to lie within the existing footprint, one of the reasons being that significant land-take would probably have taken us outside the funding deadlines. Unfortunately therefore there is not the available width of footway on the whole corridor to provide complete segregation. The shared facility proposed is, though, on a stretch where visibility in both directions is excellent. Whilst we are improving the side road junctions and accesses feeding into Penistone Road, both for cyclists and pedestrians, we feel that they are frequent enough to keep cycling speeds appropriate in and around pedestrians.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

## 2. Right to Ride Network - Objection and Officer Response

### Objections:

- 'Highway expansion will make air quality, noise problems worse'.
- 'Increased risk to vulnerable road users'.
- 'On carriageway safety for cyclists is compromised'.
- 'The scheme is an opportunistic exploitation on the Department for Transport's 'Pinch Point' scheme'.

### Officer Response:

Thank you for your response to the TRO consultation as part of the Penistone Road junction improvement scheme.

This scheme is being largely funded from the Government's 'Pinchpoint' programme, which is aimed at relieving localised congestion. In this regard I do accept that there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles (for example the above-mentioned capacity improvements at junctions). The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but these users have certainly not been an afterthought as you suggest. We do feel that we have managed to incorporate major benefits both for cyclists and pedestrians and have provided a set of proposals which have clear benefits for all.

More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:

- The upgrade of a number of junctions so that they include toucan crossing facilities.
- At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
- A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
- Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers
- Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes and where there are not land constraints this is proposed to be 4.5 metres.
- An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to the Council's Transport objectives identified by 'Cycle Sheffield' i.e. Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contribute to Aim 3: 'To create a healthier population'.

Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of arrangement is not unique. If however, cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a

choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.

We are only proposing that the new section of 40mph runs from Infirmary Road to Capel Street. On this section the density of recorded accidents over the last 5 years of monitoring is less than the section from The Barracks to Herries Road South, which we propose to keep at 30mph (subject to further assessment). It is also much lower than the expected frequency of accidents (when compared with national expected figures for an 'A' class road). The surrounding environment is also very different between Infirmary Road and Capel Street than the rest of the corridor with a low frequency of junctions, developments which are set back from the road and few pedestrian movements. Cyclists will also be able to use the bus lane for the majority of the 40mph section, alternatively there are segregated off street facilities for those not wishing to ride on carriageway. The speed limit change was also agreed at the Council's Cabinet Highways meeting which was held in July 2010.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

### 3. Cycle Sheffield - Objection and Officer Response

#### Objections:

- 'Proposals are likely to significantly disadvantage walking and cycling'.
- 'Cycle measures seem something of an afterthought'.
- 'Concerned about the higher speed limit'.
- 'Speed limit increase is completely at odds with the Council's stated policy and objectives, including health, air quality and accidents'.
- 'Speed limit will result in vehicles slowing down and speeding up between junctions'.

#### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

In response to the points you have raised:

- I think it must be remembered that this scheme is being largely funded from the Government's 'Pinchpoint' programme, which as the name implies is aimed at relieving localised congestion. In this regard there are some benefits for private vehicle users but really only in terms of better capacity at junctions, not in terms of additional lanes or higher priorities. Further funding is coming from the 'Better Buses' programme and it would be difficult to improve bus facilities without some side benefits for private vehicles. The proposals have major benefits for buses by way of an extensive new bus lane, priority signals, improved bus stops and so on. For the above reasons it is fair to say that the funding is not specifically for cyclists and pedestrians but we do feel that we have managed to incorporate major benefits for both these user groups and have provided a set of proposals which have clear benefits for all. More specifically in regard to pedestrians and cyclists, in the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing a number of changes, these include:
  - The upgrade of a number of junctions so that they include toucan crossing facilities.
  - At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme.
  - A shared footway to link the proposals at Leppings Lane / Claywheels Lane and then to the existing segregated facilities at Hillsborough Leisure Centre.
  - Junction treatments throughout the route to raise awareness of cycle facilities and highlight potential cyclists to drivers.
  - Where we are proposing an additional lane (please note this will be for buses and cycles only) we have maintained at least 4.2 metre running lanes (where there are not land constraints this is proposed to be 4.5 metres)
  - An increase in the width of footway outside St John the Baptist Church so that a 3 metre footway can be achieved.

In essence the scheme ensures that there are facilities on carriageway (bus /cycle lane at a minimum of 4.2 metres throughout) for the more confident and experienced cyclist, but also facilities off street (signed segregated / shared footway) from Claywheels Lane to the City Centre which will benefit the less confident / less experienced leisure rider. The improvements identified above together with the improved bus facilities means that the Council does add to Aim 5: 'To create a culture where the car is not always the first choice'. The improvements developed for these modes therefore also contribute to Aim 3: 'To create a healthier population'.

- We would argue therefore that the provisions for walking and cycling in this scheme are not a token gesture but have been planned carefully so that they are as attractive as possible on this corridor.
- Where cyclists are not proposed to be in the bus lane (at 4.2 metres – 4.5 metres) i.e. where there is a break in the lane to allow drivers to turn left we are proposing cycle ahead arrows, symbols and lane markings to highlight to drivers that cyclists may be present. This type of

arrangement is not unique. If however cyclists do feel vulnerable through these junctions they can opt to use the facilities that we have also provided, whereby they can slip off to shared footways and toucan crossings which will take the cyclists across the junction to re-join the off street facilities. Therefore at each junction there is a choice between on-street and off street cycle provision. Most of these measures will also benefit pedestrians.

- We are proposing that the new section of 40mph runs from Infirmary Road to Capel Street. Cyclists will therefore be able to use the bus lane for the majority of this section. Alternatively there are segregated off street facilities for those not wishing to ride on carriageway.
- The majority of this scheme has been designed to lie within the existing footprint, one of the reasons being that significant land-take would probably have taken us outside the funding deadlines. Unfortunately therefore there is not the available width of footway on the whole corridor to provide complete segregation. The shared facility proposed is, though, on a stretch where visibility in both directions is excellent. Whilst we are improving the side road junctions and accesses feeding into Penistone Road, both for cyclists and pedestrians, we feel that they are frequent enough to keep cycling speeds appropriate in and around pedestrians.
- As part of the 'pinchpoint / better buses' scheme we have been working with the Council's landscape architects to look at ways we can incorporate elements of the Penistone Road 'Gateway Action Plan' which was completed in 2010 and will bring environmental improvements to the corridor. There may have been a specific EIA carried out as part of the 'smartroute' development, I will check and provide further details if available.

In summary although the 'Pinchpoint' and 'Better Buses' schemes both look specifically to tackling issues relating to 'motorised' forms of transport on the Penistone Road corridor, officers have built on the preliminary Smartroute proposals to achieve much-improved access for pedestrians and provide facilities both on street and off for cyclists. These provisions have been at the forefront of the design process.

I will make sure I report your objection along with all other comments that are received. This is likely to be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time and let you know the outcome in due course.

## **4. Business (Herries Road South) - Objection and Officer Response**

### **Objection Summary:**

- 'In no way does turning left onto Herries Road South from Penistone Road cause hold ups for traffic'.
- 'By creating a 'no left turn' the Council is making it difficult to get to the 15 businesses located on Herries Road South'.
- The only alternative to get to these businesses is to turn left onto Herries Road at the Leppings Lane junction then a very difficult right turn to Herries Road South'.

### **Officer Response:**

Thank you for your response to the TRO consultation as part of the Penistone Road junction improvement scheme.

In response to your comments:

The proposals at the Herries Road South junction with Penistone Road have been developed partly to reduce congestion at this junction (i.e. extending the two queuing lanes further back with the aim of improving flows out of Herries Road South which will have added benefits to local business) and also to assist cyclists and pedestrians to cross under signal control. As part of the cycling improvements for the Penistone Road corridor the Council are proposing a shared footway (which can be used by cyclists and pedestrians) to link the existing off street facilities at Hillsborough Leisure Centre with the proposed cycle facilities at the new Leppings Lane / Claywheels Lane junctions. The only way to incorporate signalised crossing facilities at Herries Road South / Penistone Road without adding another stage to junction (which would increase delay for through traffic) is to prohibit the left turn into the junction (this means cyclists and pedestrians can cross at the same time vehicles move southbound through the junction).

As we are making improvements to the Leppings Lane junction the alternative route to businesses on Herries Road South would be to turn left at the new Leppings Lane junction and then right at Herries Road / Herries Road South. It is acknowledged that the right turn to Herries Road South can be difficult during peak times (due to vehicles queuing to turn right coming down the hill from Shirecliffe). To improve movements at this junction and address people's concerns we are currently looking at a couple of options. These include providing signals or the possibility of introducing a roundabout which would improve the right turn in and out of Herries Road – Any improvements if feasible will be presented at the Individual Cabinet Member decision session (anticipated to take place at the Town Hall in April).

I will make sure I report your objection along with all other comments that are received. I will inform you of the details nearer the time of the Individual Cabinet Member Decision Session and let you know the outcome in due course.



## 5. Resident 2 – Objection and Officer Response

### Objection Summary:

- 'Sheffield City Council has previously shown bad faith in watering down restrictions at Hillsborough corner – to spend further money on a road parallel cannot be justified'.
- 'Pedestrians feel that sharing space with cyclists is unsatisfactory'
- 'Proposal to ban traffic turning right at the Barracks will increase the amount of traffic on Penistone Road'.
- 'Banned left turn to Herries Road will increase the distance people have to travel and thus increase emissions'.
- Works will make matters worse for public transport users on Infirmary Road and pedestrians on Penistone Road'.
- 'Not joined up thinking by Sheffield City Council'.

### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme.

I have attached the business case for the 'Pinchpoint' funded scheme as requested. In response to your thoughts:

- I note your comments regarding Hillsborough Corner and the advent of the Supertram but Penistone road has, for a long time, been an area which the Council has had a desire to improve. The opportunity to do so using mostly external funding is one not to be missed. It will not only improve route connectivity for pedestrians, cyclists, public transport users and (locally by virtue of improved throughput at signals) motorists, but is likely to bring economic benefits to existing businesses and new business growth.
- In the last six months officers have been working on the preliminary designs to try and build on the pedestrian and cycling proposals that were put forward as part of the wider Smartroute scheme in 2009, a project that subsequently failed to receive DfT funding. To assist both these user groups on the corridor we are proposing to upgrade a number of junctions so that they include toucan crossing facilities. At locations such as Bamforth Street and Herries Road South we have also made sure currently uncontrolled crossing points are under signal control as part of the scheme. Where we are proposing an additional lane, for buses and cyclists only, we have looked to take, where possible, land from the central reservation rather than reduce footway widths at each side. Indeed where possible we have tried to widen footways (i.e. outside St John the Baptist Church) so that 3 metres of width can be achieved. From Bamforth Street to Old Penistone Road, as well as at Bamforth Street, there are also proposals for new sections of footway. To improve the attractiveness of this route to pedestrians the Council is also planning to cut back shrubs and vegetation and upgrade street lighting as part of the core maintenance works. Pedestrian improvements are therefore a key part of the overall proposals. Previously, segregated facilities have been introduced on Penistone Road for cyclists and pedestrians between the City and the Leisure Centre. Unfortunately there is not the width of footway on the whole corridor to provide complete segregation. The shared facility proposed is on a stretch where visibility in both directions is good and junctions / accesses feeding into Penistone Road are frequent enough to keep cycling speeds appropriate. To introduce other measures, as you seem to suggest, would present a hazard to pedestrians and cyclists alike, particularly those on foot who are infirm or visually impaired. For the above reasons hope you can understand why we have not promoted cycling facilities just on the carriageway. The scheme ensures that there are facilities on carriageway for the more confident and experienced cyclist, but also facilities off street which will benefit the less confident / less experienced leisure rider.
- Banning the right turn from Hillsborough Barracks is not anticipated to put additional traffic onto Penistone Road – The trip generation is likely to remain the same, however what our proposals will do is create a two stage rather than a three stage signal junction which will reduce queuing to and from Morrisons, B&Q etc. The modelling work has shown that providing an additional lane at Bradfield Road, improving the gyratory system and providing adaptive signaling strategies should more than cater for city bound traffic out of the Barracks, however, we have also been working with Morrisons to look at car park alterations which

would also allow city bound traffic to exit onto Langsett Road. The two proposals will provide two options for those people travelling back towards the City. I do not agree that these choices for city bound traffic will be to the detriment of public transport users and moreover the wider public transport improvements more than outweigh any potential disbenefits.

- By proposing loading restrictions on Bradfield Road we are merely seeking to formalise parking arrangements by ensuring that this section of road remains clear for the free and safe movement of traffic. We will obviously be considering any comments received in this regard, particularly from frontages.
- The plans show that from Old Penistone Road to Bradfield Road (currently the most congested section on the corridor) the proposal is to keep two lanes for general traffic while providing a designated bus (and cycle) lane to assist public transport movement. At Bradfield Road the bus lane will end with a priority signal which will give buses a head start towards Leppings Lane. There will be no reduction in general traffic capacity throughout the corridor. The inclusion of bus priority and lanes along this section will therefore further promote bus travel on Penistone Road and is fully supported by the South Yorkshire Passenger Transport Executive (SYPTTE). The Council have worked closely with SYPTTE to also look at upgrading a number of stops on this corridor as part of the overall works.
- To assist pedestrians and cyclists we are proposing a toucan crossing across Herries Road South (currently this crossing is uncontrolled). To maintain traffic flows on Penistone Road (keeping the two stage arrangement) the only way to do this is to ban the left turn into Herries Road South from Penistone Road (i.e. the crossing will run with traffic flow on Penistone Road) and not add an additional stage into the signal junction. Banning the left turn here should not add to the journey time for most people travelling towards Herries Road South. The Fletchers Bakery (Sainsbury's Development) which is due to start on site shortly will allow vehicles to turn left onto Herries Road and access Herries Road South (the distance and travel time would be similar). This strategy is also likely to separate those wanting to go left and those travelling straight ahead on Penistone Road, therefore reducing potential congestion at the Penistone Road / Herries Road South junction.

In summary the 'Pinchpoint' scheme, together with the 'Better Buses' work and cycling and pedestrian improvements, provides a set of proposals which has clear benefits for all users. By tying the works in with the core maintenance programme we are also looking to minimise the amount of disruption while the works are taking place. I therefore think the proposals are a very good example of joined up thinking by Sheffield City Council. We will, however, report your objection along with all other comments that are received. This will be at the Individual Cabinet Member Decision Meeting to be held at the Town Hall. At this meeting a decision will be made on how to proceed. I will inform you of the details nearer the time.

## 6. Business / Developer (Penistone Road) – Objection and Officer Response

### Objection Summary:

- 'The plans significantly affect the viability of the site'
- 'Surprised that notification has not been given to our client sooner'
- 'Objection to making two of the accesses vehicular cross over points eroding the future development potential of the site'
- 'The banned left turn into Herries Road South would mean that vehicles exiting our client's site would no longer be able to turn left to Leppings Lane and back from where they came from reducing the development potential of the site'
- 'The proposed scheme includes an area of our client's land to the rear of the bus stop proposals'

### Officer Response:

Many thanks for your response to the TRO consultation as part of the Penistone Road improvement scheme. In response to the points you have raised:

- Design Officers have, on a number of occasions, made enquiries about your client's site, however, it seemed that there was little or no activity with regards to any development. In terms of due process the Council are legally obliged to advertise Traffic Regulation Orders on street and in the local newspaper (Sheffield Star), beyond this the Council also usually notifies any frontages in close proximity to the proposals – this was carried out in January 2014 but because we believed the site in question to be dormant we did not try to find out who to consult. There is no legal obligation to consult with developers / landowners. Notwithstanding the above, your client's objection is not too late and I would hope that we can discuss any potential solutions working together with the Council's Planning and Development control sections. In this regard we are happy to facilitate a meeting if you wish.
- The scheme that we are proposing offers benefits for all road users including motorists, bus passengers, cyclists and pedestrians. Whilst we can understand your client's desire to make the site attractive to motorists, and to facilitate any deliveries, we would hope that the improvements for other road users, as well as the economic growth that is expected, would all contribute to the success of the site.
- As you can probably understand the changes to the access points to your client's land are to facilitate a shared footway and have been proposed based on the current dormant site. We can, however, consider alternatives if it is likely that there will be high vehicle numbers using any of the accesses. If we have sight of your plans, and a Transport Assessment (TA) outlining the likely trip generations etc. we can give consideration to this.
- The proposal to prohibit traffic turning left into Herries Road South from Penistone Road was developed to maintain as much through flow traffic as possible whilst assisting cyclists and pedestrians to cross the junction. The layout means that crossing this busy junction would be much safer without the need for an additional stage to the traffic signals (thereby causing delay on Penistone Road). This crossing would also assist pedestrians / cyclists wanting to access your client's site, however if you have a TA it will help us to understand the likely numbers of vehicles making the manoeuvre you refer to.
- The proposals we have are all within the public highway boundary – the amendments planned for the bus stop to the north of your client's site only includes alterations to the kerb line to ensure there is a clear 3 metres to the rear, again improving the route for cyclists.
- In terms of the Fletcher's bakery development and changes to the Leppings Lane junction, I will make sure that we pass all the information to you when the TRO is advertised at the start of next week. Any objections will be taken into consideration as part of the advertising process.

Any objections (including the one from your client) with regards to the Herries Road South proposals will be reported to the Council's Cabinet Member for Transport at the meeting of a future Highways Cabinet Members Decision Session. This is anticipated to be in April / May, however I will make sure I pass the details on to you once this has been confirmed.

In the meantime if you have any further questions please do not hesitate to contact me.

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