



SHEFFIELD CITY COUNCIL Cabinet Report

9

Report of: Executive Director, Place

Date: 14 June 2012

Subject: **DARNALL HEALTH CENTRE – MAIN ROAD
RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION**

Author of Report: Matthew Longstaff - 0114 273 6170

Summary:

This report is to inform Members of comments received following public consultation on proposed highway works on Main Road, relating to the construction of new Darnall Health Centre. The report includes a response to the comments received and recommends that an amended scheme be approved.

Reasons for Recommendations

- The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area, with significant changes made. The recommendation relating to progression of the measures follows an indication of full or partial support from a majority of respondents asked directly. However this then becomes a minority when the 277 petition signatures are taken into account.
- Two options have been presented within this report – Option One including a pedestrian island and Option Two without the island. The island was included in the original proposal. Both options 1 and 2 are presented as acceptable by officers. However, as the pedestrian island was not part of the planning conditions - the decision for which option to promote rests largely on the balance between retaining resident parking against improved pedestrian facilities.
- It is acknowledged that the majority of people, who responded to the consultation – including a petition of 277 signatures, did not support the pedestrian island and associated waiting restrictions. However, it is anticipated that the medical centre will bring with it an increased desire for pedestrians to cross at this location. Main Road is a wide, heavily trafficked, classified road that presents a challenge, for those less able, to cross. For this reason officers would favour Option 1 which contains the pedestrian island.

RECOMMENDATIONS

- Overrule the objections to the Traffic Regulation Orders as discussed in paragraphs 4.10 - 4.11 in the interests of pedestrian safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
- Approve and construct the scheme designs as shown in Appendix D – TM-BR250-C1 Option 1
- Inform all respondents of the decisions made

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Awaiting Response
Legal Implications
YES/NO Cleared by: Julian Ward
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
YES/NO:
Environmental and Sustainability implications
YES/NO
Economic impact
YES/NO
Community safety implications
YES/NO
Human resources implications
YES/NO
Property implications
YES/NO
Area(s) affected
Various roads in Darnall
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic & Environmental Wellbeing Scrutiny Committee
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

DARNALL HEALTH CENTRE – MAIN ROAD RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following a public consultation on proposed highway works on Main Road, relating to the construction of the new Darnall Health Centre. The report includes a response to the comments received and recommends that an amended scheme be approved.
- 1.2 The timescales associated with the scheme are stringent. To allow planning conditions to be met, Kier have programmed to commence highway works (for whichever option is agreed) in July 2012.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent for the development of Darnall Health Centre granted on 4th November 2009. Officers have developed measures with a view to satisfying “City of Opportunity” priorities to empower residents by incorporating their aspirations in the design of their streets. The report contributes to “putting the customer first” by responding to the views expressed during the public consultation.
- 2.2 The report will also contribute to the “Protecting and Enhancing the Environment” objective of the Council’s Corporate Plan “A City of Opportunity”, particularly the “Reducing Congestion” priority, with proposals that aim to better manage traffic flows through and around the area.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The main outcome will be addressing the planning conditions outlined in the planning consent. The Transport Assessment (TA), which was produced by consultants AECOM in association with the planning application for the development, indicated that there would be no adverse transport and environmental effects.
- 3.2 The TA states that the development is well located for opportunities for travel by sustainable modes being located close to local bus services and within approximately 10 minutes walk to Darnall Rail Station.
- 3.3 The measures are aimed at addressing highway issues in the vicinity of the medical centre. The TA states that the patient list size is not expected to increase, though there will be additional services provided at the new facility. It is anticipated that this will result in a slight increase in traffic on the local road network. The result of the assessment has concluded that there will be a maximum of 59 additional trips in the AM Peak. Analysis of the proposed access junction concluded that these additional trips would have little adverse affect on the traffic flow on Main Road. It is therefore considered that the proposals will address current parking issues and will help to minimise any delays for public transport and general traffic.
- 3.4 The proposals are also aimed at improving road safety for patients/visitors walking to Darnall Health Centre with a view to further encouraging a shift away from using the

private car at peak periods, whilst encouraging more healthy physical activity amongst those who are able to do so.

4.0 REPORT

- 4.1 A new Health Centre with combined facilities and expertise is being constructed in Darnall to accommodate two existing GP practices which will be moving in to the new centre from the surrounding area. The new health centre will also provide extended primary care and community services, a base for community staff including health visitors, midwives, community nurses and a pharmacy. The catchment area for the Health Centre is presented in Fig 1.



Fig 1 Darnall Health Centre catchment area

- 4.2 The TA submitted with the planning application identified no specific improvements to the local highway network. However, planning approval was granted subject to the implementation of the following measures on the highway:

- Right turn lane for access to the development
 - Yellow hatched junction protection marking at the access to the development
 - Reconstruction of the footway to the front of the development site for its entire length along Main Road
- 4.3 Officers therefore developed a scheme to address these conditions. This report provides a comprehensive discussion on the scheme proposals and the consultations undertaken. A general location plan can be found in Appendix A, consultation materials and the original scheme proposals in Appendix B, and comments received in Appendix C. The final revised scheme is supplied in Appendix D.
- 4.4 The initial scheme is shown on drawing no. TM-BR250-C3 in Appendix B. The proposals included:
- A new right turn lane into the Health Centre
 - A new pedestrian refuge island to formalise the right turn lane and provide an additional crossing point for pedestrians
 - New double yellow lines to ensure that through traffic is not held up
 - Removal of the urban clearway on the 'houses' side of Main Road
 - Re-located bus stops and short stay parking bays near the shops
- 4.5 Additionally, the developer was required to provide parking within the site for the residents of Main Road affected by the development. NHS Sheffield has therefore offered residents of Main Road the opportunity to use the Darnall Health Centre car park at certain times. This offer, which is for cars only, would allow residents to park a car in the car park at the following times:
- Monday to Friday 19:30 – 07:30
 - Saturday 16:00 – Monday 07:30
- Parking outside of these times would not be permitted. NHS Sheffield has informed the Council that there would be an initial charge of £10.00 for a barrier pass, £2.00 for a permit and an annual charge of £297.00 (£5.71/week). Permits would also be subject to terms and conditions as set out by NHS Sheffield. It is understood the above terms were agreed with Council planning officers.
- 4.6 Consultation, including the statutory Traffic Regulation Order (TRO), was carried out with local people in March 2012. 18 responses were received, a response rate of 18%. Public response to the proposals was as follows
- Overall level of support for the proposals: 28% fully support, 39% partly support, 28% don't support and 5% were not sure.
- 4.7 Consultation materials were issued to South Yorkshire Passenger Transport Executive (SYPTTE), Yorkshire Ambulance Service (NHS Trust), South Yorkshire

Fire Service and South Yorkshire Police. None of the organisations expressed any individual reservations about any aspects of the scheme.

- 4.8 During the scheme consultation some people asked if an event could be held where they could talk to officers in person about the scheme. In response, a drop-in session was held at Darnall Forum and Post Office on 5 March 2012. About 15 people attended.
- 4.9 Although the majority of respondents supported the scheme, many of also indicated a certain level of uncertainty for the proposals. The drop-in session provided additional comments and a number of issues and concerns were raised. These are included in Appendix 'C' to this report, and are summarised below:
- Parking opportunity more limited near to the shops
 - Lack of drop-off amenity near to the dentist
 - Proposed bus stop relocation will restrict parking and loading/unloading
 - Widely held support for the 1hr parking restriction
 - The majority supported the introduction of all day parking on sections of Main Road
- 4.10 One formal letter of objection has been received with a further seven questionnaires received that could be construed as objections. This includes those people who have indicated that they do not support the scheme and those who have made reference to not supporting the proposed waiting restrictions and limited waiting. In general the objections related either to proposed double yellow lines (prohibition of waiting at any time), and how the proposed restrictions would impact/affect the existing on-street parking arrangements, or commented on the need and/or expressed a dislike to the proposed limited waiting.
- 4.11 Furthermore, a petition containing 277 signatures has been submitted by the Michael Dewar Dental Surgery, providing a more formal objection to the proposed waiting restrictions outside their premises. In particular, the petitioners are concerned that people would no longer be able to be dropped off directly outside the surgery, and indicates that this would cause severe difficulties for those with disabilities who are currently escorted onto the premises.
- 4.12 In response to the comments made, officers re-considered the proposal to try and address these concerns, and a number of changes were identified. This has formed two new options that supersede the original consultation plan. These are shown on the revised scheme plans in Appendix D, where they are also discussed in more detail. A short summary however is provided below.

Parking close to Shops & Post Office

- 4.13 The existing outbound bus stop had been positioned away from the junction with Waverley Road, as there would not be sufficient room for vehicles to pass between a bus and the right turn lane for traffic going to the Medical Centre (the provision of a right turn lane was conditioned by the planning process to ensure that through traffic is not held up). A 'bus stop clearway' marking was provided to ensure that buses can pull up to the kerb allowing passengers to get on and off easily. However, local people had concerns with the proposal, particularly the location of the bus stop in the lay-by outside Komfy Homes, and revised proposals have been developed to address these concerns.

- 4.14 The revised arrangement developed for this area is the same for both the two options contained in Appendix D. The bus stop has now been sited just outside of the layby at Komfy Homes, thus retaining most of the off-peak parking provision. This would mean that loading and parking opportunities in the lay-by, the main issue raised by local people, would be relatively unchanged. It would also ensure 3 parking spaces can remain near to the houses, the newsagent, and Darnall Tools. Altogether, there would be 7 parking spaces available on Main Road between the traffic lights and Waverley Road.
- 4.15 The revised proposal presented outside the shops is considered to be the best compromise in view of the various demands and is, the only option available which maintains parking spaces.
- 4.16 SYPTE have since been contacted regarding the change to the proposed bus stop location, as seen in Appendix D. They have agreed, in principle, to the revised location.

Pedestrian island close to Waverley Road

- 4.17 There is more scope however with regard to the proposed pedestrian crossing point. The proposed island (Option 1) was developed to formalise the right turn lane, and provide an additional pedestrian crossing point. It is considered to be in the most suitable position for pedestrians to access the Medical Centre. It also allows pedestrians to cross a busy road in two stages, making it easier to cross. However, local people are concerned about the effect on parking and, in particular, the drop-off and pick-up for those visiting the dentist.
- 4.18 An alternative has been developed (Option 2), in which the pedestrian island at the end of the right turn lane has been removed. Instead, a simple crossing point would be provided further up Main Road, at its junction with Bannham Road. This option, whilst addressing the concerns of the objectors, is not considered to be as beneficial as it would require pedestrians to cross the full width of the road at that point in one go. There is insufficient width to provide an island here, without affecting parking. Also it does not help people wanting to cross Main Road from the Waverley Road side or the bus stop - to get to the health centre.

Relevant Implications

- 4.19 This report seeks to gain approval for the Traffic Regulation Order associated with the Darnall Health Centre highway proposals only. All financial implications and costs associated with capital project funding and commuted sums will be calculated, agreed and financed by Kier Construction on behalf the NHS.
- 4.20 All classes of road user will benefit from the proposed measures. An Equalities Impact Assessment has been undertaken and concludes that the proposal will be of universal positive benefit for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, it should be particularly positive for more vulnerable people such as the young (i.e. school children), the elderly and people with disabilities (plus carers) due to improved pedestrian access and safety.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The planning conditions identified the mitigation measures which subsequently formed the basis of the associated highway proposals, as seen in Appendix A.

- 5.2 As discussed within this report, the mitigation measures have been revised in response to comments received during the public consultations, in effect resulting in the development of alternative solutions/options.

6.0 REASONS FOR RECOMMENDATIONS

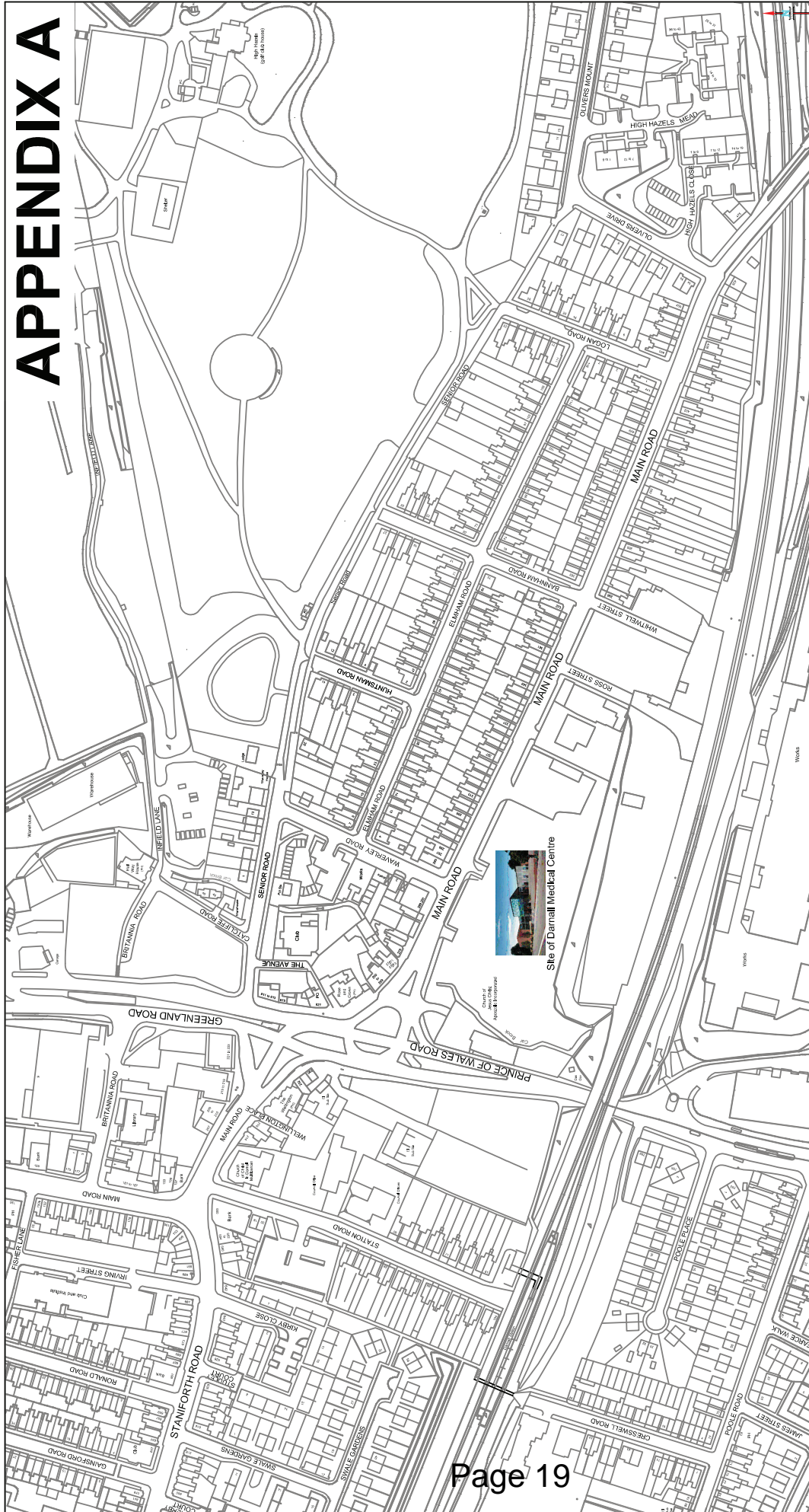
- 6.1 The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area, with significant changes made. The recommendation relating to progression of the measures follows an indication of full or partial support from a majority of respondents asked directly. However this then becomes a minority when the 277 petition signatures are taken into account.
- 6.2 Two options have been presented within this report – Option One including a pedestrian island and Option Two without the island. The island was included in the original proposal. Both options 1 and 2 are presented as acceptable by officers. However, as the pedestrian island was not part of the planning conditions - the decision for which option to promote rests largely on the balance between retaining resident parking against improved pedestrian facilities.
- 6.3 It is acknowledged that the majority of people, who responded to the consultation – including a petition of 277 signatures, did not support the pedestrian island and associated waiting restrictions. However, it is anticipated that the medical centre will bring with it an increased desire for pedestrians to cross at this location. Main Road is a wide, heavily trafficked, classified road that presents a challenge, for those less able, to cross. For this reason officers would favour Option 1 which contains the pedestrian island.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objections to the Traffic Regulation Orders as discussed in paragraphs 4.10 - 4.11 in the interests of pedestrian safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984
- 7.2 Approve and construct the scheme designs as shown in Appendix D – TM-BR250-C1 Option 1
- 7.3 Inform all respondents of the decisions made

Simon Green
Executive Director, Place
14 June 2012

APPENDIX A



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reggs@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate Place Sheffield City Council</p>	<p>Client SHEFFIELD CITY COUNCIL</p> <p>Scheme Darnall Health Centre</p> <p>Drawing Title Appendix A Scheme Location Plan</p>	<p>Drawing No. Appendix A</p> <p>Scale not to scale</p> <p>A4</p> <p>0 30 Millimetres Date May 2012</p>	<p>TRAFFIC REGULATIONS</p>
<p>DRAWN ML May 2012</p>		<p>CHECKED</p>	
<p>CAD FILE NAME: Appendix A</p>			

Development Services

Director: L Sturch, MRTPI
Traffic Section: 2-10 Carbrook Hall Road, Sheffield, S9 2DB
E-mail: james.burdett@sheffield.gov.uk Fax: (0114) 273 6182

APPENDIX B Consultation Material

Officer: Mr J Burdett
Ref: TM/BR250/ML/02

Tel: (0114) 273 6170
Date:

Dear Occupier

Darnall Medical Centre Highway Proposals - Main Road

Following the granting of planning permission in 2011, construction work is underway on the new Darnall Medical Centre on Main Road. The planning consent for the Medical Centre is subject to some conditions which relate to works in the highway.

These involve changes to the road layout on Main Road, to accommodate a new vehicular access into the Medical Centre. A plan showing the proposed road layout is attached, but in summary the changes include:

- A new right turn lane into the Medical Centre
- A new pedestrian refuge island
- New double yellow lines
- Removal of the urban clearway on the 'houses' side of Main Road
- Re-located bus stops and short stay parking bays near the shops

We would be pleased to hear your views on the highway scheme. If you wish to comment, please complete the attached questionnaire and send it back in the pre-paid envelope provided by **9 March 2012**. Alternatively, please email traffic.management@sheffield.gov.uk with your comments. Please put "Darnall Medical Centre" in the subject box.

Please note that the new yellow lines can only be introduced following the making of a Traffic Regulation Order. This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. As part of this process, you will see notices displayed on-street and a notice will be published in the Sheffield Star on 17 February 2012.

If you wish to formally object to the changes to waiting restrictions then to comply with the appropriate legislation you must do so in writing, please use the comments box on the questionnaire provided and return using the prepaid envelope provided or email traffic.management@sheffield.gov.uk.

It will also be possible for residents to buy a permit allowing a vehicle to be parked in the Medical Centre car park at certain times. Please see overleaf for details.

If you have any questions, please contact me or my colleague Matt Longstaff on 0114 273 6170.

Yours faithfully

James Burdett
Engineer, Traffic Management
Transport & Highways Division

PLEASE TURN OVER

Additional Information:

NHS Sheffield is offering residents of Main Road the opportunity to use the Darnall Medical Centre car park at certain times. This offer, which is for cars only, would allow residents to park a car in the car park at the following times:

- **Monday to Friday 19:30 – 07:30**
- **Saturday 16:00 – Monday 07:30**

Parking outside of these times would not be permitted. NHS Sheffield has informed us that there would be an initial charge of £10.00 for a barrier pass, £2.00 for a permit and an annual charge of **£297.00** (£5.71/week). Permits would also be subject to terms and conditions as set out by NHS Sheffield.

Any residents who wish to apply for a permit should contact either Michelle Oakes or Elaine Needham:

Michelle Oakes
Business Manager
NHS Sheffield
722 Prince of Wales Road
Darnall
Sheffield S9 4EU

Elaine Needham
LIFT and Capital Planning Manager
722 Prince of Wales Road
Darnall
Sheffield S9 4EU

Email: michelle.oakes@nhs.net
Tel: 0114 3051019

Email: elaine.needham@nhs.net
Tel: 0114 3051162

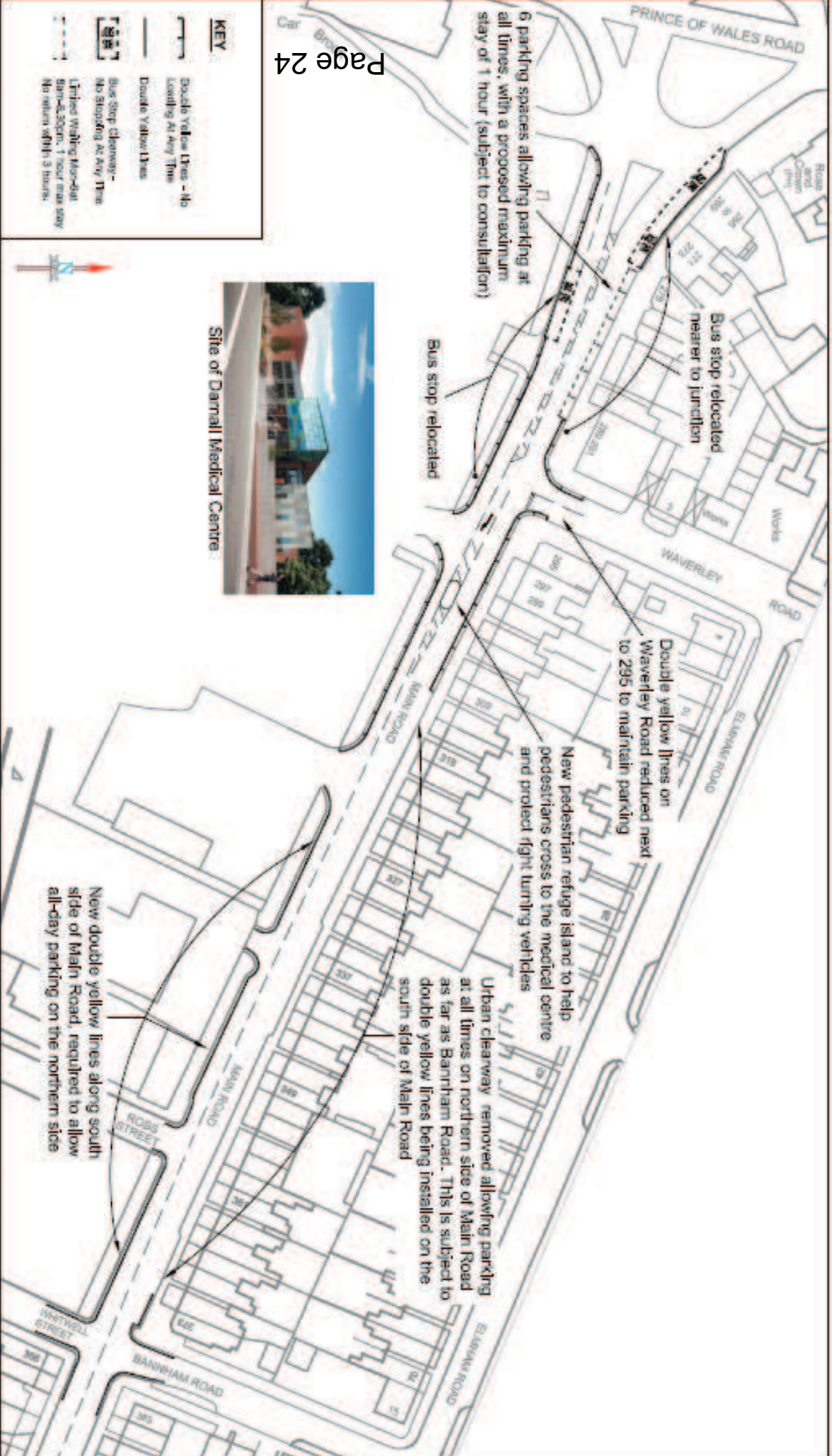
Please note that this offer would be a private parking contract between the applicant and NHS Sheffield. Sheffield City Council has no involvement in this offer.

A large print version of this letter is
available by telephoning
(0114) 273 6170

NHS SHEFFIELD – DARNALL MEDICAL CENTRE Highway Proposals, Main Road

We are seeking your views on the proposals shown on the attached plan. Please complete and return this questionnaire in the prepaid envelope provided by **9 March 2012**.

Q1.	The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				
Q2.	The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Other <input type="checkbox"/> (state time limit below)
	Please comment here:				
Q3.	The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. Do you think the island will help pedestrians to cross the road?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				
Q4	The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. Do you support the introduction of all day parking on the 'houses' side?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Sure <input type="checkbox"/>	
	Please comment here:				



Site of Darnall Medical Centre

KEY

- Double Yellow Lines - No Loading At Any Time
- Double Yellow Lines
- Bus Stop clearway - No Stopping At Any Time
- Unidirectional Motor-Bus Lane - 200m - 1 hour max stay No return within 3 hours

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION

TRAFFIC SECTION

2nd Floor, 200 Main Road, Sheffield S1 2DA
 Tel: 0114 2734174, Fax: 0114 2734175
 Email: transport@sheffield.gov.uk
 Director: Sarah Roper, D.L.
 Development Services

A specific sign of the Directorate of Development, Transport & Labour
 Sheffield City Council

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DR/AM	JNB	CE/GO
	FEB 12	

SHEFFIELD CITY COUNCIL

Darnall Medical Centre

Main Road Proposed Road Layout

Drawing No. **TM-BR250-C1**

Scale **Not To Scale**

Sheet No. **A3**

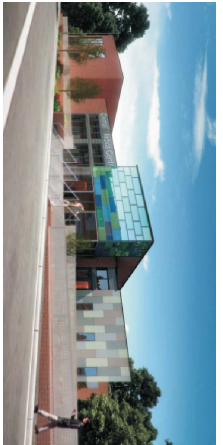
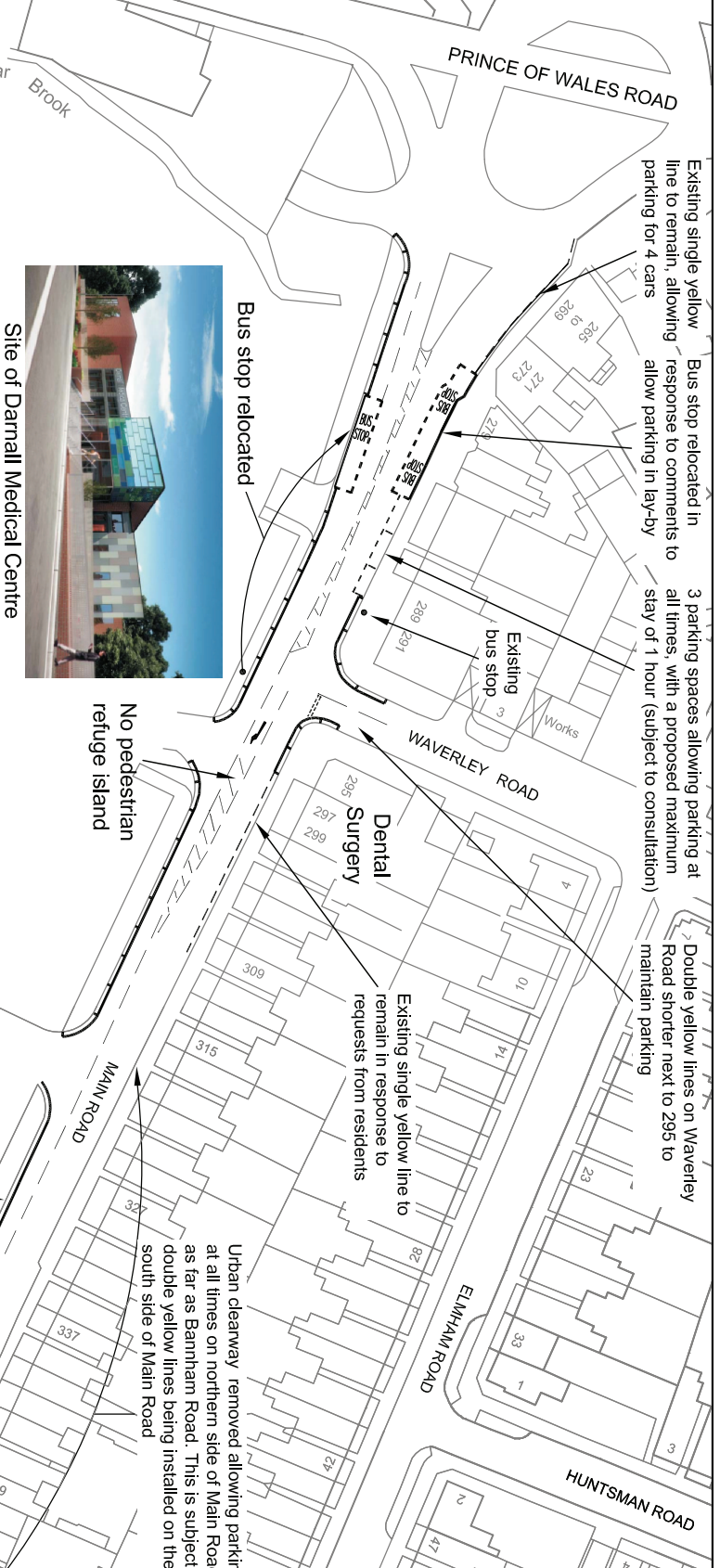
Date: **FEB 12**

Development Services

Sheffield City Council

Development Environment & Future

APPENDIX D OPTION 2



Site of Darnall Medical Centre

KEY	
	Double Yellow Lines - No Loading At Any Time
	Double Yellow Lines
	Bus Stop Clearance - No Stopping At Any Time
	Limited Waiting Mon-Sat 8am-6:30pm, 1 hour max stay No return within 3 hours.
	Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9:30am and 4:30pm-6:30pm)

OPTION TWO

In the revised option, the pedestrian island at the end of the right turn lane has been removed. Instead, a crossing point would be provided further up Main Road, at its junction with Bannham Road. The pavement would be built out on the north side of Main Road, meaning that pedestrians have less distance to cross, although they would have to cross the whole road in one go.

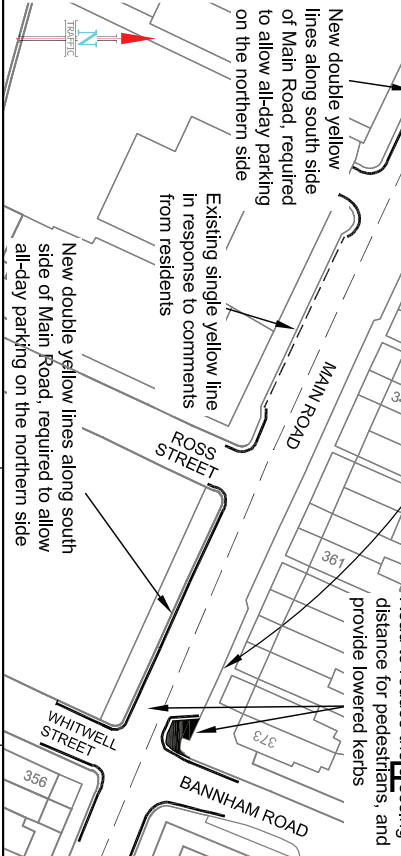
Double yellow lines would still be installed for a distance of 10 metres from the junction with Waverley Road to ensure vehicles can pass the right turn lane, and the existing single yellow line would then remain as far as 309 Main Road. This would mean that, on the single yellow line, loading and parking opportunities stay as they are and is something residents wanted.

The location of the pedestrian facility depends on whether parking for local people and visitors to the dental surgery is considered to be of greater value than improved pedestrian access to the Health Centre.

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

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Tel: 0114-273-6175 Fax: 0114-273-6182
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Director: L. Sturich M.R.T.P.I.
Development Services

Client: SHEFFIELD CITY COUNCIL
Scheme: APPENDIX D - Darnall Medical Centre
Drawing Title: OPTION 2 Proposed Road Layout



Drawing No.	TM-BR250-C1
Scale	Not To Scale
Sheet	A3
Date	May 12

Table 1: Public response to the Darnall Health Centre proposals

	Yes	No	Not Sure	Other
Q1. The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?	56%	38%	6%	
Q2. The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?	53%	29%	12%	6%
Q3. The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. Do you think the island will help pedestrians to cross the road?	41%	35%	24%	
Q4. The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. Do you support the introduction of all day parking on the 'houses' side?	59%	24%	18%	
Q5. To what extent do you support the proposals for Main Road?	Fully support 28%	Partly support 39%	Don't support 28%	Not Sure 6%

Table 2: Additional questionnaire comments

Question One - Paraphrased Consultation Comments	Question One - Officer Response
<p>The bus stop near the shops needs to be moved to provide the right turn lane into the Medical Centre. However this would allow the parking spaces to be available at all times. Do you agree with the proposed bus stop relocation?</p> <p>The stop would be too near to the junction of the very busy Greenland Road.</p> <p>Do not agree that you need a marked off right hand lane. The Car wash on Main Road doesn't have one, and doesn't have a problem. Make exit from medical centre left turn only, and then people can turn round at lights to go back to Main Road.</p> <p>Yes put the bus stop at the bottom of Main Road, near the lights and crossing. Already a bus stop near Bannham Road.</p> <p>I think the bus stop in question and the bus stop between Whitwell Street and Ross Street should be removed permanently and a new bus stop placed in the lay-by between the current bus stops. I think this would then cause less traffic congestion approaching the traffic lights.</p>	<p>The bus stop location has been agreed in principle with the bus operators. They do not anticipate any service issues resulting from the proposed location.</p> <p>Planning approval was granted subject to the implementation of a right turn lane for access to the development. This is to accommodate the number of vehicles accessing the centre. It is understood that a banned right turn for vehicles leaving the car park would be hard to enforce and would more than likely be ignored.</p> <p>Comment noted and will be fed back to the SYPTE.</p> <p>Comment noted and will be fed back to the SYPTE.</p>
<p>Question Two - Paraphrased Consultation Comments</p> <p>The parking spaces are proposed to be 1 hour maximum stay, during the day to maximise the turnover of the spaces for local shops. Do you agree with the 1 hour maximum stay, or would you prefer another time limit?</p> <p>More than 3 hours</p>	<p>Question Two - Officer Response</p> <p>Comment noted.</p>

A time limit is not required. Our customers are here for more than an hour at times.

Comment noted.

No parking whatsoever on Main Road during the urban clearway enforcement hours – this road is too busy at peak times.

Comment noted.

Why are you giving shoppers more consideration than a NHS dentist?

Equal consideration has been given to all when designing the proposals. The consultation feedback has highlighted issues that the design to was not aware of before the consultation.

Not enough time. Residents may need to use them. If you put yellow lines at the bottom of Main Road towards Waverley Road. You're already stopping people parking as residents as well.

Comment noted.

I agree with one hour waiting time – there is a car park on Prince of Wales Road for longer stays, if needed.

Comment noted.

Local residents will park here, we have a private car park yet residents still park.

Local residents will only be able to park for the time period as indicated by the signs.

Question Three - Paraphrased Consultation Comments

The pedestrian refuge island should help people to cross to the Medical Centre more easily. Yellow lines are needed to keep the area clear. **Do you think the island will help pedestrians to cross the road?**

Question Three - Officer Response

Street light is quite close. However, acceptable if this helps the pedestrians.

Street lighting is required to illuminate the island and pedestrians.

Whilst constructing the island please consider placing a further one above Bannham Road to enable residents cross Main Road at peak times – which at present is almost impossible and very dangerous.

Unfortunately an additional crossing point is outside the remit and funding for this scheme. Option 2 does indicate a crossing facility at this location however this is only presented as an alternative to the pedestrian island.

Most pedestrians/bus patrons going to the health centre will be coming from Prince of Wales Road/Greenland Road/Staniforth Road areas. Therefore they can cross at the crossing by the traffic lights.

The catchment area for the health centre extends north and east of Main Road. The crossing facility would benefit pedestrians travelling from all directions.

The proposed island brings with it more double yellow lines. No good for residents with cars - restricting our parking near our homes even more.

Would add to congestion. Make exit from medical centre one way only, bus passengers would use crossing at lights.

It would be a traffic hazard at peak times, slowing the flow to one lane only.

A priority for safety on Main Road is to reduce the speed of the traffic as most of the cars exceed the 30mph speed limit.

Question Four - Paraphrased Consultation Comments

The urban clearway restriction on Main Road currently prevents parking at peak times. This can be removed to allow all-day parking on the 'houses' side but to do so requires double yellow lines on the opposite side of the road. **Do you support the introduction of all day parking on the 'houses' side?**

The clearway was put there for a reason initially. That was because the road was deemed hazardous if there were cars parked on the road at peak times. So therefore I do not agree to the restriction being removed.

No parking whatsoever on Main Road during the urban clearway enforcement hours – this road is too busy at peak times.

If you did change this it needs to be permit only for the residents, otherwise it would be misused by workers.

Will there be enough parking for all houses on the street.

For years residents have needed parking near there homes, we have been asking for this all the time. Most residents have cars. No double yellow lines from 309

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The provision of the island will not affect the existing road capacity/operations. A banned right turn for vehicles leaving the car park would be hard to enforce and would more than likely be ignored. It is quite possible that bus passengers will use the existing signal controlled crossing.

The provision of the island will not affect the existing road capacity/operations.

Comment noted. Unfortunately traffic calming measures are outside the remit and funding for this scheme.

Question Four - Officer Response

The road width is sufficient enough to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

The road width is sufficient enough to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

The capacity of the health centre car park satisfies planning conditions. We do not anticipate that health centre visitors or staff will need to utilise the on-street parking provision.

Feedback from some residents suggests yes - although others disagree. It is very much subject to car ownership – which could fluctuate throughout the year.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

down on house side. We need all day parking.

Parking from 295 to 309 single yellow line with same restrictions as present

Yes, with double yellow lines on the opposite side, as there is little parking on that side ever.

There is not the space.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The comment agrees with the proposals as advertised.

The road width is sufficient to allow parking, on identified sections, on one side of the road, at all times. The flow of traffic will not be restricted.

Question Six - Paraphrased Consultation Comments

The proposed bus stop outside Komfy Homes will affect business a great deal. It will affect me during my opening times due to loading and unloading. I have heavy goods delivered on a daily basis. If I was unable to load or unload the goods I would not be able to run my business from these premises. I strongly object to the proposed relocation of the bus stop.

We won't be able to park in front of our house at all. My wife is the registered carer of her disabled mother who visits us on weekends, but these double yellow lines mean parking the car on side street and make her walk all the way to the house. We would rather the existing restrictions remain.

Please ensure that bus shelters are provided on each side of Main Road to protect visitors to the health centre. This Dental practice has been open for 30 years; our patients have always been able to park outside.

We have many elderly and infirm patients with limited mobility who need to park or are dropped off outside the surgery.

If the road outside is change, many patients would be struggling to attend appointments and patients with limited mobility will not be able to attend. A few examples

Question Six - Officer Response

The comment has been noted and acted upon. The proposals for both options 1 and 2 show a revised bus stop arrangement adjacent to Komfy Homes. It is proposed for the existing single yellow line and associated waiting restriction to remain. This way loading and unloading operations will remain unaffected.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

Comment noted and will be fed back to the SYPTE.

Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

of such patients are listed below.

Sisters aged 92 and 86 with limited mobility, both attending to have new dentures made. They attend the surgery four times at weekly intervals in order for this procedure to be completed. Arriving in a taxi which parked outside I then went to the parked taxi to assist them into the waiting room, a process which took quite a few minutes.

A gentleman on crutches following a knee replacement operation. Other patients with severe arthritis of lower limbs needing crutches.

A lady who has severe balance problems because of illness.

These comments have been reinforced with a petition containing 277 signatures.

The double yellow lines would mean that I still can't park outside my house.

The refuge island would not get used very much. Also it would be a traffic hazard at peak times. If omitted, the double yellow lines outside 295, 297, 299, etc would no longer be needed. This would help the dentist and insurance business. As well as the private houses. Elmham Road below Bannham Road is one-way, usually exited via Waverley Road. Waverley Road is hard enough to get out of at the best of times, with traffic on Main Road and lorries unloading to the factories on Waverley Road. If you create the right turn lane across the bottom of Waverley Road, with the increased traffic into the health centre, it will be near impossible to get out onto Main Road heading into Darnall from Elmham Road, which is already difficult to exit.






Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

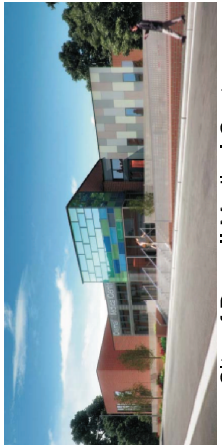
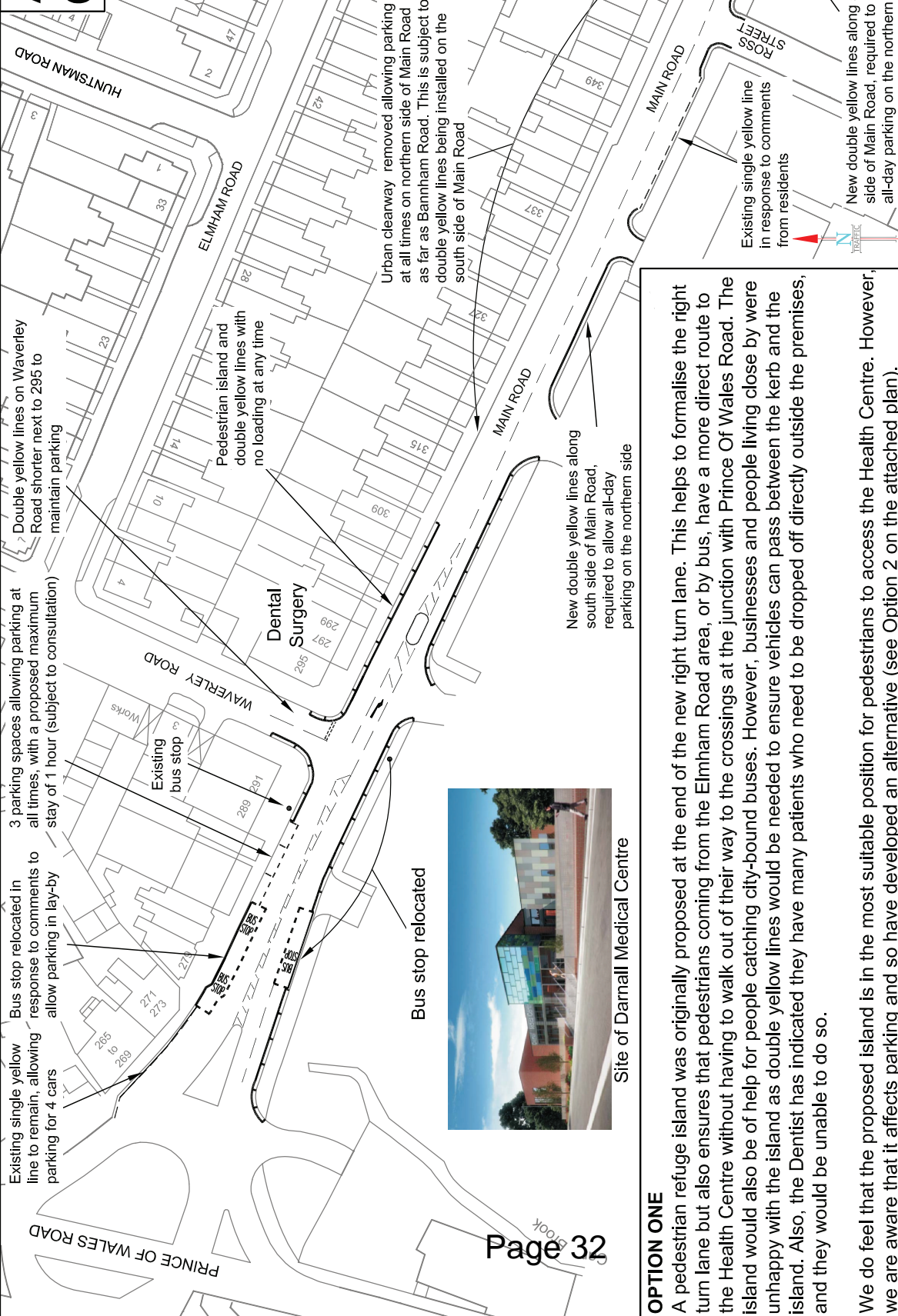
Comment noted. Option 2 has been produced to address this at the detriment of the crossing facility.

The Transport Assessment trip generation figures for the right turn facility seem to support this comment. There is an alternative option, although not ideal, for residents to exit left (south) onto the A6102 via Senior Road, if they wish to turn right (north) they can utilise the existing gyratory. However, the East Community Assembly will be made aware of this comment.

APPENDIX D OPTION 1

KEY

-  Double Yellow Lines - No Loading At Any Time
-  Double Yellow Lines
-  Bus Stop Clearway - No Stopping At Any Time
-  Limited Waiting Mon-Sat 8am-6.30pm, 1 hour max stay, No return within 3 hours.
-  Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9.30am and 4.30pm-6.30pm)








OPTION ONE
A pedestrian refuge island was originally proposed at the end of the new right turn lane. This helps to formalise the right turn lane but also ensures that pedestrians coming from the Elmham Road area, or by bus, have a more direct route to the Health Centre without having to walk out of their way to the crossings at the junction with Prince Of Wales Road. The island would also be of help for people catching city-bound buses. However, businesses and people living close by were unhappy with the island as double yellow lines would be needed to ensure vehicles can pass between the kerb and the island. Also, the Dentist has indicated they have many patients who need to be dropped off directly outside the premises, and they would be unable to do so.

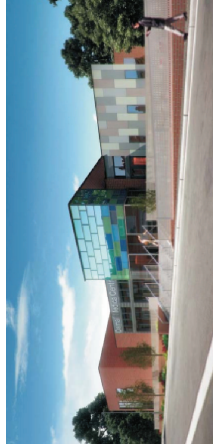
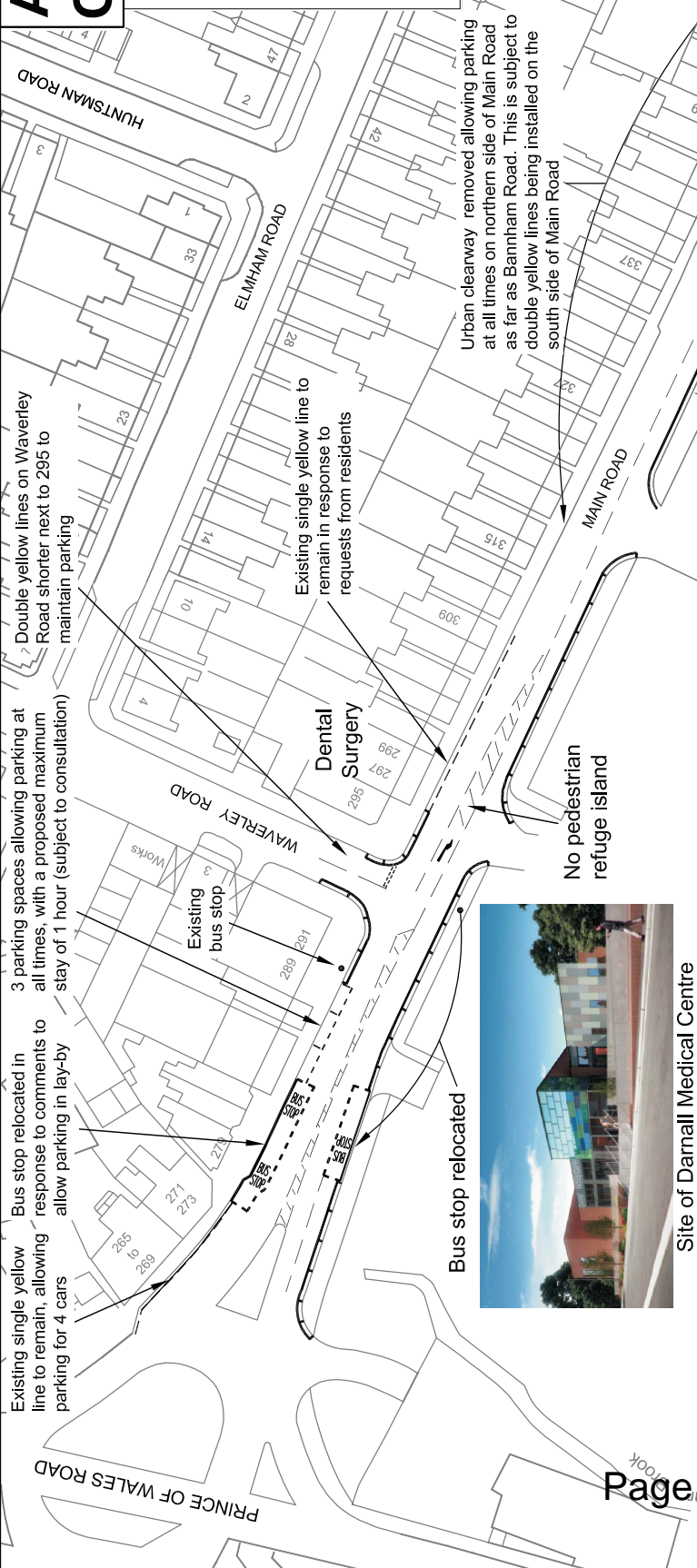
We do feel that the proposed island is in the most suitable position for pedestrians to access the Health Centre. However, we are aware that it affects parking and so have developed an alternative (see Option 2 on the attached plan).

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CABERHOOK HALL ROAD SHEFFIELD S9 2DB Tel: 0114-273-6175 Fax: 0114-273-6182 E-mail: Traffic.Management@sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services		Client: SHEFFIELD CITY COUNCIL Scheme: APPENDIX D - Darnall Health Centre Drawing Title: OPTION 1 Proposed Road Layout		Drawing No. TM-BR250-C1 Scale Not To Scale Date May 12	DEVELOPMENT SERVICES
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APPENDIX D OPTION 2

KEY

-  Double Yellow Lines - No Loading At Any Time
-  Double Yellow Lines
-  Bus Stop Clearway - No Stopping At Any Time
-  Limited Waiting Mon-Sat 8am-6.30pm. 1 hour max stay No return within 3 hours.
-  Retain Existing Single Yellow Line (no parking Mon-Fri 8am-9.30am and 4.30pm-6.30pm)



OPTION TWO

In the revised option, the pedestrian island at the end of the right turn lane has been removed. Instead, a crossing point would be provided further up Main Road, at its junction with Bannham Road. The pavement would be built out on the north side of Main Road, meaning that pedestrians have less distance to cross, although they would have to cross the whole road in one go.

Double yellow lines would still be installed for a distance of 10 metres from the junction with Waverley Road to ensure vehicles can pass the right turn lane, and the existing single yellow line would then remain as far as 309 Main Road. This would mean that, on the single yellow line, loading and parking opportunities stay as they are and is something residents wanted.

The location of the pedestrian facility depends on whether parking for local people and visitors to the dental surgery is considered to be of greater value than improved pedestrian access to the Health Centre.

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A Service Area of the Directorate of Development, Environment & Leisure
Sheffield City Council

Client: SHEFFIELD CITY COUNCIL
Scheme: APPENDIX D - Darnall Medical Centre

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OPTION 2
Proposed Road Layout

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