



SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of: Executive Director, Place

Date: 13 December 2012

Subject: Chaucer Public Realm Improvements
Report on Traffic Regulation Order Objections

Author of Report: Simon Botterill 27 36167

Summary:

Objections have been received to the advertised Traffic Regulation Orders. This report acknowledges and addresses these objections and recommends that, subject to minor changes, the scheme is approved.

Reasons for Recommendations:

The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.

The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.

A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

Recommendations:

The proposed amendments, to provide additional parking space, in the vicinity of the shopping centre, as shown in Appendix D, are agreed.

The proposed removal of the restrictions outside the houses 272 to 290 are agreed.

The objections to the proposed Traffic Regulation Orders are overruled and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984.

The objectors are informed of the decision.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: M Bullock 9 Nov 12
Legal Implications
YES/NO Cleared by: D Eaton 13 Nov 12
Equality of Opportunity Implications
YES/NO Cleared by: I Oldershaw 9 Nov 12
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
North East Assembly - Southey Ward
Relevant Cabinet Portfolio Leader
Cllr L Bramall
Relevant Scrutiny and Policy Development Committee if decision called in
Environment and Economic Wellbeing.
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

Chaucer Public Realm Improvements Report on Traffic Regulation Order Objections

1. SUMMARY

- 1.1 Objections have been received to the advertised Traffic Regulation Orders in relation to the Public Realm improvements project. This report acknowledges and addresses these objections and recommends that, subject to minor changes, the scheme is approved.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The public realm changes planned for the parade of shops on Buchanan Road will create a pleasant setting to the shops, making it more attractive for shoppers living in the locality.
- 2.2 An attractive setting with convenient, easily accessible car parking will also encourage people passing to stop and use the local amenities.
- 2.3 This district centre has already undergone significant improvement over recent years with the building of a new Asda supermarket, school, Learning Zone and the new public square. This project will build on these improvements to help deliver, over time, a more vibrant shopping environment.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project supports the City Council's priorities, values and outcomes as set out in the Corporate Plan 'Standing Up For Sheffield'. In particular, the project aims to create a 'Great Place to Live', with the new improvements encouraging local people to use facilities close to them and therefore minimising the need to travel.
- 3.2 Being local, it is more likely that people will feel able to walk or cycle instead of using cars.
- 3.3 The proposal is to create a more open and accessible parade of shops which will include new street lighting that illuminate to a high standard. This will contribute to the 'Safe and Secure Communities' priority of the Corporate Plan.
- 3.4 Overall, the project aims to help regenerate this shopping parade and assist businesses to compete and thrive.

4. REPORT

Background

- 4.1 A report was approved by Cabinet Highway Committee in September 2011. This report detailed the consultations with residents, businesses and Ward members and approved the outline design of the project. A plan showing the approved scheme is included in Appendix A.
- 4.2 Since 2011 the scheme has progressed further and the detailed design is now well advanced. An integral part of the process is the advertising of a formal Traffic Regulation Order. The order is necessary to regulate

where parking is can take place to prevent congestion and to ensure safety of operation of the public highway.

- 4.3 The Order was advertised in the Sheffield Star on 15th June 2012 and letters were delivered to the shopkeepers and to residents on Buchanan Road. Copies of the Order plan and letter are included in Appendix B.
- 4.4 The formal closing date for objections was the 13th July 2012 and four objections were received. Two of these were petitions. The first petition, containing 1425 signatures, was organised by the shopkeeper from the D.I.Y shop. The second petition, containing 192 signatures, was submitted by the shopkeeper of the barber shop. One objection is from a resident of a flat above a shop and one is from a resident opposite the shops who also owns one shop unit on the parade. The objections are detailed in Appendix C.
- 4.5 On 19th October 2012, three shopkeepers were invited to a meeting to discuss their objections. The purpose of this meeting was to try and ensure that their objections were clearly understood and to see if any adjustments could be made that would mitigate them such that they could withdraw their objections. Notes of the meeting are also contained in Appendix C together with an officer commentary.

Evaluation of Objections and Mitigation Measures

- 4.6 The primary objection is around the perceived reduction of parking spaces in and around the parade of shops - from 30 to 21. Although it is accepted that 30 cars can currently park around the parade, a number of these spaces are not desirable parking spaces or are in locations which make it difficult for others to use the service road.
- 4.7 A secondary objection is the assertion that the proposed 'end on' parking is not safe. This has been addressed within the design by providing longer bays so that better intervisibility is provided. Additionally, the situation needs to be balanced with the gains made by creating a dedicated space for pedestrians.
- 4.8 With 4.6 and 4.7 in mind, the suggested solution proposed by the objector is to widen the service road. This though will not provide substantially more spaces than officers' proposals. It would, however, significantly reduce the amount of dedicated pedestrian space and further reduce the quality of the environment.
- 4.9 Whilst it is recognised that the new proposals will reduce the maximum number of informal spaces in and around the shopping parade spot surveys, conducted regularly over a three week period, indicate that the *general* parking requirement is 20 vehicles or less (albeit there are occasions at peak times when this figure is slightly higher). However, we are committed to providing enough spaces so that those wishing to can park close to the parade. As such, a number of additional parking spaces are now proposed to address these peak situations.

- 4.10 Already included in the proposal are 8 spaces, in two new laybys, on Lytton Road. It is already possible to park on Lytton Road, but this is either on street or on verge. It is recognised that this location is a little remote from the shops but can be regarded as 'overspill' parking. The laybys will also be more secure and stop verge parking, However, it is acknowledged that being remote from the parade, these spaces will not be attractive for long stay parking.
- 4.11 Three additional spaces are proposed on the other side of Buchanan Road from the shops, but not directly outside of the houses. One is located close to the junction of Buchanan Drive and the two close to the new access to the Library Learning Centre. These three spaces are more overlooked and could be used for long stay as well as by residents. These new spaces are identified in blue on the plan included at appendix D.
- 4.12 The chicane proposed outside the houses was originally envisaged to contain trees in order to bring more soft landscaping into the area. However, the presence of underground services has made it impossible to place trees in the area and the value of this element of the proposal is debatable.
- 4.13 Consequently, it is now proposed to remove this element from the proposal. In order to maintain the calmed effect on this part of Buchanan Road, it is necessary to replace the chicane with an additional speed cushion. However, as this now becomes a three cushion group, it is possible to remove the 'At Any Time' restriction. shown. As a result, an additional four spaces would be gained. This change is also shown in Appendix D.
- 4.14 Together, these proposals add another 15 spaces within easy reach of the shops taking the number of spaces from 21 to 36. This is considered to be more than adequate for current needs, but should also allow for moderate regeneration needs.

Relevant Implications

- 4.15 The majority of the funding for the project has been generated by a Town & Country Planning Act 'Section 106' contribution from Asda for its new store. An additional sum of money has been secured following a successful bid to obtain Local Growth Funding to support the extension and enhancement of the design proposals.
- 4.16 The estimated cost of the whole project is within the available budget for the project. Having already conducted a competitive tender process for the construction of the new public realm, we are now seeking approval to appoint a preferred contractor.
- 4.17 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature Members must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

- 4.18 The full Equalities Impact Assessment was provided within the September 2011 report and no new issues have been identified to warrant a new assessment.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Widening of the service road has been considered in accordance with the objectors wishes, but this option has been discounted as it does not provide the numbers of parking spaces hoped for. This option would also greatly reduce the impact of the improved public realm area.
- 5.2 The removal of the chicane has increased parking opportunities as it has removed one element of the public realm. However, the loss of this element is not considered to be significant and it will also lessen the long term maintenance liability.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.
- 6.2 The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.
- 6.3 A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

7 RECOMMENDATIONS

- 7.1 The proposed amendments, to provide additional parking space, in the vicinity of the shopping centre, as shown in Appendix D, are agreed.
- 7.2 The proposed removal of the restrictions outside the houses 272 to 290 are agreed.
- 7.3 The objections to the proposed Traffic Regulation Orders are overruled and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984.
- 7.4 The objectors are informed of the decision.

Simon Green
Executive Director, Place

3 December 2012