

APPENDIX C - Summary of University TRO Responses

Heading GENERAL	Comment	From	Officer Response
	West Street changes concerns for the great impact on the blind society. Mappin Street is to become one way which means that blind people will have to alight buses in to the centre of the road or have to cross the road. Also where would visitors who have problems with walking be able to park?	Resident	AECOM sent a generic email in response to issues raised
	Closure of Filler Lane from Glossop Road would cause massive inconvenience to local residents, concerns over the increase in traffic trying to get to the ring road through residential area with many children and the danger this will cause. The roads aren't designed for this volume of traffic, pollution and noise is also a concern. Local resident use the left hand turn from Glossop Road to Inner ring road several times a day. The proposed walkway is also objected as not sure who would use it and the benefit it would have in addition deliveries to Sainsbury's and post office would still be required.	Resident	AECOM sent a generic email in response to issues raised
	Requesting further information on bus routes to and from city centre. In addition safety consideration needs to be given to a dangerous location not covered in the report, the popular ped route from Broomhill area is to leave Glossop Road east of its junction with Clarkson Street and walk down Wilkinson Street, across the Ring Road at Upper Hanover Street, continue on Wilkinson Street and through Convent Walk into the City Centre. The 40mph ring road crossing is dangerous and addition of ped crossing seems appropriate, could this be linked to the timing of lights on Glossop Rd in order not to impede traffic leaving that junction?	Resident	Harriet Burrows met with SCCRAG to discuss concerns
	As a disabled student and resident the removal of the parking on Leavygreave Rd and adjacent roads will affect me as I have to use my car the multi storey car park will be too far for me.	Resident	AECOM sent a generic email in response to issues raised
	CTC supports proposals however the design for the crossing of Upper Hanover Way has not been included within these proposals therefore requesting these plans	Resident	
ACCESS ISSUES			
	Somme Barracks requires unrestricted vehicle access via the vehicle entry point in Gell Street, main concerns are vehicle access denied between 0930-1830 mon - sat, restricted manoeuvre spaces for large military and civilian cargo vehicles and coaches on Regent Terrace and Street. Loss of bus parking space on Gell Street. In addition details of the proposed changes have been distributed to the following organisation for information HQ Yorkshire Officer Training Regiment, Reserve Forces and Cadet Association for Yorkshire and Humber, Sheffield University Military Education Committee.	Business	AECOM sent a generic email in response to issues raised
	Responding on behalf of Reserve Forces and Cadets Association. Concerns over operation of Somme Barracks access issues are raised by proposals for 24 hr closure of Leavygreave Rd and partial closure of Gell Street. Access is required for residential flat, external services, 3rd party deliveries, contractors and building maintenance, MOD supplies including weapons and ammunition, staff access. Transportation requirements for reserve forces and officer training corps activities require access to building for buses, coaches and large army personnel carriers there isn't sufficient room for these vehicles to enter and turn within the site.	Business	
	Proposal to make Mappin Street one way don't directly affect access to our building by visually impaired people but it should be considered. In relation to deliveries to Charlotte Lane some vehicles are large lorries which are unable to negotiate the junction of Charlotte Lane/Portland Street due to insufficient room and therefore usually reverse from Mappin Street, if they were to drive along Mappin Street from Broad Lane end they would not have sufficient space to manoeuvre their vehicles reversing into Charlotte Street with car parked in the propose new parking spaces on Mappin Street between Charlotte Lane/West Street.	Business	Harriet Burrows met with SRSB to discuss concerns
	If Mappin Street were to be changed to one way from Pitt Street to West Street in a southerly direction it would result in vehicles not being able to pull up on Mappin Street facing north with their passengers doors against the footpath outside our building. This would effectively deny access to our building for many visually impaired people with poor mobility who rely on door to door transport to access our centre. I would therefore propose that two way traffic is retained on Mappin Street from Pitt Street to West Street. Alternatively, a more radical proposal which would involve considerable work examining traffic movements and bus routes would be to make Mappin Street one way with traffic flow in a northerly direction.	Business	Harriet Burrows met with SRSB to discuss concerns
	When Mappin Street was originally changed to one way traffic approx. 9 years ago the original proposal was to make it one way for the full length and we objected at that time resulting in two way traffic being retained from Pitt Street to West Street. The reasons for that objection are still valid now. We have 3 minibuses plus cars and community transport minibuses which transport elderly blind people to/from our centre each day, Monday to Friday. In order to facilitate safe unloading/loading of passengers it is essential that the vehicles can stop with their passenger doors aligned with the footpath on Mappin Street. Many of the passengers have poor mobility so there would be an increased risk of them having an accident if they had to cross roads or walk further to access our centre. If Mappin Street were to be changed to one way from Pitt Street to West Street in a southerly direction it would result in vehicles not being able to pull up on Mappin Street facing north with their passengers doors against the footpath outside our building. This would effectively deny access to our building for many visually impaired people with poor mobility who rely on door to door transport to access our centre.	Business	Harriet Burrows met with SRSB to discuss concerns
	Mappin Street - large lorries need to access Pitt Street for deliveries to the Red Deer Public House at present they enter Mappin Street from the West Street end and turn left into Pitt Street, if they approach from the opposite end of Mappin Street they will be unable to make the tight right hand turn into Pitt Street	Business	Harriet Burrows met with SRSB to discuss concerns

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	<p>objection to the proposed closure of the left filter lane at the junction of Glossop Road and Upper Hanover Street. It is felt that the closure will have the following negative impact. Closure of the lane will make it extremely difficult to leave our area (we live on Wilkinson Street) when travelling by car to the north. Traffic from Clarkenhouse Road and Glossop Road (including many ambulances) travelling to the north will be forced to either; turn left onto Clarkson Street, thus increasing traffic on Western Bank, contrary to the University Master Plan, or cut through the residential Wilkinson Street, Brunswick Street and Broomspiring Lane to join Upper Hanover Street and add to the regularly queuing traffic. This change is also not in line with the University Master Plan to introduce a circulatory flow of traffic (page 60 of the Master Plan document). Changing the road to be in line with the sketch in the Master Plan (closing the filter lane but permitting left turn at the lights) would be a far more effective solution as well as aligning with possible future plans.</p> <p>The planned closure will also not have any impact on the more concerning risk of pedestrians being hit by vehicles turning left onto Glossop Road from Upper Hanover Street.</p> <p>It is claimed that this filter lane is causing traffic congestion on Glossop Road. As someone who either walks or drives from Wilkinson Street to Upper Hanover Street every working day I do not recognise such a problem.</p>	Resident	AECOM sent a bespoke email (09/04/15) in response to issues raised
	<p>Some of the proposals do affect those of us who live in Gell St and I have the following comments: Access to Gell St from the City Centre, Glossop Road and Fitzwilliam St during the operation of the tram gates on Glossop Road - This is a real problem, and would be a showstopper. There really is no other way for us to get to our homes, than to go down Glossop Road. The obvious solution is to use the number plate recognition system, already used to send us fines when we unwittingly go through the tramgates.</p> <p>Access to Brook Hill roundabout - The closure of the northern part of Gell Street and the slip road outside Sainsburys means that the only way for us to access Brook Hill roundabout is via St George's Terrace. This is already heavily congested and would add to traffic volume and increase journey times considerably for residents. A solution to this would be to retain the slip road outside Sainsburys, or to allow a right turn from Glossop Road to Upperhanover St.</p>	Resident	
	<p>I live in the southern part of Victoria Street, south of Glossop Road, and work at Housfield Rd. Upper Hanover Street (Drawing P-109), it is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hanover St. to Glossop Rd. Am I supposed to drive all around to Moore st. just to get home????!!</p> <p>Regent Street MUST be resurfaced/repaved. Currently its condition is more suitable for off-road vehicle testing. Further more with Victoria st., Regent Ln. and Gell St. made one way there will be even more load on Regent St. and it will be a major traffic street in town</p>	Resident	
	<p>Overall I can see that the proposals will be of benefit to the area, particularly for the many student pedestrians. There are a couple of points of concern however for us at Gell Street (I think you've probably already had similar emails):</p> <p>No route from Southern Gell Street to university roundabout and beyond without being diverted through St George's Terrace, which is very busy at times. It would seem strange to have to take such a convoluted route and to add to congestion when the dual carriage way is so close. Would it be possible to allow right-hand turns from Glossop Road to Upper Hanover Street, with vehicle recognition through the tram gate for local residents?</p> <p>Similarly, access through the Eastern tram gate would make getting to Gell Street from the East much easier.</p> <p>Vehicles coming from the university roundabout wanting to get to the upper portion of Glossop road (commonly taxis) cannot turn left on Upper Hanover Street-Leavy Greave Road-Northern Gell Street-Glossop road, due to the no left turn on Upper Hanover Street. Whilst I know the plan is for vehicles to go from Broad Lane-Mappin Street-Glossop, I can't help thinking that a proportion of them will go to Upper Hanover-down the dual carriage way-round up Southern Gell Street and onto Glossop Road. Obviously there are self-interests in not wanting more traffic coming up Gell Street, but there is also a children's play area on Southern Gell Street. Perhaps Southern Gell Street could be made 20mph? Pre-emptively putting in speed bumps would seem quite extreme unless it's shown there is a problem in my opinion, as I'm guessing they cause increased fuel consumption from repeated acceleration and they take quite a bit of resources to construct and maintain, but perhaps it could be agreed to assess the traffic on Southern Gell Street to see what is necessary?</p> <p>Resident's parking: Less parking/access to Northern Gell Street means more competition for parking in Southern Gell Street. Perhaps some parking spaces could be residents only for residents without a drive?</p>	Resident	

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	<p>The residents on Gell Street live on the part south of Glossop Rd, but the indirect effects of the schemes to the north and west will be substantial. They already have to make long journeys to avoid the tram gates and they already suffer from lack of on street parking. Both these will be considerably worse, making life for people who need their car for work or ferrying children (several have young families) well nigh impossible. This is a community already under siege from city centre development, the expansion of student housing, the "night time economy" (i.e. late night noise and antisocial behaviour) and so on. In effect, the University is protecting and improving its own environs, giving public streets a "campus" feel, at the expense of nearby residents, businesses and institutions such as the SRSB.</p> <p>2. I therefore think there is an onus on the University to fund measures which would ameliorate these effects:</p> <ol style="list-style-type: none"> pay for number plate recognition equipment at Gell St (south) so there are more residents-only spaces pay for traffic calming on Gell St to protect children who use the playground from traffic speeding up from the southern end (which will be the only way in except for residents who can pass the tram gate) 	Resident	AECOM sent a bespoke email (14/04/15) in response to issues raised
	<p>I am a resident on Broomspring Lane and I have severe concerns about the restrictive nature of access to the ring road that this will have on residents in an already busy residential area. In order for residents on Wilkinson St and others in the Broomhall area to get access to the university roundabout, and the ring road, they would be forced to detour onto Brunswick St then onto Broomspring lane before joining the B6457. As well as being highly inconvenient to these residents this would also create a heavy load of traffic onto more residential streets and further congest the already gridlocked Upper Hanover Way. This is forcing residents to go further out of their way, add to traffic congestion and therefore further pollute the air (contrary to what the council encourage on their matrix signs currently!).</p> <p>It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely it would be better to introduce a pedestrian crossing at hounsfield rd?</p>	Resident	AECOM sent a bespoke email (10/04/15) in response to issues raised
PARKING ISSUES	<p>Access to Brook Hill roundabout - The closure of the northern part of Gell Street and the slip road outside Sainsburys means that the only way for us to access Brook Hill roundabout is via St George's Terrace. This is already heavily congested and would add to traffic volume and increase journey times considerably for residents. A solution to this would be to retain the slip road outside Sainsburys, or to allow a right turn from Glossop Road to Upper Hanover St.</p> <p>Allow a right turn from Glossop Road on to Upper Hanover Street. This may not be such an issue anymore as I expect the tram gate has reduced traffic flow overall.</p> <p>Implement a number plate recognition system to allow residents and other registered vehicles to pass through the first (eastern) tram gate during operating hours in order to access Gell Street.</p> <p>Closure of Leavygreave Road at Henderson's Relish This will mean the only route to Glossop Road and Gell Street will be via the slip road at the south end by the park. I imagine taxis in particular will use this route resulting in higher traffic volumes and potential safety issues for children in and around the park - Poss solutions, 20 mph limit and speed bumps.</p>	Resident	
	<p>Object to changes especially Maplin Street due to causing issues with my shop, there are already massive issues regarding parking, the proposals will mean that I can not receive my orders. I do not believe that local business have been taken in to consideration. Possible alternative is to provide more crossing points on Maplin Street net to subway.</p>	Business	Email response sent out (30/03/2015) to request further information in order to address concerns. Additional email sent out 09/04/15
	<p>Closure of Leavygreave Road at Henderson's Relish and the north of Gell St Our normal route to access Gell St from Brook Hill roundabout is to turn left on to Leavygreave road, and then right onto the north of Gell St, with this option gone, the only route onto Gell Street will be via the slip road from Upper Hanover St at the south end. This comes out immediately opposite a very well used children's park. It will result in higher traffic volumes and potential safety issues for children in and around the park. We already have real problems with speeding cars and taxis in this area - A solution to this would be to install traffic calming measures such as a 20 mph limit and speed bumps.</p>	Business	AECOM sent a generic email in response to issues raised
	<p>Additional information required on how the car park on Leavygreave road opposite the IC will be accessible once the pedestrianised zones has been implemented.</p>	Business	AECOM sent a bespoke email in response to issues raised
	<p>Parking - Finding a parking space is a real challenge already for residents without a drive. We have lost some spaces recently, and if all the spaces on Gell Street and Victoria Street to the north are lost this will make the problem much worse - A solution would be to make some of the pay and display spaces on Gell St for resident permits only. Again, we know this is used in many other areas of Sheffield.</p>	Resident	AECOM sent a generic email in response to issues raised

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	<p>I live in the southern part of Victoria Street, south of Glossop Road, and work at Hounsfield Rd. Upper Hannover Street (Drawing P-109). It is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hannover St to Glossop Rd. Am I supposed to drive all around to Moore st. just to get home????!!</p>	Resident	AECOM sent a generic email in response to issues raised
	<p>Parking – Finding a parking space is already a challenge for residents without a drive since the new flats were built and we lost on street spaces to provide access. If all the spaces on Geil Street and Victoria Street to the north are lost this can only make the problem worse – poss solution. Make an agreed number of spaces resident only permit parking instead of pay and display.</p>	Resident	AECOM sent a bespoke email (07/04/2015) in response to issues raised
	<p>I am not against Sheffield University and Sheffield City Council wanting to make the locality safer and more pleasant for the students, but it should not be at the expense of the local shops</p> <p>In order for my business to survive, we need access for my vans to load and unload at all times and not be governed by time restrictions which will be unworkable before nine thirty a.m. and after six thirty p.m.</p> <p>Not only this, my domestic customers need to be able to park to pick up heavy hire machines such as shampooers and sanding machines as well as vacuum cleaners that have been purchased or repaired.</p> <p>Mothers with young toddlers and babies have as much right to park on Victoria Street when coming to my shop as students do, to walk about freely! Imagine the scenario – you are 80 years old and bringing your broken down vacuum cleaner for repair, you have to park half a mile away and carry it then cross a busy main road. Then you would have to run back to your car before the traffic warden issues you a ticket for incorrectly parking – come on – you cannot be serious!</p> <p>There has to be some give and take. We all know that if you cannot park you will go elsewhere.</p>	Business	
	<p>I am writing to lodge a formal objection to the above proposal. I am a resident on wilkinson St and I have grave concerns about the restrictive nature of access to the ring road that this will have on residents & the impact this will have on a busy residential area. In order for us to get access to the university roundabout and the ring road residents in the broomhall area would be forced to detour onto Brunswick St then onto broomspring lane before joining the B6457. As well as being highly inconvenient this would also create a heavy load of traffic onto residential streets.</p> <p>It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely a much better solution would be to introduce a pedestrian crossing at hounsfield rd and while your at it a pedestrian crossing on the junction of glossop rd clarkson rd & wilkinson St is desperately needed.</p>	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised
	<p>I am writing to lodge a formal objection to the above proposal. I am a resident on wilkinson St and I have grave concerns about the restrictive nature of access to the ring road that this will have on residents & the impact this will have on a busy residential area. In order for us to get access to the university roundabout and the ring road residents in the broomhall area would be forced to detour onto Brunswick St then onto broomspring lane before joining the B6457. As well as being highly inconvenient this would also create a heavy load of traffic onto residential streets, and increase waiting times on the ring road.</p> <p>It is very concerning that thru traffic is going to be redirected into a residential area rather than the main roads. Surely a much better solution would be to introduce a pedestrian crossing at hounsfield rd and while your at it a pedestrian crossing on the junction of glossop rd clarkson rd & wilkinson St is desperately needed.</p>	Resident	
<p>PEDESTRIAN CROSSING</p>	<p>The western Bank pedestrian proposals seem un-necessary due to the existing purpose built flyover.</p>	Resident	AECOM sent a generic email in response to issues raised

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	<p>The scheme as a whole can be characterised as an attempt to make the university campus more pedestrian friendly by moving traffic onto peripheral roads. We live on these peripheral roads and see nothing but negative results for our environment. Specifically, Moving traffic from Western bank to Glossop Road also moves the air pollution towards a residential area. Our house backs onto Glossop Road, but already we have a level of measured pollution at or above EU limits. Traffic is being moved onto Glossop Road, but still we have no pedestrian crossing for Glossop Road - either at the junction of Clarkson Street or Upper Hanover Street. This is fantastically frustrating and dangerous - Only last night I tried to cross Glossop Road at Clarkson Street with two young children and had to run from a car jumping a red light. We desperately need pedestrian crossings for this road; A left turn is being removed from Glossop Road at the junction of Upper Hanover Street. This turns our street into a rat run Specifically: cars will now drive down Wilkinson Street, Brunswick Street and Broomspring Lane in order to get onto the ring road; Increasing the radius of the corner of Durham Road and Clarkson Street does nothing to make this easier for pedestrians - Somebody involved in these plans should actually try walking in this area - Please attempt to illustrate how a child can walk from Broomhall to Weston Park.</p>	Resident	AECOM sent a bespoke email (09/04/15) in response to issues raised
	<p>I live in the southern part of Victoria Street, south of Glossop Road, and work at Hounsfield Rd. Upper Hanover Street (Drawing P-109), it is now unclear how to get to Victoria St. when I drive from the University Roundabout southwards: the left turn onto Leavygreave road is closed and there is no provision for left turn directly from Upper Hanover St to Glossop Rd. Am I supposed to drive all around to Moore st, just to get home????!!</p> <p>Regent Street MUST be resurfaced/repaired. Currently its condition is more suitable for off-road vehicle testing. Further more with Victoria st., Regent Ln. and Gell St., made one way there will be even more load on Regent St. and it will be a major traffic street in town</p> <p>The statement: "The left-turn slip lane from Glossop Road onto Upper Hanover Street will be removed and made into a footway. It currently holds up traffic on Glossop Road", as in P-104 is incorrect. The biggest hold-up comes from buses and taxis turning right from Glossop road onto Upper Hanover St. directly at the crossroads. This right turn has to be prohibited, while the slip lane is rarely used</p>	Resident	AECOM sent a generic email in response to issues raised
CONGESTION	<p>Banning general traffic on Western Bank from accessing University Square will object on the grounds of increase traffic congestion on Glossop Road towards Upper Hanover</p>	Resident	AECOM sent a bespoke email in response to issues raised
	<p>disagree with your decision of banning traffic from accessing University Square from Western Bank. By doing this, you are making other roads suffer from increased traffic congestion and Ambulance response times could be increased because of the increased congestion.</p>	Resident	AECOM sent a bespoke email in response to issues raised
	<p>Closure of Leavygreave Road at Henderson's Relish and the north of Gell St Our normal route to access Gell St from Brook Hill roundabout is to turn left on to Leavygreave road, and then right onto the north of Gell St, with this option gone, the only route onto Gell Street will be via the slip road from Upper Hanover St at the south end. This comes out immediately opposite a very well used children's park. It will result in higher traffic volumes and potential safety issues for children in and around the park. We already have real problems with speeding cars and taxis in this area - A solution to this would be to install traffic calming measures such as a 20 mph limit and speed bumps.</p>	Resident	AECOM sent a bespoke email (07/04/2015) in response to issues raised

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	<p>I have lived at 72 Gell Street for the best part of 20 years and am interested in any proposed changes to the area.</p> <p>P104 This slip road giving access to the Ring Road is heavily used - the alternative route will increase traffic down Glossop Road to Regent Street, through to St. Georges Terrace and onto Brook Hill and the University Roundabout - this route is already heavily congested during busy times. Traffic from the Broomhill/Hospital area will be routed through to Clarkson Street which is another heavily congested area.</p> <p>P105 This proposal will not have a huge impact on traffic flow but the removal of parking spaces will have a significant impact on the area.</p> <p>P106 This will have a very serious impact on access to Gell Street during the period when the Bus/Tram Gate is in use. Currently, when this traffic gate is enforced the route into Gell Street from the east up West Street is to take a right up Regent Street to the junction of St. Georges Terrace and Leavy Greave, Down Leavy Greave and onto the top end of Gell Street. Without this route we would have to join the already congested traffic up St. Georges Terrace, onto Brook Hill to the University Roundabout left onto Upper Hanover Street, through the traffic lights at the top of West Street and down to the left hand turn which brings you to the bottom end of Gell Street. During the times when the traffic gate is enforced this could take a considerable time.</p> <p>I would propose that along with the issue of the residents permit for parking on Gell Street we are also issued with an exemption to the Bus/Tram Gate. The council is able to identify our vehicles easily when we violate the Tram Gate so the exemption should be easily monitored. (I understand that these tram gate exemptions are operation in other parts of the city)</p> <p>Also in this area the removal of the on-street parking bays will have an impact on parking on the southern stretch of Gell Street.</p> <p>These proposed road changes will also increase the traffic coming up Gell Street from the Ring Road</p> <p>P108 These proposals, hopefully, will have a positive impact on traffic flows</p> <p>P109 The alterations to the pedestrian crossing may have an impact, but my experience for the top of glossop road is that most pedestrians cross at the road junction and not at the assigned crossing</p> <p>With all the changes to the traffic flows could the road signs be made clear and prominent These are current issues with vehicles coming down Clarkson Road and turning right onto Upper Hanover Street I object to divert all the inward flowing traffic that currently turns left at the Glossop Road/Upper Hanover Junction heading to the University roundabout, down Wilkinson St, right onto Brunswick and then left onto Broomsping where queues will inevitably form trying to turn left into the heavy traffic on the dual carriageway. This is inevitable as even the current alternative route via Hounsfild and Leavygreave to upper Hanover/West will also be closed down in the proposed scheme. These two streets will effectively just become just access routes to the university as there is then no other reason to use them.</p> <p>It is also ridiculous to have buses turning right onto Clarkson from Glossop, as the need for longer traffic light stops, and a load of buses, will cause tailbacks on Clarkson (which already clogs up in both directions) and Western Bank. Buses will then have to turn left onto Durham Road but then have to get back onto the very busy Glossop Road as well as negotiating all the cars trying to get in and out of the new very large Durham Road car park which in itself is going to add considerably to traffic congestion in our area.</p> <p>Increasing congestion on Clarkson and Glossop (from buses and the new multi-storey car park) will also divert traffic down Wilkinson St with cars then turning left onto Brunswick to join Glossop Road and West St or taking the other direction to get onto Upper Hanover.</p> <p>Closing Leavygreave will mean traffic, including buses, wanting to get onto Glossop Road/ West St will have to leave the roundabout on Broad Lane and presumably turn right onto Mappin St meaning again longer traffic signal stops or tailbacks? It is not clear from the plans what is proposed for this street except 'one way' as drawing p 107 was not included in my pack.</p> <p>Moreover in terms of pedestrian safety around University roundabout the buses are not a problem as they tend to travel slowly whilst motorists seems to think they are on a race track. Speed cameras and a 20mph limit on roads through the campus would help. Certainly the crossings could be moved to safer points and there is need for more on Western Bank and Upper Hanover, and one at the bottom of Clarkson which is very dangerous to cross and one added on Glossop Road near the turn to Clarkson. Crossing here is going to be even more hazardous with the increase of cars caused by the building of the Durham Road car park.</p> <p>As I work at the university and virtually live on campus I'm well aware of how dangerous University roundabout and the approach roads are but squeezing traffic off these major routes, and closing current alternative minor routes will shift the flow, onto other minor back streets like Wilkinson, Durham, Broomsping and Mappin in other words it is just moving the problem not solving it.</p>	<p>Resident</p> <p>Resident</p>
		<p>AECOM sent a bespoke email (09/04/15) in response to issues raised</p>

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	<p>too much traffic being funnelled down Wilkison Street. This is a suburban road, mainly residential, with many families having two or three young children. Residents have purchased these properties because of their architecture and history and proximity to Weston Park and easy access to town. The proposed alterations would result in an unacceptable level of danger for those residents. I would like to add that we live within the Broomhall Conservation area, one which has maintained much of the positive history of this industrial city which has a good record of looking after its heritage</p>	Resident	AECOM sent bespoke response
	<p>Whilst I welcome investment and improvements to the area as a resident of Gell Street (No 76) I have some concerns that I would like to raise.</p> <p>Firstly access to Gell Street from the city centre, Fitzwilliam Street and Glossop Road during the operation of the tram gates - there is no other way for us to access apart from Glossop Road. We would need to have a number plate recognition system in place to ensure that our vehicles and others registered are not being penalised.</p> <p>Secondly access to Brook Hill roundabout - the closure of the northern part of Gell Street and the Sainsbury's slip road would mean the only access being via St Georges Terrace which is unbelievably congested already. I have on occasion parked my car there and walked home as that was by far the quicker option. Could the slip road not remain open? There is also the problem during tram gate operation times when the only way to get back to Gell St would be a lengthy detour via Brook Hill, Upper Hanover Street and the slip road at the south end of Gell Street which is next to a well used children's park, or via Regent Terrace which is too narrow for two way traffic.</p> <p>Thirdly - and a big point for me is the parking situation. I currently pay £100 per year to park my car where I live and many times there is no space close to my house and sometimes not at all on the street. When paying this ludicrous sum I would expect residents parking bays.</p>	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised
	<p>The proposals as submitted do not appear to take account of the increase vehicle movements created by the 560 short stay parking spaces in the new University Multi-storey Car Park on Durham Rd, or the number of pedestrian moving between the Car Park and the Hospital. The new multi-storey car park is designated as the primary parking for the Hospitals patients a point recognised in the planning approval granted to the University for the car park. Our particular concern is the limited provision for our patients crossing from the Car Park to the Hospital a high proportion of these pedestrians will be parents with young children.</p> <p>We discussed with the University when planning the new car park what would be a safe route for patients to cross between the hospital and car park and it was agreed the best course of action would be to encourage patients to cross at the controlled crossing at the top Clarkson St</p> <p>To summarise our concerns are as follows</p> <ol style="list-style-type: none"> 1. Increased Traffic at Western Back - Clarkson St Junction. 2. Are other public service vehicles including taxis able to turn right from Weston Bank on to Clarkson St? 3. Increased Traffic at the Junction of Clarkson St – Durham Rd 4. The use of the University coach drop off area as permanent bus stop 5. Increased traffic congestion on Clarkson St between Western Bank and Durham Rd. 6. No provision for our patients to cross safely from the New University Car Park (Hospital Main parking) 7. Vehicles exiting and entering University car park directly opposite new Bus stop. 	Business	
	<p>The proposed changes involve more congestion and pollution which will have a detrimental impact on the health of those families living in local neighbourhoods. The effect of this new scheme would also cause unacceptable delays and problems for the existing public transport system.</p> <p>This is not the answer to the existing traffic/pedestrian problems.</p>	Resident	AECOM sent bespoke email (09/04/15) in response to issues raised

APPENDIX C - Summary of University TRO Responses

Heading	Comment	From	Officer Response
	<p>Having considered Sheffield City Council's vision to implement central government's Planning Practice Guidance it seems that this proposal is very short-sighted and falls short in many ways including "promoting healthy communities" and "providing safe and accessible environments. There is no consideration for local residents who actually live in this community and know how it is to cycle and drive on these roads at all times of night and day. The current situation is not "safe" for anyone, let alone children to cross streets and the proposals do very little to address this reality. Road safety will be compromised.</p> <p>The proposals will merely divert traffic away from Western Bank and increase congestion on peripheral roads such as Wilkinson Street, Brunswick Street, Northumberland Road, Crookesmoor Road, Clarkehouse Road, Brocco Bank. Many of these streets have great historical value, both architecturally and culturally.</p> <p>Air quality will deteriorate and I do not see any details or efforts to enhance the landscaping of the area.</p> <p>I think the plans could incorporate much better pedestrian and cycle friendly aspects of design.</p> <p>My property backs onto Glossop Road and there would be an increase in noise from traffic using Durham Road.</p>	Resident	AECOM sent a bespoke email (10/04/15) in response to issues raised
	<p>Having considered Sheffield City Council's vision to implement central government's Planning Practice Guidance it seems that this proposal is very short-sighted and falls short in many ways including "promoting healthy communities" and "providing safe and accessible environments. There is no consideration for local residents who actually live in this community and know how it is to cycle and drive on these roads at all times of night and day. The current situation is not "safe" for anyone, let alone children to cross streets and the proposals do very little to address this reality. Road safety will be compromised.</p> <p>The proposals will merely divert traffic away from Western Bank and increase congestion on peripheral roads such as Wilkinson Street, Brunswick Street, Northumberland Road, Crookesmoor Road, Clarkehouse Road, Brocco Bank. Many of these streets have great historical value, both architecturally and culturally.</p> <p>Air quality will deteriorate and I do not see any details or efforts to enhance the landscaping of the area.</p> <p>I think the plans could incorporate much better pedestrian and cycle friendly aspects of design.</p> <p>My property backs onto Glossop Road and there would be an increase in noise from traffic using Durham Road.</p>	Resident	AECOM sent a bespoke email (10/04/15) in response to issues raised