

# Cabinet Highways Committee

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**Tuesday 18 June 2013 at 2.00 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Leigh Bramall (Chair), Isobel Bowler, Harry Harpham and Bryan Lodge

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## **FACILITIES**

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**CABINET HIGHWAYS COMMITTEE AGENDA  
18 JUNE 2013**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meetings**  
To approve the minutes of the meetings of the Committee held on 14 March and 15 May 2013.
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
  - (a) New Petitions  
Report of the Executive Director, Place
  - (b) Outstanding Petitions  
Report of the Executive Director, Place
- 9. Objections to the Proposed Change in Hours of Operation of the Existing At Any Time Weight Restriction on Bocking Lane to Night Time Only**  
Report of the Executive Director, Place

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

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**Cabinet Highways Committee**

**Meeting held 14 March 2013**

**PRESENT:** Councillors Leigh Bramall (Chair), Bryan Lodge and Isobel Bowler  
(Substitute Member)

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Harpham and Councillor Isobel Bowler attended the meeting as the duly appointed substitute. An apology for absence was received from Councillor Jack Scott but no substitute was appointed.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the public and press.

**3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 14 February 2013 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 Dawn Vernezze and Councillor Alan Hooper, Ecclesfield Parish Council, attended the meeting to request a footway be erected leading to the crematorium on Skewer Lane as it was currently dangerous for visitors. There were no warning signs to inform cars that pedestrians would be in the vicinity and Dawn believed that this was an accident waiting to happen. She also asked if there had been any plans developed for a footpath when the crematorium was built.

5.2 In response, John Bann, Head of Transport, Traffic and Parking Services reported that there had been a potential scheme investigated a number of years ago following requests from pedestrians. However, this had been dropped as it had been found that there wasn't great demand and it would be prohibitively expensive. The crematorium team had also not requested a footpath of this nature.

5.3 Councillor Leigh Bramall commented that he appreciated the cost implications but requested that another cost assessment be undertaken so that the questioner could be informed of the cost of the scheme and whether this could be progressed.

- 5.4 **RESOLVED:** That the Director of Development Services be requested to undertake a cost assessment into the erection of a footpath leading to the crematorium on Skew Hill Lane

**6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

- 6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

**7. PETITIONS**

New Petitions

**8. PETITIONS**

New Petitions

The Committee noted for information the receipt of petitions (a) containing 17 signatures requesting a pedestrian crossing on Hutcliffe Wood Road and (b) containing 16 signatures requesting additional parking spaces on Bellhouse Road and that both petitions would be investigated as part of the Streets Ahead project.

Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

**9. PROPOSED PEDESTRIAN FACILITIES CROOKES ROAD/NILE STREET/FULWOOD ROAD/WHITHAM ROAD, BROOMHILL**

- 12.1 The Executive Director, Place submitted a report seeking approval to a design option for completion of detailed design and preparation for the construction for the Crookes Road/Nile Street/Fulwood Road/Whitham Road pedestrian facilities.
- 12.2 Matt Turner attended the meeting to make representations to the Committee. He commented that Broomhill was already a heavily congested and polluted area which exceeded government targets on air pollution. He therefore asked if the proposals would reduce levels of pollution in the area? Mr Turner further asked whether the needs of cyclists had been taken into account when the scheme had been devised?
- 12.3 In response, Dick Proctor, Transport Vision and Strategy Manager, acknowledged that Broomhill was a heavily congested area. This was why local residents had been seeking an improvement to pedestrian facilities. The proposals would not result in traffic gridlock and a queue modelling exercise had demonstrated this. The Community Assembly supported the scheme. Officers were now confident that the scheme was affordable and, should approval be given by the Committee, detailed design of the scheme would be undertaken and the needs of cyclists

would be a key part of this.

12.4 **RESOLVED:** That the Committee :-

- (a) acknowledge the outcome of the 2011 consultation and the reasons for the delay in progress since then;
- (b) approves Option 2 (slip road) for the Crookes Road/Nile Street/Fulwood Road/Whitham Road junction; and
- (c) approves the preliminary design of the Option 2 scheme and completion of the detailed design and construction in conjunction with the Streets Ahead programme.

12.5 **Reasons for Decision**

12.5. The scheme consultation clearly indicated that local people wanted to see improved pedestrian facilities at the Crookes Road/Fulwood Road crossroads. However, people did not wish to see any existing turning movements banned, but did accept a degree of additional delay to traffic created by these improvements. Option 2 was also predicted to have the least impact on existing traffic flows. This was generally why Option 2 was preferred. This option was therefore (and still is) considered to provide the best compromise.

12.5. The consultation captured a number of views and thoughts on what should happen with the car park and shopping parade along Fulwood Road. Although not part of the pedestrian improvement scheme, these would be retained for future use.

12.6 **Alternatives Considered and Rejected**

12.6. Officers developed two other options at the initial design stage. These were as follows:-

- 1
- An all red pedestrian phase, providing new controlled crossings on all four arms of the junction. This would be the most effective method of providing improved pedestrian crossing facilities. All traffic would need to be stopped as part of an 'all red' phase in the traffic signals to allow pedestrians to cross. This would result in significant additional delays to traffic, with queues extending over a wide area and affecting the main highway network. Pedestrians wishing to cross more than one arm of the junction would also be subject to delays, as they would have to wait a full cycle of the traffic lights to be able to cross the next road. For these reasons, the Community Assembly did not wish to progress this option.
  - A two-stage controlled pedestrian crossing on Crookes Road. This would involve a widened central pedestrian island, resulting in the Crookes Road approach being reduced to one lane. Pedestrians would cross in two stages. However, modelling suggested the delays to traffic would be significant and on balance this option was rejected.

**10. OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS (TROS) ASSOCIATED WITH SCHOOL KEEP CLEAR MARKINGS AND WAITING RESTRICTIONS OUTSIDE CARFIELD, MEERSBROOK BANK AND HUNTERS BAR SCHOOLS**

9.1 The Executive Director, Place submitted a report outlining objections received to proposed Traffic Regulation Orders (TROS) associated with school keep clear markings and waiting restrictions outside Carfield, Meersbrook Bank and Hunters Bar Schools.

9.2 Kristina Irwin attended the meeting to make representations on behalf of 12 residents of Argyle Road. She commented that many residents had children who attended Carfield School and the road safety problems in the area were readily apparent. The school had over 550 pupils and the entrance was on Argyle Close. There was a traffic warden on Argyle Road but no supervision on Argyle Close. There was a clear danger to pedestrians and children when people tried to drive up Argyle Close which would then mean they had to make a dangerous manoeuvre to come back out of Argyle Close. Residents believed that the measures proposed ignored the main priority which was to stop people driving up Argyle Close to drop their children off. Residents didn't believe parking bays on Argyle Road were the solution as they believed people would still attempt to drive up Argyle Road. They would also actually help to increase the problems as other car users may not park further away and walk to the school if they believed a parking bay may be free on Argyle Road. She submitted a 55 signature petition calling on the Council to resolve traffic problems in the area and requested that everyone work together to resolve the problems.

9.3 Ward Councillor Cate McDonald commented that she shared many of the views of local residents and agreed that one of the biggest problems was people using Argyle Close to drop their children off. She had worked with the school and the Police to try and resolve the problems. She suggested that, although she supported the recommendations at this stage, the possibility of extending the double yellow lines on Argyle Close should be investigated to tie in to future Traffic Regulation Orders.

9.4 John Bann commented that the comments made highlighted the problem officers had in that people had different views in respect of a solution to the problems. There had been a proposal to extend the double yellow lines on Argyle Close but this had been rejected by a number of residents although this could be included in a future Traffic Regulation Order should the proposal now be supported.

9.5 Members commented that they supported the recommendations at this time but requested a review of the operation of the scheme be undertaken in 3 months time at the end of the academic year.

9.6 **RESOLVED:** That the Committee:-

- (a) resolves that the TRO for Binfield Road be implemented with the amended times;

- (b) resolves that the TRO for limited waiting on Argyle Road be implemented with the amended times be made but not all bays marked out and the proposal for extending the double yellow lines on Argyle Road be dropped; and a review of the scheme be undertaken in three months time at the end of the academic year;
- (c) resolves that the TRO at Cowlshaw Road be implemented as advertised; and
- (d) requests that the objectors be informed accordingly.

## 9.7 **Reasons for Decision**

- 9.7.1 A resident had made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operated at all times. Officers therefore recommended that the times of the no parking restrictions be reduced to Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm, so that outside those hours, parking would be available for residents.
- 9.7.2 Several residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. A meeting was held with residents on site on 27 February. Following this and discussion with ward members officers proposed that the times be reduced to Monday to Friday between 8.30am and 9.30am and 2.45pm and 3.45pm with a maximum stay of 15 minutes, so that outside those times, parking would be available for residents. In addition, the length of the proposed limited waiting be reduced so that there was more unrestricted parking available for residents.
- 9.7.3 A resident at Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently formed part of the Sharrowvale Residents Parking Scheme and as such, was already subject to parking restrictions along most of its length. This current scheme aimed to introduce a TRO at an existing keep clear marking. It would also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines would be replaced with double yellow lines with a loading ban. Both of these proposals would make the markings more enforceable and help to reduce congestion and increase visibility at the busy T junction.
- 9.7.4 Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area officers considered that the reasons set out in the report outweighed the objections but accepted that the hours of operation should be reduced for Meersbrook School and Carfield School.

## 9.8 **Alternatives Considered and Rejected**

- 9.8.1 In this circumstance, the proposed TRO was the best solution to congestion and parking problems which had existed for a number of years. Until the TRO was in

place, the markings could not easily be enforced by Parking Services officers. No alternatives had therefore been considered.

**11. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE PARSON CROSS AND UPPERTHORPE AREAS**

10.1 The Executive Director, Place submitted a report outlining objections received to the introduction of a 20mph speed limit in the Parson Cross and Uppertorpe areas and setting out the Council's response.

10.2 **RESOLVED:** That the Committee:-

(a) having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, resolves that the reasons set out in the report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984;

(b) having considered the objections to the introduction of a 20mph speed limit in Uppertorpe, resolves that the reasons set out in the report for making the Speed Limit Order outweighed the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984;

(c) requests that the objectors be informed accordingly; and

(d) resolves that the proposed 20mph speed limit be introduced.

**10.3 Reasons for Decision**

10.3. Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.  
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10.3. The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.  
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**10.4 Alternatives Considered and Rejected**

10.4. The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered.  
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**12. OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN HIGH GREEN, NORTH OF WORTLEY ROAD**

11.1 The Executive Director, Place submitted a report outlining objections received to the introduction of a 20mph speed limit in the High Green area, north of Wortley

Road and setting out the Council's response.

11.2 John Bann reported that, following consultation, he was recommending that a decision on the scheme be deferred pending consultation on extending the scheme to part of Wortley Road.

11.3 Councillor Trevor Bagshaw attended the meeting to make representations on behalf of Councillor Alan Hooper, Ecclesfield Parish Council and in his own capacity as a local Ward Councillor and governor at High Green School. He asked that, although he was very much in favour of the proposals, could the line for the start of the scheme be extended past the roundabout to the end of Mortemley Lane to include part of Pack Horse Lane. He also considered that there were a number of problems at the junction of Wortley Road and the A61 and asked whether the scheme could begin from that junction.

11.4 In response, John Bann commented that he would investigate the Mortemley Lane location as suggested but was more concerned about the suggestion of Wortley Road and the A61 but this could be investigated further.

11.5 **RESOLVED:** That the Committee:-

(a) approves in principal the introduction of a 20mph scheme in the High Green Area as it was in line with Council policy; and

(b) defers a decision on the scheme to advertise an extension to the scheme to part of Wortley Road and, if appropriate, the top of Mortomley Lane.

#### 11.6 **Reasons for Decision**

11.6.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

11.6.2 The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

11.6.3 To investigate and advertise an extension to the scheme to part of Wortley Road and, if appropriate, the top of Mortomley Lane.

#### 11.7 **Alternatives Considered and Rejected**

11.7.1 The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered.

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**SHEFFIELD CITY COUNCIL**

**Cabinet Highways Committee**

**Meeting held 15 May 2013**

**PRESENT:** Councillors Harry Harpham and Bryan Lodge

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Leigh Bramall.

**2. APPOINTMENT OF CHAIR AND DEPUTY CHAIR**

2.1 RESOLVED: That Councillor Leigh Bramall be appointed Chair of the Cabinet Highways Committee.

**3. TO FIX DAY AND TIME OF MEETING**

3.1 RESOLVED: That meetings of the Committee be held as and when required on dates and times to be determined by the Chair.

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## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 18 June 2013

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Jane White 0114 2736135

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	105	Request for a pedestrian crossing concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Vision	Individual Cabinet Member Decision (ICMD)	Crossing request added to TTAPS Central Enhancement Scheme List for assessment.
2.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Project Delivery North	ICMD	Under Investigation. To report to cabinet Highways Committee in July.
3.	750	Mr Chris French, Riverside Café 80 Catchbar Lane Hillsborough S6 1TA	11 10 12	Transport Vision	ICMD	This request for changes to existing waiting restrictions will be given consideration via the Transport Vision small scheme assessment process
4.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11 10 12	Transport Vision	ICMD	This request for changes to the existing restrictions in the Highfields Permit Parking will be given consideration via the Transport Vision small scheme assessment process.
5.	1490	Safe pedestrian access between Wincobank and Meadowhall	11 10 12	Transport Vision	ICMD	Pedestrian crossing facility being added to the existing signalised junction at Tyler Street / Barrow Road. Works began on site week commencing 4th March 2013. Second crossing further along Tyler Street being accessed.
6.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8 11 12	Project Delivery Central	ICMD	We have written to the petitioner explaining that the matter would be investigated once additional staff resources have been reinstated to administer the permit parking

7.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Project Delivery Central	ICMD	schemes - envisaged in June 2013.
8.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05	12	12	Transport Vision	ICMD	Wellbeck Road restrictions are part of a TRO the Council is about to advertise as part of the Central Assembly small scheme requests for 2012/13. Report to ICMD in August.
9.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05	12	12	Transport Vision	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
10.	9	Objecting to speeding vehicles on Walkley Bank Road	14	02	13	Transport Vision	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD within the next 12 months.
11.	16	Requesting more parking spaces on Bellhouse Road (Epetition).	18	02	13	Project Delivery Northern	ICMD	Under investigation
12.	178	Requesting a pedestrian crossing on Hutcliffe Wood Road.	05	03	13	Transport Vision	ICMD	Under investigation. Report to be completed shortly
13.	72	Objecting to parking restrictions on Fern Road (Epetition).	21	03	13	Project Delivery Northern	ICMD	Report to be taken to ICMD in August (see 7 above).

14.	157	Requesting alterations to the parking facilities at the shopping precinct at Westwick Crescent	26	03	13	Network Management / Transport Vision	ICMD	Under Investigation.
15.	1	Request to create a footpath from Rotherham Road to the rear of Rother Valley Country Park – along the access rack to advanced Metals Limited .	03	04	13	PROW	ICMD	This petitioner has been responded to Councillor Leigh Bramall.
16.	344	Requesting road safety measures around Woodhouse West Primary School, Coisley Hill.	24	04	13	Southern Project Delivery Manager	ICMD	Reports to be taken to ICMD in August.



## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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**Report of:** Executive Director, Place

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**Date:** 18<sup>th</sup> June 2013

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**Subject:** OBJECTIONS TO THE PROPOSED CHANGE IN HOURS OF OPERATION OF THE EXISTING AT ANY TIME WEIGHT RESTRICTION ON BOCKING LANE TO NIGHT TIME ONLY

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**Author of Report:** Chris Galloway ext 36208

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### **Summary:**

This report outlines and considers the objections received to the proposed change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only so that it and Abbey Lane can be part of the city wide network of HGV routes approved at the 13<sup>th</sup> December 2012 meeting of this committee and seeks approval for the recommendations.

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### **Reasons for Recommendations:**

This will address the safety concerns on Abbey Lane east near the school and shops and the problems caused on other nearby roads by HGVs seeking an alternative route and reinforce our work to promote a consistent HGV Route Network so they are far less likely to use unsuitable roads in the future.

### **Recommendations:**

Having considered the objections to the change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only, Cabinet Highways Committee determines that the reasons set out in this report for making the amendment to the Traffic Regulation Order outweighs the objections and that the change in hours of operation of the weight restriction should be made in accordance with the Road Traffic Regulation Act 1984.

- To make the Traffic Regulation order to change the hours of operation of the weight restriction on Bocking Lane in accordance with the Road Traffic Regulation Act 1984 and implement the signing changes.;
  - To inform objectors accordingly.;
  - That Bocking Lane be included in the Speed Indicator Device rotation schedule to address residents speed concerns;
  - To assess what traffic calming and crossing facilities are needed for Bocking Lane between Abbey Lane and Greenhill Avenue that could be included in the Streets Ahead zonal works (A18).
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**Background Papers:** NONE

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES/ <del>NO</del> Cleared by: <b>Matt Bullock 5/6/13</b>
<b>Legal Implications</b>
YES/ <del>NO</del> Cleared by: <b>Deborah Eaton 31/5/13</b>
<b>Equality of Opportunity Implications</b>
YES/ <del>NO</del> Cleared by: <b>Ian Oldershaw 4/6/13</b>
<b>Tackling Health Inequalities Implications</b>
<del>YES</del> /NO
<b>Human rights Implications</b>
<del>YES</del> /NO:
<b>Environmental and Sustainability implications</b>
YES/ <del>NO</del>
<b>Economic impact</b>
YES/ <del>NO</del>
<b>Community safety implications</b>
YES/ <del>NO</del>
<b>Human resources implications</b>
<del>YES</del> /NO
<b>Property implications</b>
<del>YES</del> /NO
<b>Area(s) affected</b>
South & South West Community Assembly's
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny and Policy Development Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
YES/ <del>NO</del>
<b>Press release</b>
YES/ <del>NO</del>



# **REPORT ON OBJECTIONS TO PROPOSED CHANGE IN HOURS OF OPERATION OF THE EXISTING AT ANY TIME WEIGHT RESTRICTION ON BOCKING LANE TO NIGHT TIME ONLY**

## **1. SUMMARY**

- 1.1 This report outlines and considers the objections received to the proposed change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only and seeks approval for the recommendations.

## **2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE**

- 2.1 Problems have been caused by dealing with issues relating to Heavy Goods Vehicles (HGVs) on an individual locational basis. By allowing HGV's back onto Bocking Lane during the day it addresses the consequences of this approach on other roads in the area and takes into account both the legitimate use of the road network by hauliers as well as the concerns of residents. This complements Sheffield City Council's key aim of 'Standing Up for ALL Sheffield's residents'
- 2.2 Encouraging HGVs onto suitable routes will help manage the wider community concerns they engender. It will also enable them to use the road network more effectively. This policy, therefore, contributes to 'Safe and Secure Communities', 'Great Place to Live' and 'Competitive City'.

## **3. OUTCOME AND SUSTAINABILITY**

- 3.1 The outcome of the proposal will be to allow HGVs to use Bocking Lane during the day. This will address the safety concerns on Abbey Lane east near the school and shops and the problems caused on other nearby roads by HGVs not using the current signed alternative route.
- 3.2 This proposal also reinforces the work arising from the City Wide review of HGV Routes and helps promote a consistent HGV Route Network so HGVs are far less likely to use unsuitable roads in the future.

## **4. REPORT**

### **Objections**

- 4.1 The decision to advertise the change to the hours of operation of the weight restriction was approved in the report on the City Wide Review of HGV Routes to Cabinet Highways Committee on 13<sup>th</sup> December

2012. The legal implications of that decision were set out in that report. The Traffic Regulation Order (TRO) to do this was advertised on 1st March, 2013 with a deadline for comments/objections of the 22nd March 2013.

- 4.2 There have been a total of 106 responses from members of the public, mainly from residents of Bocking Lane and Abbey Lane, 89 were against the proposal and 15 were in support. Of the 89 who objected, 40 used a standard letter prepared by a local resident's action group.

The reasons for objecting and supporting the proposal were the same as heard previously by Cabinet Highways at its meeting on 13<sup>th</sup> December 2012.

- 4.3 The assertions made against the proposal are summarised in Appendix C along with a technical response. On all points officers are satisfied that allowing HGVs back onto Bocking Lane during the day will not significantly impact on the safety and well being of the residents but will have benefits for residents of Abbey Lane and those affected by displaced HGVs using other roads in the area, for example, Twentywell Lane, Mickley Lane, Prospect Road and Queen Victoria Road, rather than the signed alternative.

- 4.4 The speeding of HGVs was raised as an issue by many objecting to the proposal along with the difficulties that some pedestrians faced when trying to cross Bocking Lane and Greenhill Avenue. In response members of the South Community Assembly are supportive of adding Bocking Lane to their Speed Indicating Device (SID) rotation schedule. The SID sign will be on site for eight weeks at a time. This will monitor speeds of all vehicles and help keep them to the speed limit.

A review will also be undertaken of what traffic calming and crossing facilities are needed for Bocking Lane between Abbey Lane and Greenhill Avenue that could be included in the Streets Ahead zonal works (A18).

- 4.5 The emergency services, police, fire and ambulance, have raised no objection to the proposal. The Freight Transport Association and the Road Haulage Association support the proposal and see it as the best balance between the needs of local communities and business that serves them.

- 4.6 There have been no responses received formally from councillors either objecting or in support of the proposal.

- 4.7 Having considered all the comments both for and against, there is nothing that would make Bocking Lane unsuitable for use by HGVs.

#### **Signing of the night time restriction**

- 4.8 Details of the signing changes necessary to change the restriction to

night time only are shown in Appendices D1 to D5. Wholesale changes are unnecessary since most of the drivers will be regular users of the road and will quickly learn that they can use it during the day. For this reason most of the signs will remain unchanged. However, we will monitor the situation with regard to signs 30 to 33 shown in Appendix D3. The works cost of the changes has been estimated by Amey Consulting (the Council's Streets Ahead Design Consulting Arm) to be £20,200. With fees and the commuted sum, the total estimate is £22,500. This will be funded wholly from the LTP.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 A number of alternative options had been considered previously in the 12<sup>th</sup> December report on the City Wide Review of HGV Routes when it was agreed to include both Abbey Lane and Bocking Lane (day time only) in the route network for HGV trips within the City. These included removing the ban on Bocking Lane altogether, introducing additional road engineering measures on Abbey Lane to deal with speeding as well as a "do nothing" option.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 HGVs are vital for delivering goods around the city and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. Encouraging HGVs to concentrate on using suitable routes will minimise the impact of HGV journeys and reduce community concerns.
- 6.2 The approval of the relaxation of the HGV ban on Bocking Lane will help improve the situation for residents of Abbey Lane and other nearby roads which HGVs have used as an alternative including Twentywell Lane, Mickley Lane, Prospect Road and Queen Victoria Road.
- 6.3 Having considered the objections to the change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only, the reasons set out in this report for making the amendment to the Traffic Regulation Order outweigh the objections.

## **7. RECOMMENDATIONS**

- 7.1 To make the Traffic Regulation order to change the hours of operation of the weight restriction on Bocking Lane in accordance with the Road Traffic Regulation Act 1984 and implement the signing changes.
- 7.2 To inform objectors accordingly.

- 7.3 To include Bocking Lane in the Speed Indicator Device rotation schedule to address residents speed concerns.
- 7.4 To assess what traffic calming and crossing facilities are needed for Bocking Lane between Abbey Lane and Greenhill Avenue that could be included in the Streets Ahead zonal works (A18).

<b>ABBAY LANE SITE - ADJACENT TO THE CEMETERY ENTRANCE AREA</b>	
Date of Survey: 19/03/2013	Weather Conditions: DRY/COLD
Time of Survey: 09:00 TO 10:30	Day of Survey: TUESDAY
Existing Speed Limit: 30 M.P.H.	
<b>ALL LORRIES AWAY FROM CHESTERFIELD RD.</b>	
Highest: 36 m.p.h.	48 m.p.h.
Lowest: 25 m.p.h.	27 m.p.h.
Median: 31 m.p.h.	34 m.p.h.
Mean: 30 m.p.h.	34 m.p.h.
85th%ile: 32 m.p.h.	36 m.p.h.
Sample Size: 10 vehs.	100 vehs.
<b>ALL LORRIES TOWARDS CHESTERFIELD RD.</b>	
Highest: 33 m.p.h.	47 m.p.h.
Lowest: 29 m.p.h.	33 m.p.h.
Median: 29 m.p.h.	34 m.p.h.
Mean: 29 m.p.h.	34 m.p.h.
85th%ile: 31 m.p.h.	36 m.p.h.
Sample Size: 11 vehs.	100 vehs.



<b>ROCKING LANE SITE - ADJACENT TO HOUSE NO. 21 APPROX. - MIDWAY BETWEEN ABBEY LANE AND TURN BEFORE GREENHILL ROAD</b>	
Date of Survey: 11/04/2013	Weather Conditions: DRY/COLD
Time of Survey: 09:30 TO 10:45	Day of Survey: THURSDAY
Existing Speed Limit: 30 M.P.H.	
<b>ALL VEHICLES EXCLUDING LORRIES TOWARDS ABBEY LANE</b>	
Highest: 40 m.p.h.	37 m.p.h.
Lowest: 27 m.p.h.	27 m.p.h.
Median: 32 m.p.h.	32 m.p.h.
Mean: 32 m.p.h.	32 m.p.h.
85th%ile: 34 m.p.h.	34 m.p.h.
Sample Size: 100 vehs.	100 vehs.
<b>ALL LORRIES TOWARDS ABBEY LANE</b>	
Highest: 29 m.p.h.	29 m.p.h.
Lowest: 25 m.p.h.	23 m.p.h.
Median: 27 m.p.h.	27 m.p.h.
Mean: 27 m.p.h.	26 m.p.h.
85th%ile: 28 m.p.h.	28 m.p.h.
Sample Size: 6 vehs.	9 vehs.

<b>ROCKING LANE GREENHILL AVENUE SITE - MIDWAY BETWEEN HUMPHREY ROAD AND ANNESLEY ROAD</b>	
Date of Survey: 18/03/2013	Weather Conditions: ?
Time of Survey: 09:00 TO 10:00	Day of Survey: MONDAY
Existing Speed Limit: 30 M.P.H.	
<b>ALL TRAFFIC SOUTHBOUND AWAY FROM CITY</b>	
Highest: 45 m.p.h.	47 m.p.h.
Lowest: 15 m.p.h.	19 m.p.h.
Median: 33 m.p.h.	31 m.p.h.
Mean: 33 m.p.h.	34 m.p.h.
85th%ile: 36 m.p.h.	34 m.p.h.
Sample Size: 465 vehs.	521 vehs.
<b>ALL TRAFFIC NORTHBOUND TOWARDS FROM CITY</b>	
Highest: 47 m.p.h.	47 m.p.h.
Lowest: 19 m.p.h.	19 m.p.h.
Median: 31 m.p.h.	31 m.p.h.
Mean: 31 m.p.h.	31 m.p.h.
85th%ile: 34 m.p.h.	34 m.p.h.
Sample Size: 465 vehs.	521 vehs.

## Appendix B: Air Quality Measurements

These are average figures over the year based on measurements taken every four weeks.

The government, European Union & World Health Organization recommend the safe level of nitrogen dioxide for the protection of health to be 40µg/m<sup>3</sup>.

Diffusion Tube Monitoring Locations	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Bocking Lane/Greenhill Avenue</b>	17	6	18	18	16	14	17	14	14
1 Westwick Crescent	24	21	22	24	21	20	21	21	20
2 Key Homecare/180 Bocking La	19	8	17	21	16	17	18	17	18
3 St Peter's Church	20	9	21	23	20	18	20	19	19
4 Greenhill Library	25	24	23	28	24	23	25	23	23
5 26 Bocking Lane									
<b>Abbey Lane School</b>									
6 School								22	-
7 Abbey Lane House								23	-
<b>SCC City Wide Tubes</b>									
8 A61 Chesterfield road -Charles Ashmore			37	38	33	33	32	32	32
9 A61 Meadowhead road			30	31	30	30	30	30	29
<b>Carter Knowle</b>									
10 981 Abbeyle Road								33	39
11 La Scala								43	50
12 Chippendale								45	47
13 879 Abbeyle Road								40	46

**Appendix C: Technical Responses to Objector's Assertions**

The following table lists the assertions made by those objecting to the proposal. In most cases these are based on a comparison with the situation on Abbey Lane. None of them make Bocking Lane "unsuitable" for use by HGVs.

No	Subject	Assertion	Officers Technical Response	Does this make it unacceptable for HGVs to use Bocking Lane?
1	Road Width	Abbey Lane is wider (12m) in comparison to Bocking Lane (8m) therefore less suitable for HGVs.	Whilst this is true both Abbey Lane and Bocking Lane/Greenhill Avenue are wide enough to accommodate the safe passage of HGVs	No
2	Traffic Volumes	Bocking Lane/Greenhill Avenue carries three times as much traffic as Abbey Lane.	This is true and reflects the fact that this is a significant shorter route and takes less time to get to and from Meadowhead roundabout. The results of the traffic count carried out on Wednesday 5 <sup>th</sup> December 2012 are given in Appendix E: Traffic Count Data along with an analysis of the changes in HGV traffic flows since the introduction of the weight restriction.	No

No	Subject	Assertion	Officers Technical Response	Does this make it unacceptable for HGVs to use Bocking Lane?
3	Pollution	The levels of noise and air pollution are already very high on Bocking Lane and Greenhill Avenue adversely affecting a large number of elderly people who live along the roads	<p>Air pollutants - our records show that the concentration (amount/level) of nitrogen dioxide (NO2), a pollutant we measure along Bocking Lane, is well below (23 µg/m3 (micrograms per cubic meter air)) the government / EU / WHO recommended safe level of 40µg/m3 for the protection of health. We are not therefore required to undertake any interventions on Bocking Lane to meet our legal obligations as the highway authority.</p> <p>The diffusion tube was moved to the opposite of the road to take account of prevailing winds at the request of Mr Newton early this year but the results from the analysis of the samples collected since have shown no change to the levels previously recorded.</p> <p>Nb. A yearly average of measurements taken at 4 week intervals at various sites in the area are shown in Appendix B. The measurements over the year only fluctuate by up to +/- 10%. Even then none of the readings for Bocking Lane would require any intervention. The sites were chosen by the local community and they participate in the process of collecting samples for analysis.</p> <p>Road traffic noise – the Council as Highway Authority has no legal controls or is required to deal with road traffic noise other than under Land Compensation Act when a new road is built or an existing one is seriously upgraded. There are many roads in Sheffield, particularly at junctions where the noise is far greater than the levels recorded on Bocking Lane. Tackling noise at the levels suggested on Bocking Lane would significantly impact on the transport network in Sheffield.</p>	No
4	Vibration	The passage of HGVs up and down Bocking Lane and Greenhill Avenue vibrate the foundations of adjacent properties.	<p>Road traffic vibration – the Council as Highway Authority has no legal controls or is required to deal with road traffic vibration other than under Land Compensation Act when a new road is built or an existing one is seriously upgraded.</p>	No
5	Footway widths	The footways are wider and set further back from the road on Abbey Lane than is the case with Bocking Lane and Greenhill Avenue and so enjoys a much safer walking environment.	<p>There is no evidence of accidents on the footways on any of the roads in question.</p> <p>The footways are on some parts of Abbey Lane East set back and a little wider than the rest of the footways but it is more likely that the amount of traffic contributes to the subjective feeling that the environment is less safe/friendly on Bocking Lane and Greenhill Avenue.</p>	No

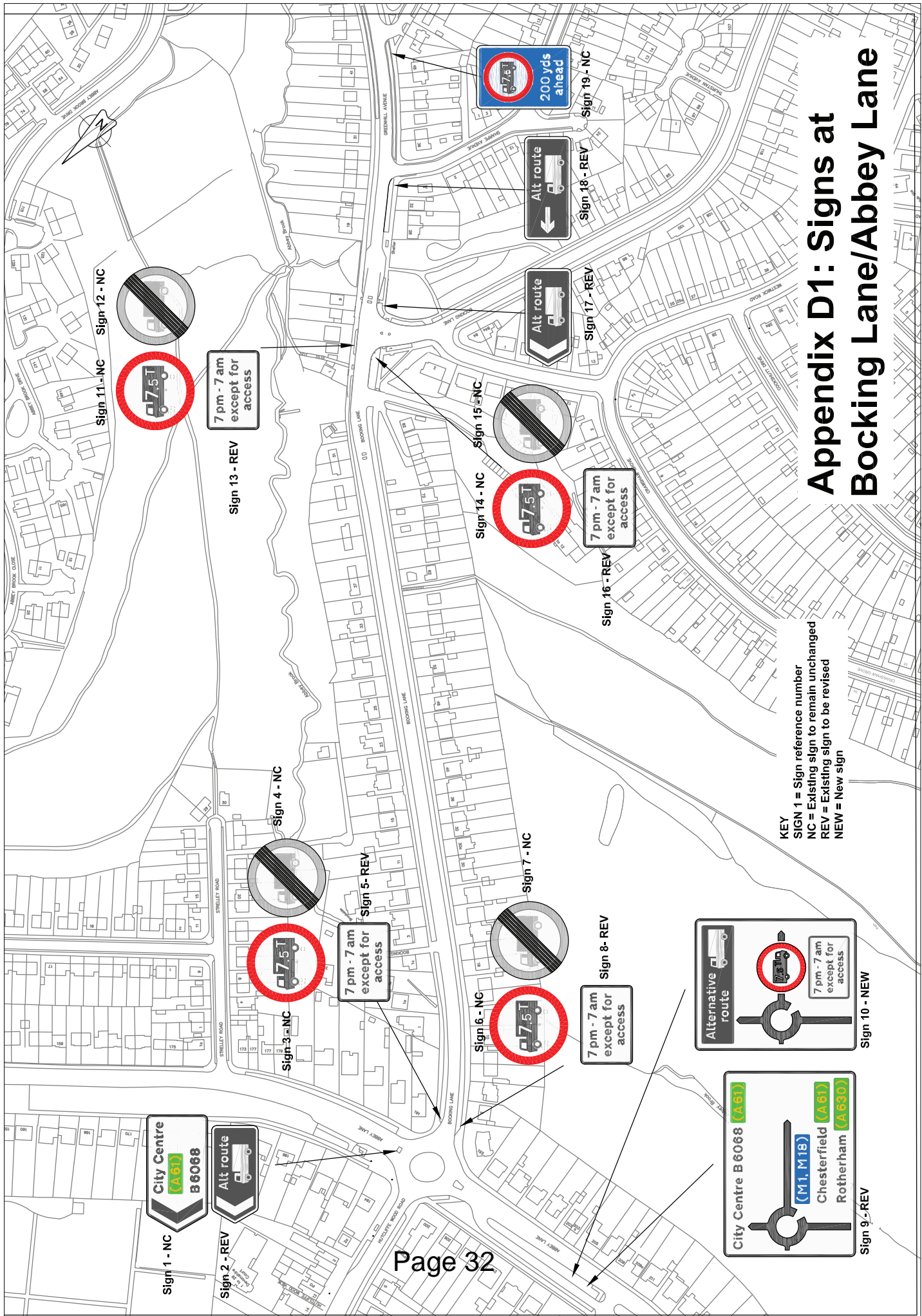


No	Subject	Assertion	Officers Technical Response	Does this make it unacceptable for HGVs to use Bocking Lane?
6	Pedestrian Crossings	There are more crossings on Abbey Lane (including a zebra and a school crossing patrol) than on Bocking Lane and Greenhill Avenue. This makes crossing the road easier and safer.	It is difficult to cross Bocking Lane during the day because of the volume of traffic. The speed of vehicles can intimidate pedestrians, especially those who need more time to cross and make a decision on when it's safe to cross. Adding a few additional HGVs will not significantly change this situation for the worse.  However, it is recognized that crossing this busy road can be a problem for some pedestrians and so a review will be undertaken of what traffic calming and crossing facilities are needed for Bocking Lane between Abbey Lane and Greenhill Avenue that could be included in the Streets Ahead zonal works (A18).	No
7	Safety	Allowing HGVs back onto Bocking Lane and Greenhill Avenue will increase the risk to school children who have to cross these roads to go to and from schools at Greenhill, Meadowhead and Chancet Wood and for other accidents involving vehicles.	Accident figures for Abbey Lane (Abbeysdale Rd to Meadowhead), Bocking Lane (Abbey Lane to Greenhill Avenue) and Greenhill Avenue:  In the last five years there have been a total of 26 reported injury accidents of which 1 was fatal, 9 were serious and 16 were slight. Only two involved HGVs, one slight and one serious.  The slight injury occurred on Abbey Lane West (24 Sept 2007) when an HGV ran into the back of a vehicle in a slow moving queue. The driver claimed his brakes had failed.  The serious injury occurred on Abbey Lane East (28 Nov 2011) when a pedestrian walked directly into the path of an HGV from behind parked vehicles and 50 metres away from the crossing.  There have been no reported accidents on Greenhill Avenue or Bocking Lane involving HGVs in the last five years. This covered the period before and after the ban was introduced in 2011.  Allowing a relative few HGVs back during the day is not expected to lead to a significant change in the accident patterns on these roads.	No
8	Road Classification	Abbey Lane is a B road whereas Bocking Lane and Greenhill Avenue are only C roads. Therefore the higher classification for Abbey Lane means that it is more suitable for use by HGV.	A road's classification should reflect its importance to the movement of traffic on the country's road network from a national, regional and city perspective. Whilst Abbey Lane is already a B road, the importance of Bocking Lane and Greenhill Avenue to the city's network of roads cannot be understated. Given the number of vehicles that regularly use it and the relief it affords the A61 Meadowhead, it should have a higher classification.	No

No	Subject	Assertion	Officers Technical Response	Does this make it unacceptable for HGVs to use Bocking Lane?
9	Speed	HGVs speed up and down Bocking Lane and Greenhill Avenue whereas on Abbey Lane, the traffic calming measures keep speeds down.	<p>Speed surveys show that there isn't a speeding problem on any of the roads surveyed and that HGVs are more likely to comply with the speed limit than any other vehicle. See Appendix A for locations of the speed measurement sites and summary of the results.</p> <p>However, the average speed of vehicles is higher on Greenhill Avenue than on Abbey Lane. The South Community Assembly have been asked to consider adding Bocking Lane/Greenhill Avenue to their list of sites where they rotate their SID. This will allow speeds to be monitored before and whilst the sign is in use.</p>	No
10	Road condition	The road is being damaged by HGVs and there is a risk that the culvert will collapse. Allowing HGVs back will only make the situation worse.	<p><b>Road Surface</b> - Bocking La/Greenhill Ave has and still is capable of carrying HGVs, however the number of HGVs will have an impact on the rate of deterioration and the level of deflections.</p> <p>The road is scheduled to be treated in Year 4 of the Streets Ahead programme (2016/17) with 100mm inlay but may require something more substantial dependent on its condition at the time. Over the next 4 years routine maintenance will be carried out to keep the road in a safe condition.</p> <p><b>Culvert</b> - Bocking Lane Culvert (5.270) is 2 concrete pipes one 600mm and the other 760mm. A Principal Inspection (PI) by CCTV and assessment was carried out in 2000 and they were considered to be capable of sustaining the effects of unrestricted C&amp;U and 40/44 tonne assessment loading to BD21/97 the assessment code at the time.</p> <p>As a type 2 culvert, under the Streets Ahead contract they will have a visual General Inspection (GI) every 2 years, only if concerns are raised would a CCTV survey then be carried out.</p> <p>A GI carried out on Bocking lane culvert in September 2012 indicated there were no significant defects. The next GI is planned for June 2014.</p> <p>In summary the road surface is being maintained and the culvert regularly inspected to deal with any issues related to its use by HGVs now and when they allowed back during the day.</p>	No

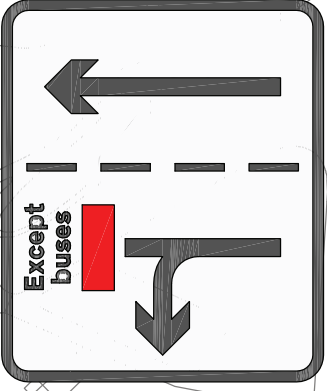
No	Subject	Assertion	Officers Technical Response	Does this make it unacceptable for HGVs to use Bocking Lane?
11	Enforcement	It will be difficult to sign and enforce the night time ban.	<p>The signing of the night time restriction is fairly straight forward, the only issue will be letting HGV drivers know they can use it again during the day. It is not considered that enforcing the night time restriction will be any different to the enforcement of the ban during night-time hours currently undertaken. Provided the police have sufficient information to target their response then enforcement can be effective.</p> <p>See Appendix D for a plan showing how this will be signed. The cost of this is estimated at</p>	No
12	Alternative route and problem times	Alternative route isn't onerous and problem outside school only happens during school times and not at weekends!	<p>The current alternative route is longer by over a mile and has seen a significant number of HGVs seek alternative routes on less suitable roads such as Twentywell Lane, Mickley Lane, Prospect Road and Queen Victoria Road. Although the concerns with HGVs passing the school on Abbey Lane are only at certain times of the day and days of the week, HGVs are using other less suitable routes all the time. A solution that takes account of both problems is needed and so it is only the hours of operation that have been proposed to be relaxed.</p>	No
13	Waste of money	Considerable time and money has been spent on putting the ban in on Bocking Lane, any further expenditure should go on much needed pedestrian crossing facilities rather than changing the hours of operation.	<p>The Council has been responding to concerns expressed by local residents and Councillors representing Abbey Lane. The outcome follows a more Strategic Citywide assessment of lorry movements and their implications to provide a more strategic solution to local problems created by HGVs.</p>	No
14	Cyclists	Cyclists may return to use the footways on Bocking Lane and Greenhill Avenue rather than the road if HGVs are allowed back.	<p>The level of traffic on Bocking Lane and Greenhill Avenue and the narrowing's at the pedestrian refuge points may make it feel intimidating for cyclists and it is understandable some may use the footways instead. The use by cyclists of the footways will bring them into conflict with pedestrians. We do not, therefore, recommend or promote this as a route for cyclists.</p>	No

# Appendix D1: Signs at Bocking Lane/Abbey Lane

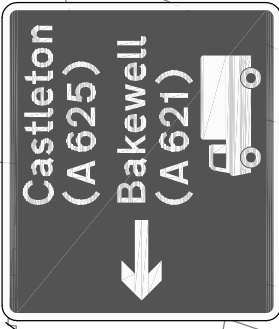




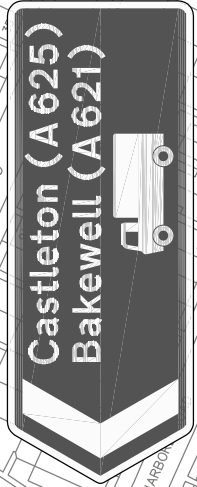
Sign 21 - NC



Sign 22 - NC



Sign 23 - NC



Sign 20 - NC



**KEY**

**SIGN 1 = Sign reference number**

**NC = Existing sign to remain unchanged**

**REV = Existing sign to be revised**

**NEW = New sign**

# Appendix D2: Signs at Abbey Lane/Meadowhead



**Sign 24 - REV**

Castleton (A625) Bakewell (A621)	
7pm - 7am except for access	

**Sign 25 - NC**

Gleadless Norton	Woodseats	Dronfield
↑	←	→

**Sign 26 - NC**

Castleton (A625) Bakewell (A621)	
-------------------------------------	--

**Sign 27 - NC**

City Centre A61 Woodseats
---------------------------------

**Sign 28 - NC**

--

**Sign 29 - NC**

Castleton (A625) Bakewell (A621)	
-------------------------------------	--

**Sign 35 - REV**

Holmesfield B6054 Bradway Lowedges T.A. Centre	
Castleton (A625) Bakewell (A621) Beauchief Abbaydale Industrial Hamlet	

**Sign 36 - REV**

	7pm - 7am except for access
Alternative route	

**Sign 34 - NC**

For Northern General Hospital Sheffield Arena Don Valley Stadium & Ponds Forge follow Meadowhall
--------------------------------------------------------------------------------------------------------------

**Sign 33 - NC**

For Castleton (A625) & Bakewell (A621) follow City Centre A61	
---------------------------------------------------------------------	--

**Sign 30 - NC**

For Castleton (A625) & Bakewell (A621) follow City Centre A61	
---------------------------------------------------------------------	--

**Sign 30 - NC**

**Sign 31 - NC**

Weight limits at Holmesfield B6054 and Bocking Lane	
Alternative route follow City Centre A61	

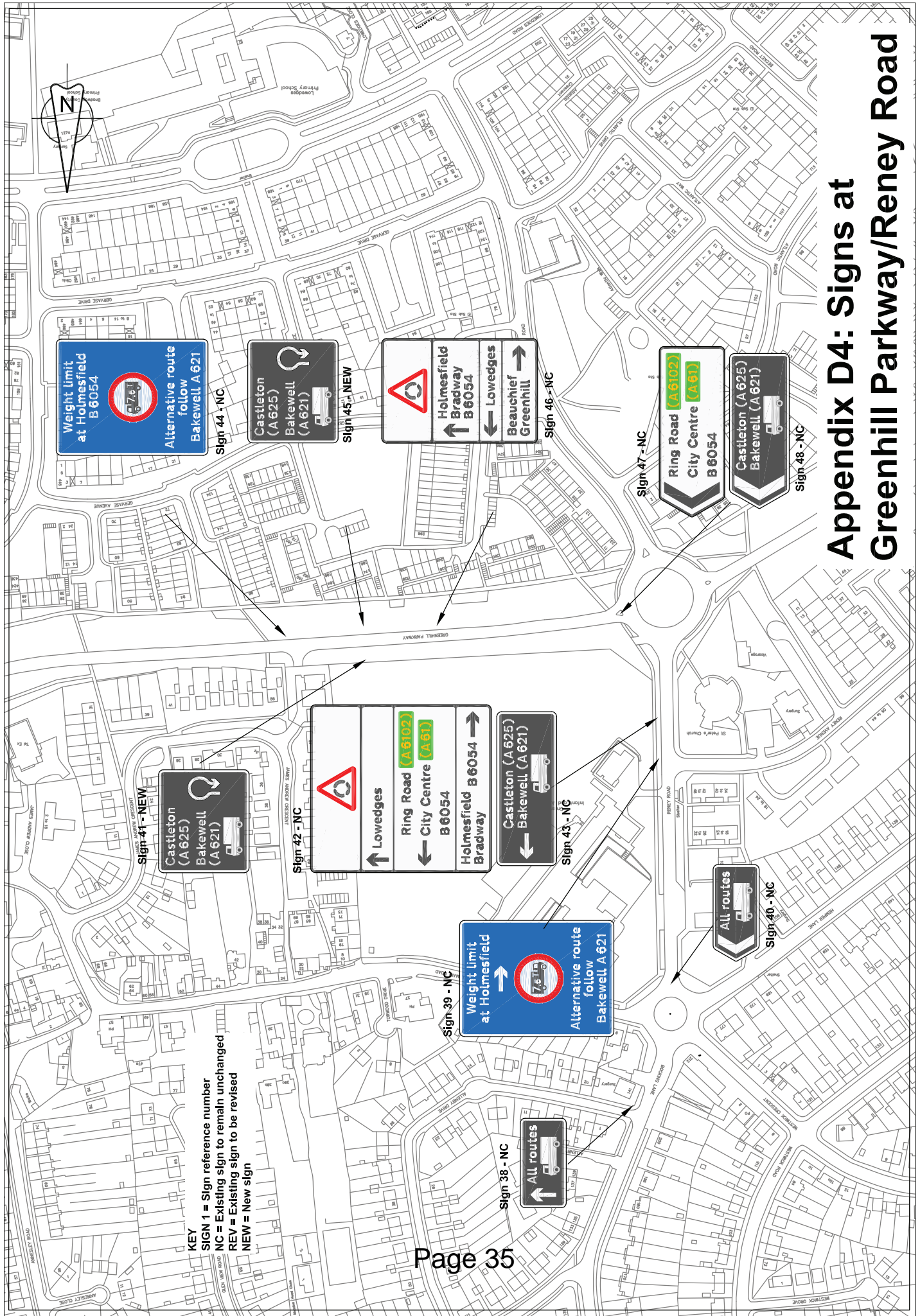
**Sign 32 - NC**

Weight limits at Holmesfield B6054 and Bocking Lane	
Alternative route follow City Centre A61	

# Appendix D3: Signs at Meadowhead Roundabout

**KEY**  
 SIGN 1 = Sign reference number  
 \* = Sign to be revised as part of the Meadowhead Scheme  
 NC = Existing sign to remain unchanged  
 REV = Existing sign to be revised  
 NEW = New sign

# Appendix D4: Signs at Greenhill Parkway/Renev Road



**Weight limit at Holmesfield B6054**  
  
**Alternative route follow Bakewell A621**

Sign 44 - NC

**Castleton (A625) Bakewell (A621)**  


Sign 45 - NEW

  
**Holmesfield Broadway B6054**  
  
**Lowedges Beauchief Greenhill**  



Sign 46 - NC

**Ring Road (A6102) City Centre (A61) B6054**  






Sign 47 - NC

**Castleton (A625) Bakewell (A621)**  


Sign 48 - NC

**Castleton (A625) Bakewell (A621)**  



Sign 41 - NEW

  
**Lowedges**  
  
**Ring Road (A6102) City Centre (A61) B6054**  
  
**Holmesfield B6054 Bradway**  


Sign 42 - NC

**Castleton (A625) Bakewell (A621)**  

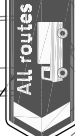

Sign 43 - NC

**Weight limit at Holmesfield**  
  
**Alternative route follow Bakewell A621**

Sign 39 - NC

**ALL routes**  

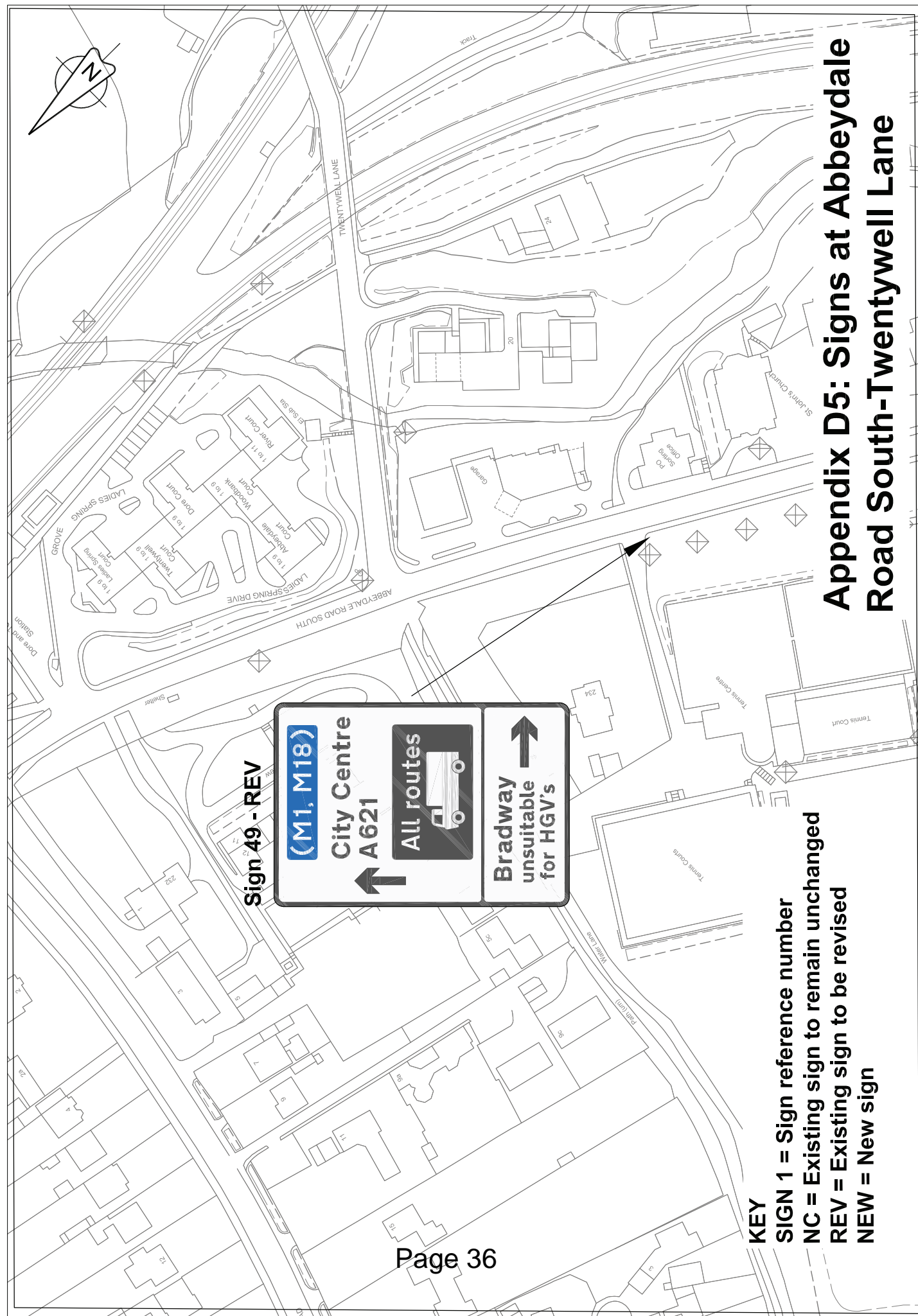

Sign 38 - NC

**ALL routes**  


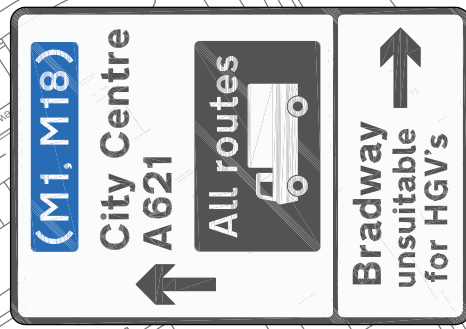
Sign 40 - NC

**KEY**  
**SIGN #** = Sign reference number  
**NC** = Existing sign to remain unchanged  
**REV** = Existing sign to be revised  
**NEW** = New sign

# Appendix D5: Signs at Abbeydale Road South-Twentywell Lane



Sign 49 - REV

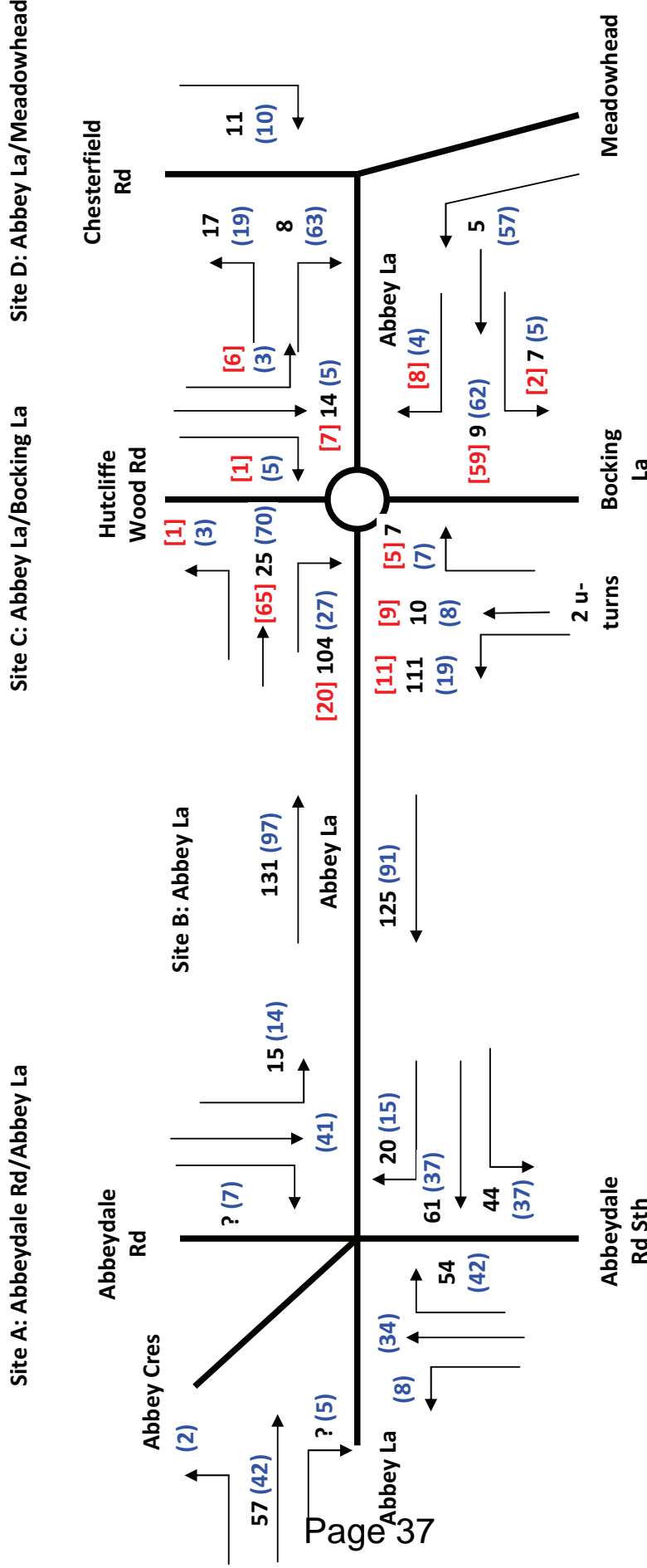


- KEY**
- SIGN 1** = Sign reference number
  - NC** = Existing sign to remain unchanged
  - REV** = Existing sign to be revised
  - NEW** = New sign

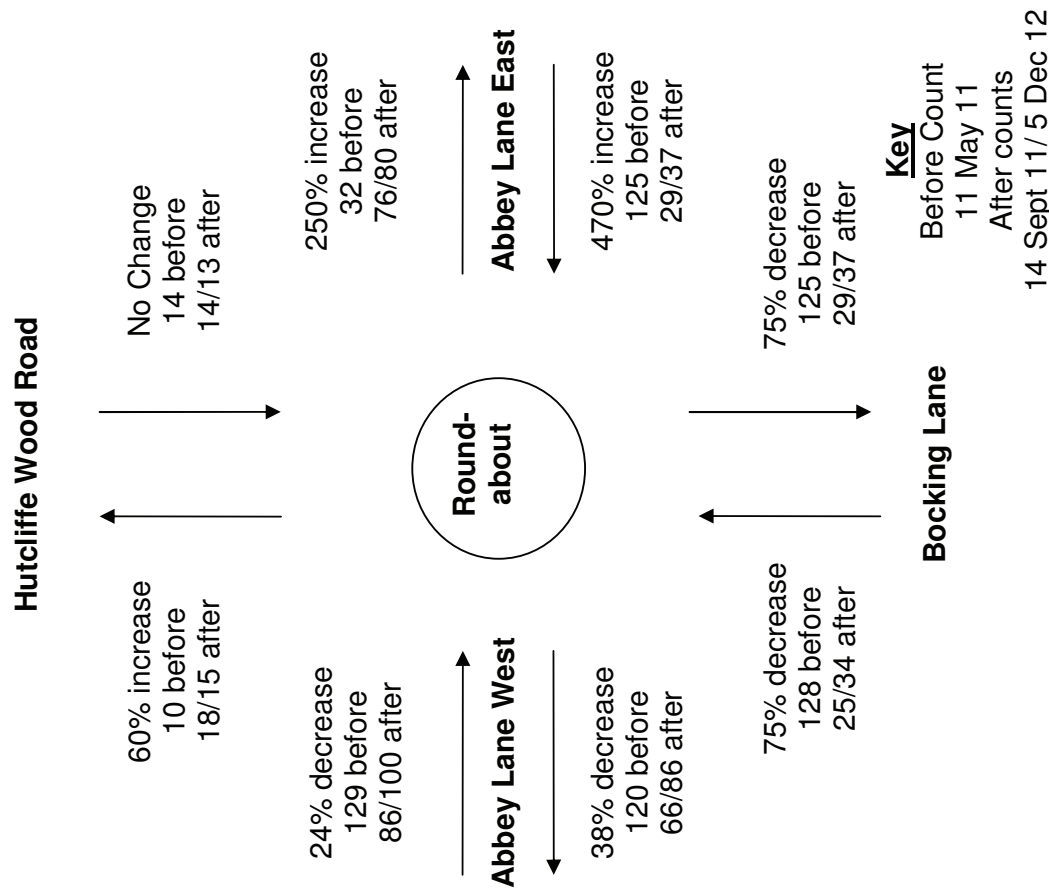


# Appendix E: Traffic Count Data

**Fig 1: 12 Hour Before & After Summary Of HGVs > 7.5T on Abbey Lane Between the A621 & A61 on Wednesday 11 May & 14 September 2011 & Follow up count 5<sup>TH</sup> December 2012**



**Fig 2: Analysis of Counts at Abbey Lane/Bocking Lane Roundabout**



**Notes:**

1. The number of HGV's using Abbey Lane West has fallen 30% since the introduction of the weight restriction on Bocking Lane. Anecdotal evidence suggests that some of this traffic is now using Mickley Lane and Twentywell Lane.
2. There is a high level of abuse by HGV's on Bocking Lane but the numbers using it have decreased by about 75%.
3. The number of HGV's using Abbey Lane East (the signed alternative route) has increased significantly by 250% travelling eastwards and by 470% travelling westwards.
4. In general the numbers of HGV's using these roads is very low in both in absolute terms and as a proportion of total traffic.
5. The numbers of HGV's using Hutcliffe Wood Road remained static southbound but has increased northbound.

Nb the percentages used are approximate and based on averages however they are useful indicators of the changes that have taken place.