



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 12 June 2014

Subject: Bus Rapid Transit North
Traffic Regulation Orders - Consultation Results

Author of Report: Ian Taylor, 273 4192

Summary:

In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the Bus Rapid Transit North project.

This report presents the objections received to the advertisement of the TRO's along with the Officer response to the objections.

Reasons for Recommendations:

- The TRO to prohibit the right turn into the north-eastern access to number 438 Sheffield Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict at the junction with the access to the proposed development on the opposite side of the road. The right turn into the south western access to number 438 would still be possible as would the left turn out of both accesses.
- The TRO to prohibit the right turn from Sheffield Road through the gap in the central reserve opposite St Lawrence Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict caused by vehicles slowing significantly, to make the right turn, being struck by following vehicles travelling ahead on Sheffield Road.
- The TROs to introduce the two 'one-way' and two 'ahead-only' restrictions at the Sheffield Road/Blackburn Meadows Way junction would formalise the traffic movements intended for the designed road layout, deterring injudicious manoeuvres.
- The TRO to prohibit U-turns at the Sheffield Road/Blackburn Meadows Way junction would reduce the likelihood of drivers making injudicious manoeuvres to access Sheffield Road (south west section towards the M1 J34) and Ferrars Road.

- The TRO to introduce a 24 hour clearway on Blackburn Meadows Way and part of Sheffield Road would complement the existing 24 hour clearway for Meadowhall Way and would reduce the amount of signing and lining required to convey and enforce the Order to prohibit stopping.
- The TROs for the ahead-only restrictions on Attercliffe Common, at its junction with Carbrook Street, would reduce the likelihood of drivers making injudicious turning manoeuvres through the gap in the central reserve of the dual carriageway.
- The TROs to prohibit waiting and loading on parts of Attercliffe Common, Carbrook Street, Dunlop Street, Weedon Street and Meadowhall Drive would help to ensure that the proposed BRT route between Sheffield and Rotherham is kept clear for buses and other vehicles using the route. One response, however, although received after the closing date and therefore not a valid objection, was in regard to loading & unloading issues that would arise if stopping was prohibited 24 hours per day. Currently a peak hour (Mon-Fri 0800-0930 & 1600-1830) loading restriction exists and in view of the potential issues that would be caused to the business in question it would be appropriate to delay implementing the 24 hour clearway restriction for a short length (approximately 15 metres) of Attercliffe Common to the south of Newark Street pending monitoring to see if loading/unloading has a significant impact on traffic movement.
- The TROs to prohibit driving at Clay Street and Fell Street, at their junctions with Attercliffe Common, would prevent potentially hazardous turning manoeuvres close to the traffic signals installation for the pedestrian crossing, the bus pre-signals and the bus stop proposed for the end of Fell Road.
- The TRO to prohibit waiting in the newly formed turning head of Webster Street would help to keep the area free of parked vehicles and available for use as a turning area as intended. It would also facilitate the provision of a cycle facility from the nearby Five Weirs Walk and along Webster Street to link with the National Cycle Network.

Recommendations:

- Overrule the objections to the Traffic Regulations Orders related to the Bus Rapid Transit North scheme.
- Make the Orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders but delay the implementation of a 24 hour loading restriction on a 15 metre section of Attercliffe Common to the south of Newark Street pending monitoring of the effect of loading/unloading on traffic movement.
- Inform those who made representations accordingly.

Background Papers:

Appendix 'A' – Plan of BRT North Route (1 page)

Appendix 'B' – TRO Proposals (7 pages)

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

Appendix 'D' – Summary of Objections and Officer Responses (11 pages)

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Attercliffe, Carbrook and Meadowhall
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

BUS RAPID TRANSIT NORTH SCHEME

REPRESENTATIONS MADE IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the Bus Rapid Transit North project.
- 1.2 This report presents the objections received to the advertisement of the TRO's along with the Officer response to the objections.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 Funding in excess of £28M has been secured from the Department for Transport (£15.88M), European Regional Development Fund (£8.13M), Growing Place/Section 106 (£2.20M) and Local Transport Plan (£2M). The scheme can be implemented relatively quickly and is anticipated to have immediate beneficial impact.

2.2

The improvements being progressed will improve the city's public transport facilities, reducing journey times and improving transport facilities for the people of Sheffield.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The "BRT North" scheme is planned to introduce a rapid and reliable public transport service between the centres of Sheffield and Rotherham. There will be a limited number of stops at key locations along the route. The scheme will benefit all traffic and will particularly help to reduce congestion at the Tinsley/M1 South junction (J34).

- 3.2 The "BRT" 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.

4.0 REPORT

- 4.1 In March/April 2014 Sheffield City Council consulted on proposed Traffic Regulation Orders (TRO's) to complement the BRT North project.
- 4.2 The proposals complement the BRT North project, some of which is being constructed and some of which is still in the design stage. Works are expected to be complete by September 2015.

- 4.3 A plan of the BRT route is included in Appendix 'A'.
- 4.4 Traffic Regulation Order Consultation
- 4.5 The BRT North scheme would be complemented by a number of TRO's. Some elements of the scheme could only be introduced following the making of certain TROs. The order is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.
- 4.6 In March 2014 letters, explaining the TRO process and inviting comments, were delivered to around 850 properties potentially affected by the BRT North scheme. Statutory consultees were also consulted, around 100 site Notices were erected and details appeared in the Sheffield Star.
- 4.7 The consultation period ran from 21 March 2014 until 11 April 2014.
- 4.8 During the consultation period six responses were received. Of the six responses two were in support with comments or questions, three were objections and one was a request for further waiting restrictions.
- 4.9 Three further responses were received, after the end of the consultation period, two disagreeing with certain elements of the proposals and one making general comments. Because these responses were received late they are technically not lawful objections but are nevertheless being given consideration.
- 4.10 The responses to the proposals, together with the Officer responses, are set out in 'Appendix D'. The main points are summarised as follows:
- 'Support the scheme but ask for suitable diversions for cyclists during the works'*
'No issues but request additional double yellow lines on Webster Street'
'Object to closure of Clay Street/Attercliffe Common junction'
'Objects to loss of on-street parking'
'Against bus lane and restrictions on access and egress to Fell Road'
'Appeal against closure of Clay Street'
'Disagree with restrictions on deliveries of goods'
'Supports Tinsley Link (now named Blackburn Meadows Way) but could part of Sheffield Road be downgraded when the Tinsley Link Road opens?'
- 4.11 Contact has been made with all respondents and discussions & meetings have taken place with many of them. Work is ongoing to try and help reduce or eliminate any potential adverse effects caused by the TROs particularly those related to road closures and the removal of on-street parking. In this regard the recommendation is to delay the introduction of the 24 hour loading ban outside one potentially affected business. In terms of another potentially affected business, although the proposals do not affect on-street parking on the adjacent highway, they affect on-street parking on nearby streets and we are working closely with the business to develop a set of measures to mitigate the effect of the proposals. For other businesses we are discussing the introduction of waiting restrictions to facilitate access.

4.12 Relevant Implications

Finance

- 4.13 The main funding for the BRT North is being provided by the Department for Transport. Part of the funding comes from the European Regional Development Fund (Yorkshire and Humber Programme 2007-13) and the LTP. Section 106 monies generated from increased development around the areas benefiting from the BRT scheme will contribute towards the scheme but until these are received the City Council has borrowed funding from the Growing Places fund. This will be repaid as developer funding is received.

Equality

- 4.14 The proposals would affect all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. Many aspects would be positive, such as connecting Rotherham and Sheffield, and strategic places in between, particularly for those who do not have access to, or who do not wish to use, a car. Car drivers, however, would also be able to benefit from the new link road and the removal of obstructive parking along the route.

Legal Implications

- 4.15 The Council has the powers to make TROs under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). 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 all been complied with and whilst there is no requirement for public consultation this has been undertaken and the Council should consider and respond to any lawful public objections received as a result.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative routeing was considered using an appraisal carried out in 2013 by consultants Arup, comprehensive local knowledge and the desired locations for the BRT bus stops. The three option variations were:

1. Carbrook Street / Dunlop Street / Weedon Street / Meadowhall Drive / Meadowhall Way
2. Attercliffe Common / Weedon Street; and
3. A6178 Sheffield Road / Vulcan Road.

- 5.2 The view formed was that routeing along Carbrook Street, Dunlop Street, Weedon Street, Meadowhall Drive and Meadowhall Way to reach the new Blackburn Meadows Way would improve journey time reliability and reduce journey times. This is because of outbound congestion, from the M1 J34 Tinsley back to Arena Square, caused by capacity issues at the M1 J34 junction (something that is largely outside the control of Sheffield City Council). Similarly

inbound congestion, from Arena Square back to Weedon Street, results from flows from the M1 and the Outer Ring Road (A6102 Broughton Lane) converging to cause the junction to be at capacity. Neither of these issues can be resolved by traffic signal timing improvements and both can only be addressed by major highway schemes.

- 5.3 In addition to the above-mentioned regular congestion there are frequent major events at the Sheffield Motorpoint Arena that can exacerbate commuter congestion and/or lead to significant delays at off peak times. In order to maintain journey time reliability it would be prudent for the BRT buses to avoid such congestion.
- 5.4 As well as giving the best journey times the preferred route is the most appropriate for the proposed bus stop locations especially the major development set to take place on and around Meadowhall Drive.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO to prohibit the right turn into the north-eastern access to number 438 Sheffield Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict at the junction with the access to the proposed development on the opposite side of the road. The right turn into the south western access to number 438 would still be possible as would the left turn out of both accesses.
- 6.2 The TRO to prohibit the right turn from Sheffield Road through the gap in the central reserve opposite St Lawrence Road would formalise the traffic movements intended for the designed road layout and reduce the likelihood of vehicular conflict caused by vehicles slowing significantly, to make the right turn, being struck by following vehicles travelling ahead on Sheffield Road.
- 6.3 The TROs to introduce the two 'one-way' and two 'ahead-only' restrictions at the Sheffield Road/Blackburn Meadows Way junction would formalise the traffic movements intended for the designed road layout, deterring injudicious manoeuvres.
- 6.4 The TRO to prohibit U-turns at the Sheffield Road/Blackburn Meadows Way junction would reduce the likelihood of drivers making injudicious manoeuvres to access Sheffield Road (south west section towards the M1 J34) and Ferrars Road.
- 6.5 The TRO to introduce a 24 hour clearway on Blackburn Meadows Way and part of Sheffield Road would complement the existing 24 hour clearway for Meadowhall Way and would reduce the amount of signing and lining required to convey and enforce the Order to prohibit stopping.
- 6.6 The TROs for the ahead-only restrictions on Attercliffe Common, at its junction with Carbrook Street, would reduce the likelihood of drivers making injudicious turning manoeuvres through the gap in the central reserve of the dual carriageway.
- 6.7 The TROs to prohibit waiting and loading on parts of Attercliffe Common,

Carbrook Street, Dunlop Street, Weedon Street and Meadowhall Drive would help to ensure that the proposed BRT route between Sheffield and Rotherham is kept clear for buses and other vehicles using the route. One response, however, although received after the closing date and therefore not a valid objection, was in regard to loading & unloading issues that would arise if stopping was prohibited 24 hours per day. Currently a peak hour (Mon-Fri 0800-0930 & 1600-1830) loading restriction exists and in view of the potential issues that would be caused to the business in question it would be appropriate to delay implementing the 24 hour clearway restriction for a short length (approximately 15 metres) of Attercliffe Common to the south of Newark Street pending monitoring to see if loading/unloading has a significant impact on traffic movement.

- 6.8 The TROs to prohibit driving at Clay Street and Fell Street, at their junctions with Attercliffe Common, would prevent potentially hazardous turning manoeuvres close to the traffic signals installation for the pedestrian crossing, the bus pre-signals and the bus stop proposed for the end of Fell Road.
- 6.9 The TRO to prohibit waiting in the newly formed turning head of Webster Street would help to keep the area free of parked vehicles and available for use as a turning area as intended. It would also facilitate the provision of a cycle facility from the nearby Five Weirs Walk and along Webster Street to link with the National Cycle Network.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the Traffic Regulations Orders related to the Bus Rapid Transit North scheme.
- 7.2 Make the Orders in accordance with the Road Traffic Regulation Act 1984 and introduce the Orders but delay the implementation of a 24 hour loading restriction on a 15 metre section of Attercliffe Common to the south of Newark Street pending monitoring of the effect of loading/unloading on traffic movement.
- 7.3 Inform those who made representations accordingly.

Simon Green
Executive Director, Place

12 June 2014

APPENDIX 'A' – PLAN OF BRT NORTH ROUTE

APPENDIX 'B' – TRO PROPOSALS

APPENDIX 'C' – TRO CONSULTATION LETTER

Regeneration and Development Services

Director: David Caulfield, RTPI

Room G30, Town Hall, Pinstone Street, Sheffield S1 2HH

email: BRT@sheffield.gov.uk

Website: www.sypte.co.uk/brtnorth

Officer: John Priestley

Tel: 0114 273 4479

Ref: BN653

Date: 21 March 2014

The Occupier

Dear Sir/Madam

Proposed Traffic Regulation Orders for the Bus Rapid Transit Scheme

As you may already be aware Sheffield City Council, South Yorkshire Passenger Transport Executive and Rotherham Metropolitan Borough Council are working in close partnership to deliver a Bus Rapid Transit (BRT) service. BRT is a nationally recognised, efficient, public transport service that has been embraced locally in order to help people travel to and from the centres of Sheffield and Rotherham on a safe but rapid, high quality and reliable bus service. In order to reduce journey times the number of stops between the two destinations will be limited but the service will still provide access to key leisure, commercial and manufacturing facilities along the route. It will also facilitate economic growth, by providing links to existing and proposed employment sites in the Lower Don Valley, whilst reducing greenhouse gas emissions.

BRT North, the section between Newhall Road and Tinsley, is aimed mainly at improving the capacity and journey time reliability of the bus network and includes a new highway link from Meadowhall Way, under the Tinsley viaduct onto Sheffield Road, which will help provide congestion relief for all local traffic around the Tinsley area and junction 34 (South) of the M1.

The BRT services are planned to commence in the Autumn of 2015 and in order to secure the £30 Million of external capital, and use it within the required funding timescales, enabling works have started at the Tinsley Link site.

To help ensure that the highway network is kept sufficiently clear for traffic, including the BRT buses, to travel the route safely and without delays, we are proposing to introduce new and amended Traffic Regulation Orders (TRO's) at strategic points along the route.

The attached drawing shows details of the proposed changes near your property and further information can be found on the BRT project web pages at www.sypte.co.uk/brtnorth.

As part of the statutory TRO process, notices will be displayed on-street and published in the Sheffield Star. We are inviting people to comment on, object to or support the scheme as they wish. We would like to hear from as many people as possible, regardless of their views.

A large print version of this letter is available by telephoning (0114) 273 6086

Please note that if you wish to formally object, then in order to comply with the provisions of the Road Traffic Regulation Act 1984, you must let us know the grounds of your objection in writing not later than 11th April 2014.

This can be either by email to our mailbox which is BRT@sheffield.gov.uk or through the post to:-

The Director of Regeneration and Development Services
Room G30
Town Hall
Pinstone Street
Sheffield S1 2HH

All comments received will be reported to the Cabinet Member responsible for highway matters, who will carefully consider all the responses before making a decision on how to proceed.

In order to keep an accurate record of all responses received, and help to ensure that they are clearly reported to the Cabinet Member, we would prefer to receive your comments in writing but if you wish to speak with someone for further information about the proposals please contact John Priestley on 0114 273 4479.

Yours faithfully



Ian Taylor

Transport, Traffic and Parking Services Division

**APPENDIX 'D' – SUMMARY OF OBJECTIONS WITH
OFFICER RESPONSES**

Response from CTC Right To Ride:

We SUPPORT this scheme and would like to make the following comments:

It appears that there will be marginal improvements for cyclists. Re-routing the 5WW off Carbrook St will make it safer if a little longer, the road closures will improve conditions for cyclists and linkages with the proposed new routes that are connected with the Next & Ikea developments will make for a joined-up cycle network in this area, which could provide a model for what we would like to see in the rest of the city. We will need this network to be in place to cope with the development that will come along with the Meadowhall HS2 station. (£10bn investment around the HS1 terminal in London so far.)

Hopefully if BRT is successful it should get drivers out of cars and on the bus, further improving conditions for cyclists.

I have the proviso that while work is in progress we want to see proper diversions for cyclists put in place in accordance with the points we made at the City Cycle Forum on the 18th March

1. Sustrans to be notified of all works on NCN routes at least one month before they begin.
2. Diversions to be agreed by Sustrans Volunteer Rangers and posted.
3. Where there is space (as on Meadowhall Way) an alternate walking and cycling route to be marked out by temporary barriers, so that the option of a traffic-free route is preserved.

The failure to put any arrangements in place for the current closures between Weedon St and Meadowhall Way for pipe laying and along Meadowhall Way for preparatory BRT works is unacceptable.

Officer Response:

Thank you for your support for the TRO's.

Re: your comments about diversions I will pass details on to the Amey site team.

Response from a Business in the Carbrook Area:

I work for the Post Office Depot situated in at the end of Carbrook Hall Road. The work is being carried out to block off the end of Webster St by our gate, I have no issue with this at all. I do however have a request please.

Cars are parked on both sides of Webster Street and we have large HGV vehicles that need access to our yard. Would it be possible for double yellow lines to be put down Webster Street on the side directly outside our depot. This would help the drivers and prevent any RTC's if drivers are struggling to make turns either into or out of our yard. All our large vehicles used to access our yard via the end of Webster Street which is being blocked off.

Officer Response:

Thank you for responding to our TRO consultation. As mentioned in our letter these proposals relate specifically to the BRT route but I do accept your comments about access to your premises. Technically the highway is for the passage of traffic but I think we all appreciate that some parking, provided it is not particularly obstructive, is of benefit. Webster Street is probably a standard 'industrial' road width of 7.3m but with parking both sides I can imagine that problems and hazards might occur. Our proposals are effectively turning Webster Street into a cul-de-sac, thereby forcing traffic to use Carbrook Hall Road then most of Webster Street to reach your premises and I feel that on that basis we ought to consider your request. Having said that, we are unable to 'add' proposed restrictions once we have gone out to consultation. What we can do, however, is propose restrictions in a future consultation for the area (hopefully not too far in the future) and I will ask our Traffic Regulations team to add this to the next TRO proposal for the area. I hope this is acceptable to you but please contact me if you wish to discuss it.

Response from a Resident of Maltby Street:

I am writing to you about the proposed closure of the junction of Clay Street to Attercliffe common. I have lived at XX Maltby Street for over 10 years now and would find life very difficult if the proposed junction is closed. I use that junction two three or more times a day. I am a driver and a poll taxpayer and I pay road tax for the right to use the roads. I do not see why they cannot co-exist. I realise public transport has its needs but so do the Sheffield taxpayers road tax payers road users and local businesses. Therefore, under the road traffic regulation act of 1984 I hereby formally object to the closure of clay street-Attercliffe common junction. Thank you for the option to object to this proposal.

Officer Response:

I can understand your desire to enjoy the use of the local road network as you have done for many years but, as you mention in your letter, public transport has its needs and in this case leaving Clay Street open to vehicles would affect the proposals for the new bus lane and pedestrian crossing facility nearby. It is sometimes difficult for us to introduce such new measures without affecting some people and in your case I accept that it would mean a longer journey particularly if heading north towards the M1. I have checked on the map and it would mean an additional 250 metres or so if you were to use Norman Street and Newhall Road to reach Attercliffe Common. Heading south towards Sheffield would mean an additional 80 metres or so but arguably turning right out of Newhall Road, via the traffic signals, would be an easier and perhaps safer movement than turning right out of Clay Street.

Notwithstanding the above I accept your comments and I can confirm that your objection will be reported to a future meeting where the Cabinet Member for Business, Skills and Development will carefully consider all representations made before deciding on a way forward. Nearer the time you will be invited to attend the meeting and given the date and venue etc. At this time I anticipate that the meeting will be in June 2014.

Response from a Business in the Carbrook Area:

Part 1

I have received plans for changes to the TRO's in close proximity to our building and would like some clarification on what these changes mean. A large section of Carbrook Street (South Leg), Meadowhall Drive and Weedon Street are marked as 'Prohibition of waiting and loading/unloading at any time'. These areas are currently used for on street parking, with these changes will this parking facility be removed? Can you be explicitly clear for me please so that I know how much, if any, parking will be lost as a result of this change. Your answer will then determine if we will lodge a formal objection to the plans.

Part 2

I have just walked round the areas highlighted for TRO changes and I believe the loss of parking along Carbrook St South and North, as well as Dunlop St to be approx. 58 vehicles. Couple this with the loss of parking for approx. 35 vehicles along Weedon St (only as far down as Carbrook St) this amounts to the loss of approx. 93 parking spaces in areas all used by our staff. Given this total, please take this communication as Xxxx's formal objection to the plans. This is going to have a huge impact in the area where parking is already in exceptionally high demand and will particularly hit our business hard as one of the largest employers in this vicinity. We currently employ getting on for 600 people and only have 117 parking spaces in our own car park. I fail to see why the bus route needs to cut through the estate when the main Attercliffe road could carry the buses either as far as Weedon St and then turn left, or, all the way down to Meadowhall and then onwards under the viaduct. Im assuming the time benefit is the reason but this must be an absolute minimal saving compared to Attercliffe road which is usually free flowing. This area is already excellently served by the Supertram network and the bus network, this further transport link seems a little unnecessary. Further pressure on the parking in this manner is going to affect our position to the extent that relocation is a very real possibility. There is no point investing in the building if the surrounding environment is not conducive to our needs. Parking is a real issue and we have had planning permission refused twice in the past to increase capacity of our car park so removing so many spaces around our building is only going to compound things. The loss of so much parking around the area will have very real impact on our business. The majority of staff in the building work in the call centre environment and have a particular time to start work – failure to do so means that our service to customers will be affected, something which we will not tolerate. With the removal of so much parking we will have staff taking longer to park, having to walk further distances to get to the building and more than likely there will be an increase in late arrivals. There is also the added danger that when staff finish late at night they will have the extra distance to walk back to their cars in the dark.

Part 3

By my crude calculation from using the scale on Google Maps, it looks like by diverting the bus through our estate it will save approximately 450m of travelling along Attercliffe Road. I can see that during peak times travelling into Sheffield in the morning rush hour this might save literally 1 or 2 minutes, but I don't think the loss of so much parking and damage to the businesses around this area warrant the proposed bus route to make such a small saving. I would also dispute the time saving on the evening rush hour travelling out of Sheffield. The part of Attercliffe Road between the Carbrook St turn off and Weedon St is rarely blocked and is usually free flowing. It is not until you get past the Weedon St turn off that traffic is usually slow stop/start.

Part 4

Apologies for my late reply but things have been busy this last week or so. I don't have too much in the way of specifics [refused planning application] but I spoke to someone in the planning department last year and he told me that the reason for decline were traffic generation in an air quality area, the area is well served by public transport, currently have more parking than the Council guidelines permit, visual impact, increased run-off.

Officer Response:

Part 1

Thank you for enquiring about our Traffic Regulation Order proposals. We are not proposing any changes on Carbrook Hall Road itself but as you will have seen from the consultation drawings we are proposing to introduce 'loading' restrictions nearby on Carbrook Street (south). At present on-street parking is possible for two vehicles between Attercliffe Common and Carbrook Hall Road. Under the proposals there would be no parking at this location. Further along Carbrook Street, towards Dunlop Street, there is currently on street parking for perhaps thirty vehicles. Under the proposals this section would be no waiting and no loading/unloading and therefore parking would not be permitted. Meadowhall Drive is currently subject to 'no waiting at any time' restrictions, or a 24 hour clearway Order, so no parking is permitted there and although we are proposing to introduce loading restrictions there would be no effect on parking. On Weedon Street there is a substantial amount of unrestricted parking and I would estimate that our proposals affect spaces for thirty or so vehicles. I hope the above clarifies the situation and assists you in making an informed decision on whether or not to object. In any event we would welcome your comments.

Part 2(a)

Thank you for your further communication. I can confirm that I will report your comments as a formal objection and can assure you that prior to the report being considered by Cabinet we will give your comments careful consideration with a view to addressing them as far as we are able. I will come back to you when we have done that.

Part 2(b)

Notwithstanding the fact that I will still be reporting your objection I have made further investigation into your comments about the need for buses to use Carbrook Street and Dunlop Street, rather than Attercliffe Common, to reach Weedon Street. I thought I would let you know what I found out. Several route options were considered, including the one that you suggest and which arguably seems sensible on the face of it. However the investigations showed that in the mornings inbound queues form on Attercliffe Common, from around Weedon Street up to Arena Square. Similarly in the evening peak there are regularly queues on Attercliffe Common stretching from the M1 J34 at Tinsley back to Arena Square. In order to avoid the BRT getting caught up in much of this traffic the proposed route was promoted. Unfortunately because the queues are far reaching and are caused by capacity at the M1 junction 34, and saturation where the Outer Ring Road meets the inbound flow from the M1, it is not something that could easily be solved by, say, improving traffic signalling. Widening to accommodate bus lanes would obviously be difficult and very expensive.

Whilst I will, as mentioned, still report your objection I thought you might wish to know our reasoning for looking at Carbrook Street and Dunlop Street for the BRT.

Part 3

In regard to the journey times the assessment was carried out using a larger model covering all of Sheffield and Rotherham. Strategically it is a good model but when focusing in on specific roads, as happened with Attercliffe Common, actual traffic patterns are not particularly well simulated. Inaccuracies in this particular case were identified as the a.m. inbound and p.m. outbound traffic flows on Attercliffe Common. This might for example be because data for the larger model (such as number plate recognition) is collected on a much greater scale than street by street. Also the modelling is carried out in 'neutral' months and not, for example, November, December and other times when Meadowhall is really busy, or during events at venues such as the Arena. Consequently local knowledge (including that of our UTC section who are based at Carbrook and so not only see traffic problems on camera but for this scheme first hand) led us to conclude that on many occasions there would be significant delays to BRT buses using Attercliffe Common and Weedon Street, being caught up with traffic mostly heading to or from the M1. The only issue with this, as far as I can see, is on-street parking. I accept that there is a place for on street parking but it needs to be balanced with the requirement to keep the highway clear for the passage of traffic. In addition if we are to improve congestion and address the high demand for on street parking, through people choosing to use private cars, we need to encourage use of alternatives such as walking, cycling and quality & reliable public transport. In this regard should the proposals be implemented we would be happy to work with you in encouraging staff to use these modes of transport where possible, and perhaps assisting you with a travel plan.

Part 4

Thanks no problem re: reply timescale. Thanks for the info it's something for us to consider. I am looking at what we might free up on street but it will be quite difficult without risking additional congestion. The roads are pretty much parked up already as you know. I will certainly get the Planners' take on things and see if they have changed since 2008 although it sounds like you spoke with them last year. At the end of the day, as I've probably mentioned, technically the highway is for the passage of traffic and nobody has a right to on street parking but I am striving to find some common ground. I will contact you again when I've been in touch with Planners.

Part 5

Internally we have been looking again at what we might do to help and I think we have a range of possible measures to discuss. Would you be up for a meeting with me rather than us send lengthy protracted emails? I'd happily come to your site as I often visit the SCC Carbrook offices. In the meantime may I introduce my colleague from our Economic Development team? His team focuses on enterprise, investment and the economy. They could be helpful in keeping things going at a strategic level, perhaps with your colleagues at UK HO etc.

Response from a Business in the Attercliffe Common Area:

Part 1

We currently have up to ten articulated vehicles per week making collections from our premises and when they leave they turn right out of our warehouse into Clay St and proceed up to Attercliffe Common. Under your proposed road closure these trucks will have no option but to turn left out of our warehouse. Unfortunately there is a telegraph pole located on the pavement just to the left of our entrance and there is a real danger that a truck will clip the pole and possibly bring it down. The problem is compounded as there are parked cars on the road opposite the telegraph pole making a left turn nearly impossible.

Therefore I would be very grateful if you could re-consider the proposed closure of Clay St or possibly relocate the telegraph pole to a safer position and put down some double yellow lines immediately opposite to facilitate a safe left turn out of our premises.

Part 2

Many thanks for your reply. It would be very helpful if you could visit us here and discuss the points raised in your reply. The date and time suggested are fine.

Officer Response:

Part 1

The closure of Clay Street, at its junction with Attercliffe Common, has been proposed in order to prevent potentially hazardous turning manoeuvres close to the proposed traffic signals and islands for a pedestrian crossing and bus pre-signals. It is sometimes difficult for us to introduce such new measures without affecting some people and in your case I accept that it would mean delivery and other traffic using Newhall Road and Norman Street instead. I think it would be only fair for us to help ensure that this practice can be undertaken as safely and conveniently as possible. Consequently I am happy to promote waiting restrictions to keep the highway clear for moving traffic. I assume, from your reference to the nearby telegraph pole, that you are referring to the access out onto Clay Street itself. If this is the case then I think it would make sense to propose 'no waiting at any time' restrictions across your access and round onto Norman Street to your car park entrance. On the opposite side of Clay Street I would propose similar restrictions from the corner of Maltby Street and round into Norman Street to the entrance to the gate. I would prefer to confirm this with you and would, therefore, ask that you give me a call on the number below when you have considered the suggestion. As we would be closing Clay Street we could look to removing some of the existing yellow lines to provide on-street parking where it would not cause an obstruction.

I am concerned about your comments concerning the telegraph pole in that in order to collide with it a vehicle would have to be badly over-running the footway, perhaps by some four or five metres, which clearly has safety implications. Clay Street probably has the standard 7.3 metre wide carriageway and I would like to think that by introducing waiting restrictions we could overcome the need to over-run the footway. I can see from Google maps that there has been significant wear to the grass on the other side of the access in question, suggesting regular over-run by vehicles turning right out of the building. Again I would like to think that this has been due to issues with parking rather

than the vehicles in use being simply too large to make the turn. Perhaps we could discuss that when you call.

I look forward to discussing the issues with you and in the meantime I can confirm that your objection will be reported to a future meeting where the Cabinet Member for Business, Skills and Development will carefully consider all representations made before deciding on a way forward. Nearer the time you will be invited to attend the meeting and given the date and venue etc. At this time I anticipate that the meeting will be in June 2014.

Part 2

OK, great, see you then. Your original letter arrived today, stamped in on 08 April. It doesn't matter now but I thought I'd let you know it did get through eventually and I apologise for the time it took to reach me.

Response from a Business in the Attercliffe Common Area:

I am writing to you regarding the above and in order to lodge an objection against the introduction of the proposed bus lane and in particular the proposed traffic restrictions in respect of access and egress to Fell Road.

Our Company has a branch which is located in the Attercliffe Common Ind Estate and we are very concerned that any restriction to free traffic movement in this area will have a detrimental effect on business at a time when the Company is working very hard to recover from the effects of the economic downturn.

The proposed change to vehicular access to Fell Road will increase the volume of traffic which will be required to use Howden Road which already provides access and egress for the adjacent Police Station.

Officer Response:

Thank you for your communication.

Technically your objection has arrived too late to be valid but in the interest of fairness, as it is only a few days after the closing date, I am willing to report it and ask that that it be given due consideration as a valid objection.

The next Cabinet Member meeting is likely to be in June 2014 and we will let you know the date and time so that you may, if you wish, send a representative. In any case we will keep you apprised of the progress.

Response from a Business in the Attercliffe Common Area:

Part 1

We are a Business on Attercliffe common who has been here for over 10 years we have daily Delivery from carries of good to manufacture without them being able to deliver to us we would be put out of Business Fairly quickly as you are proposing no stopping or unloading!!!!!! We would therefore disagree with this and would be looking for compensation if it went ahead

Part 2

We will be forwarding your responses and comments and we too will be seeking advises as you at moment have not reached a decision? However I have been on Holiday so request you to add this to the valid responses that you have

Part 3

The issue here is that we have 3 or 4 very large lorrys delivery every working day some items 5 meters long parcels and heavy they would not get up our Drive at all and Newark street has allready been taken over in space Terms by the giving recent planning and highways permision for yet another car wash. Who has then put a large driveway In most of one side of the road and Put cones on the front bit for access To swing into the driveway and i am not aware of any limited loading ?

Think you should take a visit here we have a scrap yard next door and child care unit all who visitors and staff park or try to park on newark street its full before 8.00 am every morning, I would like to know who will use the buses as there are no people walking in this area or people living close by to use it either ?

And this is just making long establish buissinesses whome have been in this area for years close putting people we have employed for years out of work

Part 4

Thanks it's very much appreciated that we can carry on trading

Officer Response:

Part 1

Unfortunately your response has been submitted too late to be valid, the closing date for responses being 11 April 2014. However I take your comments on board and we will give some consideration to any way of helping you with parking and deliveries etc. I note your comments about compensation and will seek legal advice but I believe that there is no right to compensation for works on the highway. I will get back to you as soon as I have found out more information and I thank you for your comments.

Part 2

I note that you have a private access to the side of your premises and, although it is quite narrow near the main road, it widens out and can obviously accommodate a van or similar with space to load and unload. In addition Newark Street is only 10 metres to the side of your premises, where there is unrestricted parking. If this road is regularly parked up we could look at introducing yellow lines, perhaps on one side, whereby 'parking' would not be permitted but legitimate loading and unloading would be. Whilst I appreciate that you might wish to be able to load and unload from Attercliffe Common hopefully you can appreciate our desire to keep this road free for moving traffic and

build on the existing part time loading ban that already exists there. If you could consider the above and let me have your thoughts I'd appreciate it.

Part 3(a)

Thanks Mr X I will consider your further comments, see what else we might be able to do, and get back to you. In the meantime the loading restriction already in place, that I referred to previously, applies from 8.00am to 9.30am and 4.00pm to 6.30pm Monday to Friday and has been there for many years. The signs and kerb marks can be seen here on Google Maps. Regarding your comment about the use of the buses the project in question is for a rapid service between Sheffield and Rotherham centres, stopping at only a few strategic places in between, rather than serving the more local community. However there would be benefits to all other vehicles, including local buses, in keeping the road clear for the passage of traffic.

Part 3(b)

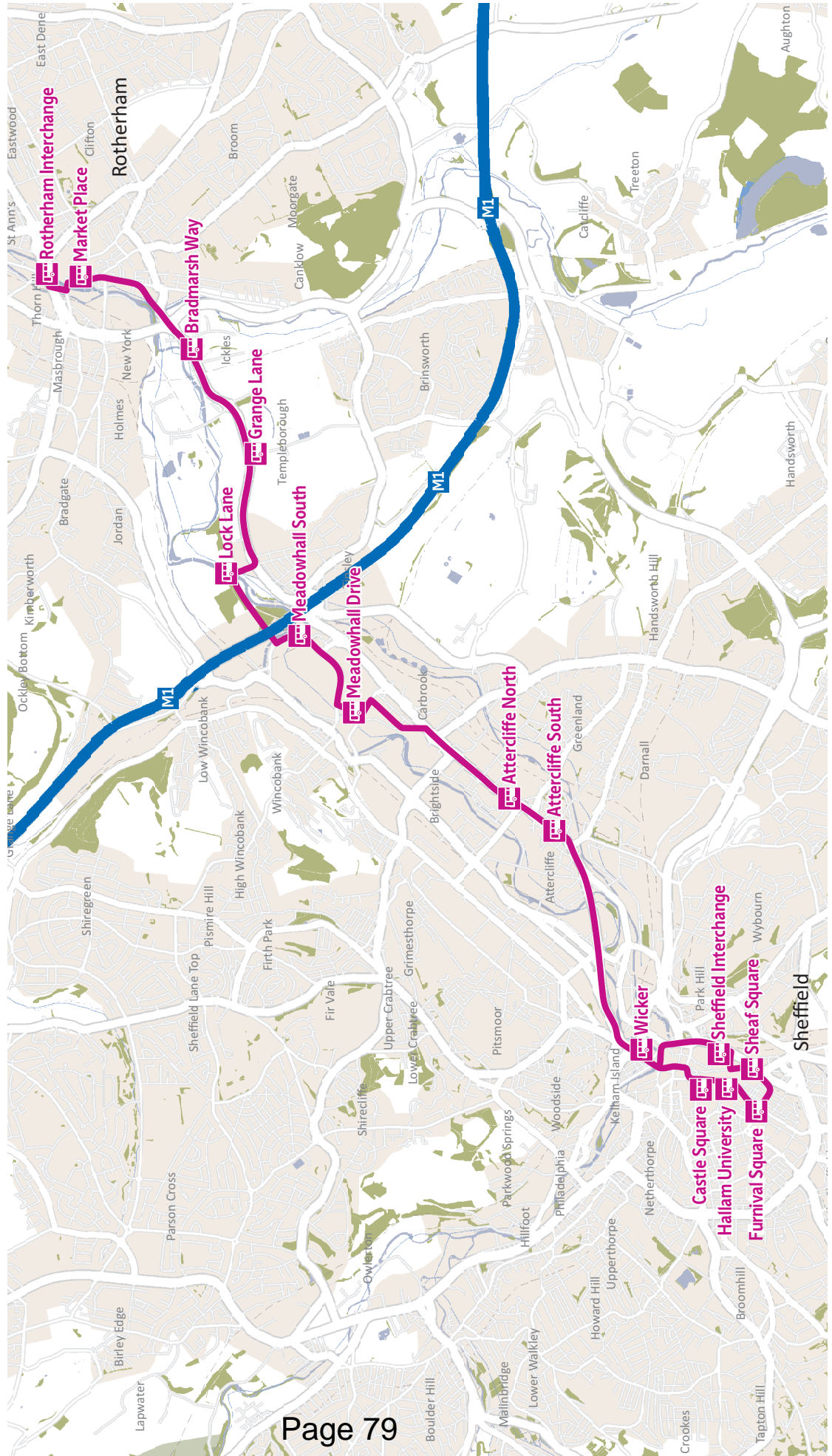
Hello again Mr X. I have discussed your issues with colleagues, from SYPTTE and Sheffield Council, who are co-managing the BRT North project. Like me they are sympathetic to your business needs and although they too hoped that you might be able to use Newark Street we all agreed that in order for you to take deliveries (outside the existing peak hour restriction) we are willing to defer implementation of the 24 hour loading ban outside your premises. In effect this means that there would be no change to the restrictions outside your premises. I hope this is good news. Once the BRT scheme is operational (anticipated September 2015) we would need to review the situation to ensure that undue delay is not occurring and if we observed any issues I would discuss them with you before we proposed any further action. In view of the above please would you confirm that you are willing to withdraw your objection so that I can keep it on record and, if asked, demonstrate the reason for varying the proposals?

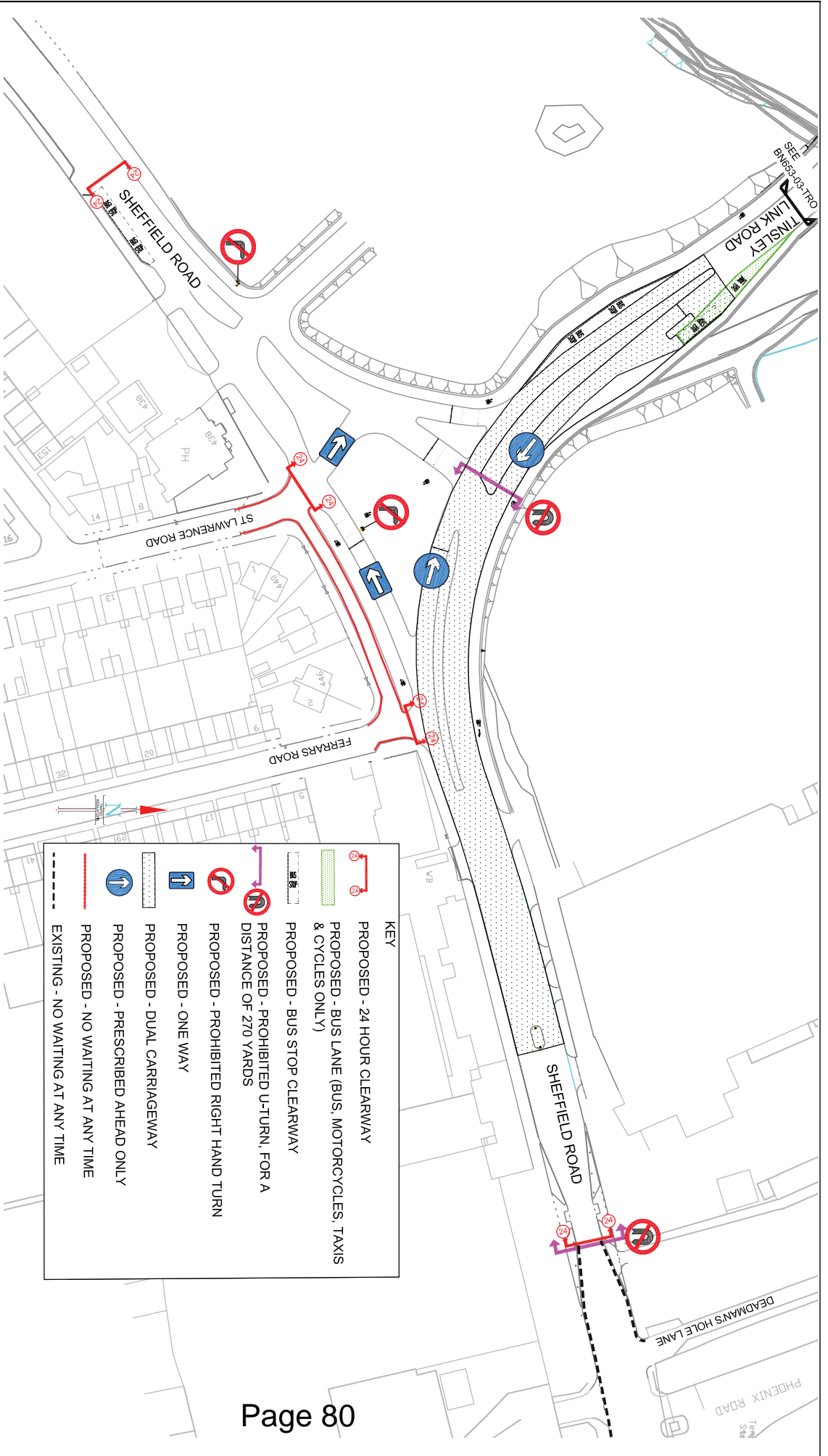
BRT NORTHERN LINE OF ROUTE



**SOUTH YORKSHIRE
PASSENGER TRANSPORT**

EXECUTIVE





**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic.Reggs@Sheffield.gov.uk
Regeneration and Development Services
 Director: David Caldwell, KT11

A Service Area of the Directorate of Place
Sheffield City Council



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FEB 2014

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Client

SHEFFIELD CITY COUNCIL

Scheme

BRT NORTH - TINSLEY LINK/SHEFFIELD ROAD

Drawing Title

**PROPOSED RESTRICTIONS
Traffic Regulations Drawing**

Drawing No.

BN653-02-TRO

Scale

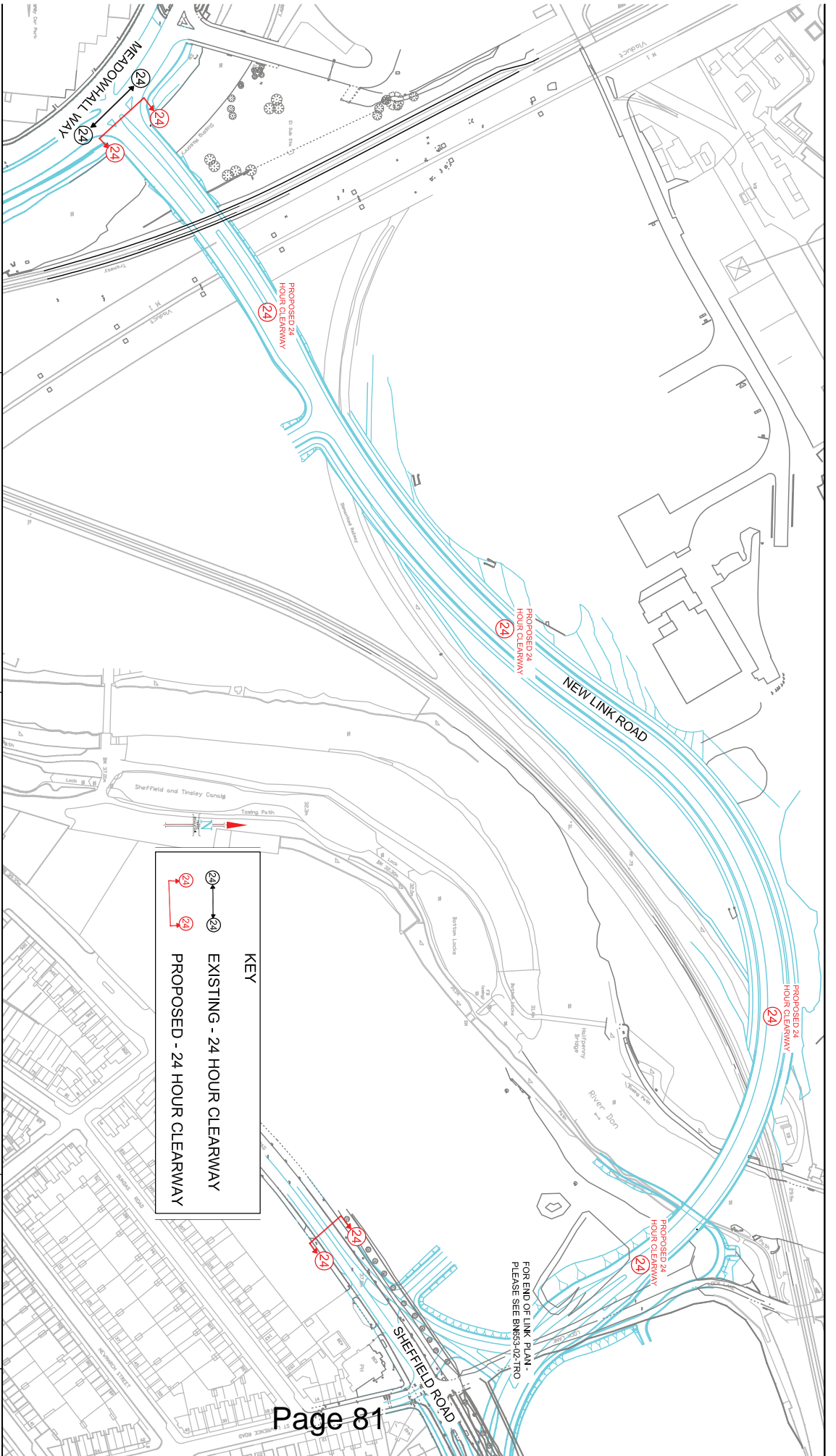
1 / 1000

A3

Date

FEB 2014





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TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic.Reg@sheffield.gov.uk
Regeneration and Development Services
Director: David Caulfield, RTPI

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2D FILE NAME: BN653-03-TRO.dwg

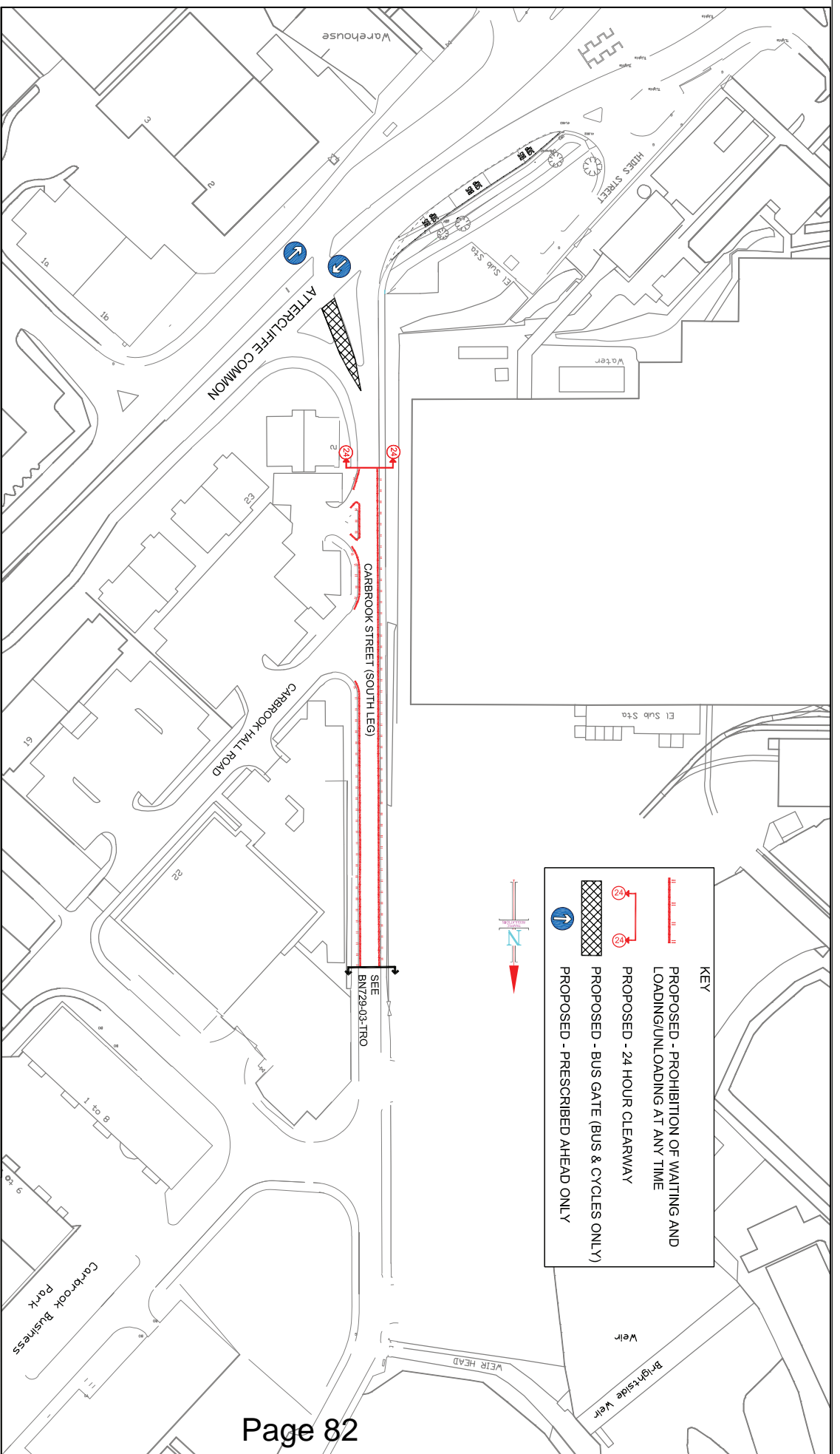


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Client: SHEFFIELD CITY COUNCIL
Scheme: BRT NORTH - TINSLEY LINK ROAD
Drawing Title: Traffic Regulations Drawing

Drawing No. BN653-03-TRO
Scale: 1 / 2000
Date: FEB 2014





KEY

- PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
- PROPOSED - 24 HOUR CLEARWAY
- PROPOSED - BUS GATE (BUS & CYCLES ONLY)
- PROPOSED - PRESCRIBED AHEAD ONLY



**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DS

Email: Traffic.Regsgs@sheffield.gov.uk
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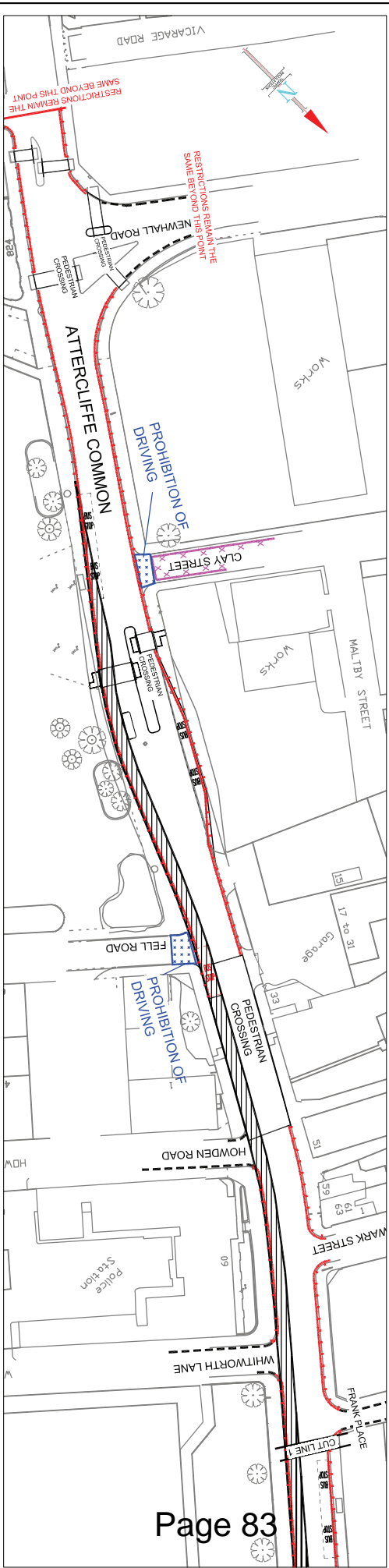
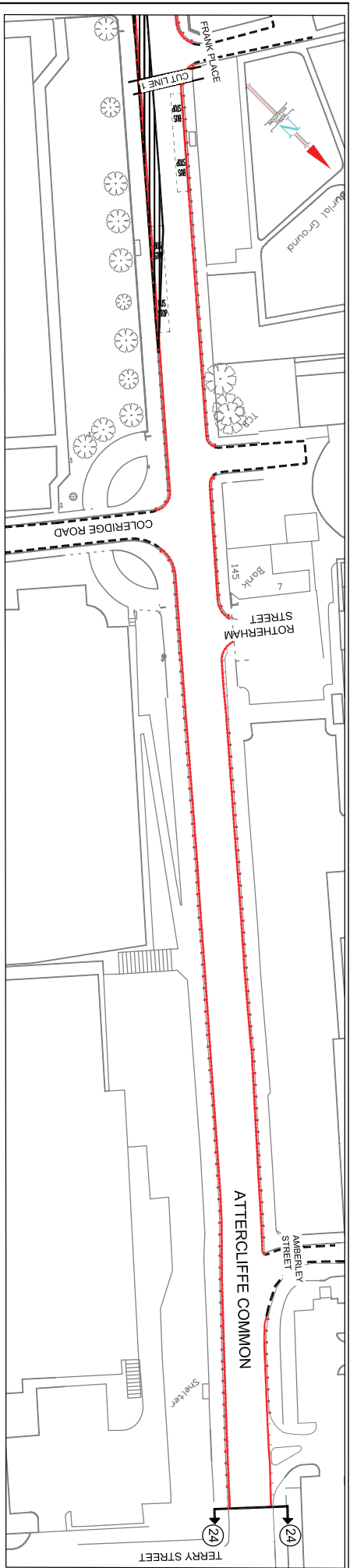
Client: **SHEFFIELD CITY COUNCIL**
 Scheme: **BRT NORTH - ATTERCLIFFE ROAD/CARBROOK ST**
 Drawing Title: **Traffic Regulations Drawing**

Drawing No.: **BN729-01-TRO**
 Scale: **1 / 1000**
 Date: **FEB 2014**



A3





KEY	
	PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
	PROPOSED - BUS STOP CLEARWAY
	PROPOSED - BUS LANE (BUS, MOTORCYCLES, TAXIS & CYCLES ONLY)
	PROPOSED - PROHIBITION OF DRIVING
	EXISTING - 24 HOUR CLEARWAY
	EXISTING TO BE REVOKED - PROHIBITION OF WAITING
	EXISTING TO BE RETAINED - PROHIBITION OF WAITING

**DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION**

TRAFFIC SECTION

2-10 CARRROOK HALL ROAD
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 Regeneration and Development Services
 Director: David Calderley, KT/7

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **BRT NORTH - ATTERCLIFFE COMMON**

Drawing No.: **BN729-02-TRO**

Scale: **1 / 1000**

Date: **FEB 2014**

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TRAFFIC REGULATIONS

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 Sheffield City Council

EUROPEAN UNION
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SEE BN729-01-TRO

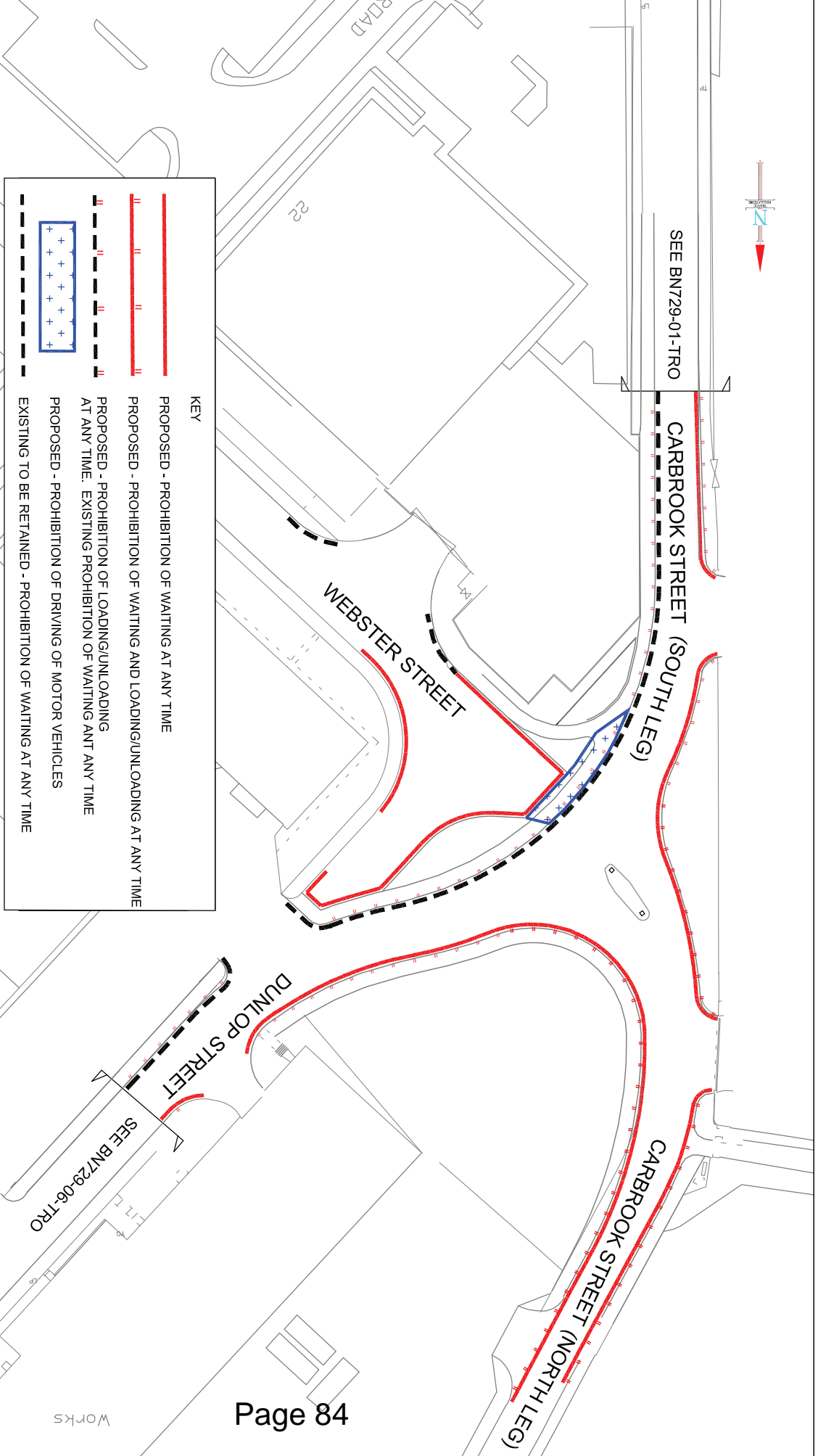
CARBROOK STREET (SOUTH LEG)

CARBROOK STREET (NORTH LEG)

WEBSTER STREET

DUNLOP STREET

SEE BN729-06-TRO



KEY

- PROPOSED - PROHIBITION OF WAITING AT ANY TIME
- PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME
- PROPOSED - PROHIBITION OF LOADING/UNLOADING AT ANY TIME. EXISTING PROHIBITION OF WAITING ANT ANY TIME
- PROPOSED - PROHIBITION OF DRIVING OF MOTOR VEHICLES
- EXISTING TO BE RETAINED - PROHIBITION OF WAITING AT ANY TIME

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TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

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Regeneration and Development Services
Director: David Calfield, KT11

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Client: **SHEFFIELD CITY COUNCIL**

Scheme

BRT NORTH - CARBROOK ST/DUNLOP ST

Drawing Title

Traffic Regulations Drawing

Drawing No.

BN729-03-TRO

Scale

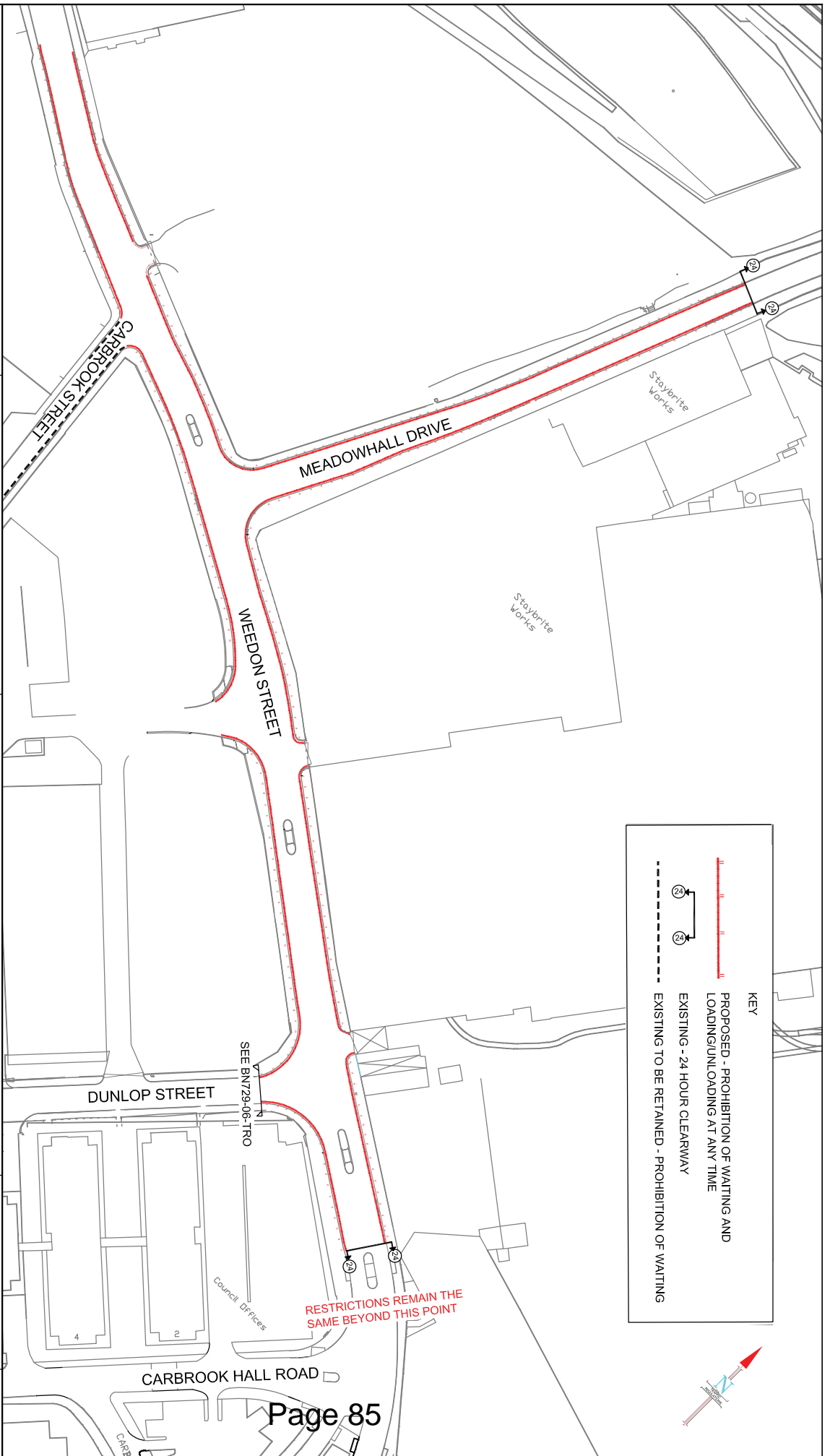
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Date

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TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

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Scheme: BRT NORTH - WEEDON STREET
Drawing Title: Traffic Regulations Drawing

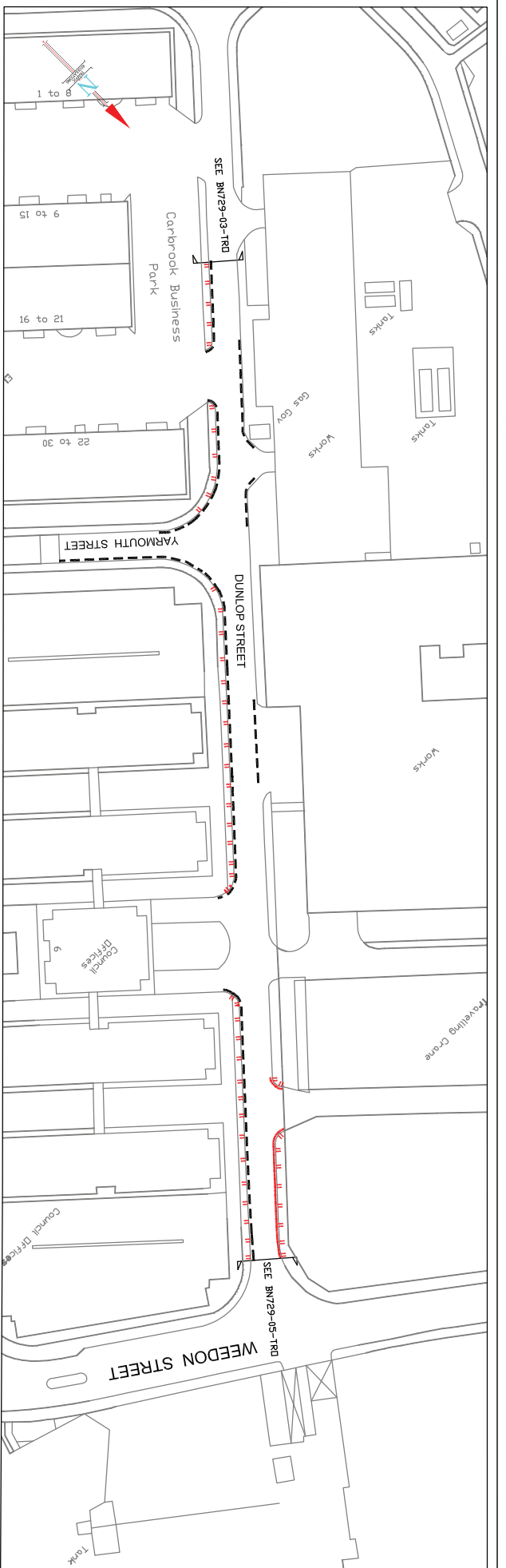
Client: SHEFFIELD CITY COUNCIL
Scheme: BRT NORTH - WEEDON STREET
Drawing Title: Traffic Regulations Drawing

Drawing No.: BN729-05-TRO
Scale: 1 / 1000
A3



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KEY

— PROPOSED - PROHIBITION OF WAITING AND LOADING/UNLOADING AT ANY TIME

- - - PROPOSED - PROHIBITION OF LOADING/UNLOADING WITH EXISTING PROHIBITION OF WAITING RESTRICTIONS

- - - - - EXISTING PROHIBITION OF WAITING AT ANY TIME

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TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION**

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Scheme: **BRT NORTH - DUNLOP STREET**

Drawing Title: **Traffic Regulations Drawing**

Drawing No. **BN729-06-TRO**

Scale: **1 / 1000**

Date: **FEB 2014**

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Sheffield City Council
TRAFFIC REGULATIONS