

Highway Cabinet Member Decision Session

Thursday 9 October 2014 at 10.00 am

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

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at 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. 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 can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

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. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's 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.

FACILITIES

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.

**HIGHWAY CABINET MEMBER DECISION SESSION
9 OCTOBER 2014**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 12)
Minutes of the Session held on 11 September 2014
- 4. Public Questions and Petitions** (Pages 13 - 14)
 - (a) New Petitions
To report the receipt of petitions (a) containing 78 signatures requesting the resurfacing of, and weight limit on, Mill Lane, Ecclesfield and (b) containing 33 signatures requesting the Council support World Car Free Day
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 5. Objections to Proposed 7.5T Weight Restriction in Mayfield Valley** (Pages 15 - 26)
Report of the Executive Director, Place
- 6. Bus Hotspots - Bridgehouses** (Pages 27 - 46)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 13 November 2014 at 10.00 am

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

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 DPIs 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.

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 Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 11 September 2014

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Jack Scott (Cabinet Member for Environment, Recycling and Streetscene)
Councillor Chris Rosling-Josephs (Cabinet Adviser)
Dick Proctor (Transport Vision and Strategy Manager)
Simon Botterill (Transport and Traffic, Design and Delivery Manager)
Tony Lawery (Senior Transport Planner)
Andrew Marwood (Highways Engineer)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 There no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous session held on 9 July 2014 were approved as a correct record. Arising from a decision at the Highway Cabinet Member Decision Session held on 12 June, 2014 in respect of parking permit prices, which was Called-In under Part 4, section 16 of the Council's Constitution and considered by the Economic and Environment Wellbeing Scrutiny Committee at its meeting held on 28 August 2014, the Cabinet Member noted the decision of the Committee.

Resolved: That the following decision of the Economic and Environment Wellbeing Scrutiny Committee at its meeting held on 28 August 2014 be noted:-

RESOLVED: That the Committee:-

(a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised; and

(b) agrees to take no action in relation to the called-in decision, but consider whether issues arising from the call-in need to be added to its Work Programme 2014/15.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

The Cabinet Member received petitions containing (a) 12,571 signatures requesting road safety measures on Normanton Hill, (b) 287 signatures requesting a zebra crossing outside Huclow Primary School and (c) 11 signatures requesting action regarding car parking problems on White Lane, and noted that these would be added to the petitions list and a response provided at a future Session.

4.2 Outstanding Petitions List

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

5. GLEADLESS KEY BUS ROUTE SCHEME UPDATE AND TRAFFIC REGULATION ORDER CONSULTATION

5.1 The Executive Director, Place submitted a report describing the further measures to be introduced during 2014/15 along the Gleadless Key Bus Route corridor to accessibility and punctuality of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area, building on the work which commenced in 2013. The report also set out officer's responses to objections received to Traffic Regulation Orders with regard to proposed parking restrictions and bus lanes and general comments received with regard to the proposals.

5.1.1 The Executive Director, Place reported orally that concerns over the Traffic Regulation Order for Blackstock Road and Constable Road could be addressed. He further proposed that the scheme for Blackstock Road between Gleadless Road and Bankwood Road should be deferred, to enable an ecological survey to be undertaken and consultation with residents on the proposed loss of trees on the public open space and that proposals for the Myrtle Road junction also be deferred to allow the scope and type of junction to be determined following consultation with residents. It was confirmed approval was being sought for the zebra crossing on the Blackstock Road between Gleadless Road and Bankwood Road and the Traffic Regulation Orders for all schemes, but that they would not be implemented where schemes were deferred.

5.1.2 The Session heard from the Chief Executive of Heeley City Farm who welcomed the initiative to improve bus punctuality, but expressed concern over proposals for the Myrtle Road junction and road widening on Richards Road and Gleadless Road, which he considered would increase the speed of traffic outside Anns Grove School and Heeley City Farm. He also raised concerns over traffic congestion over Havelock Bridge and suggested that any improvements made would be lost due to congestion at the bridge. In response, the Executive Director, Place stated that traffic calming measures would be considered in the vicinity of the school and Heeley City Farm and that measures could be introduced to improve the flow of traffic over Havelock Bridge.

5.1.3 In response to additional questions from the Cabinet Member and Councillor Cate McDonald, the Executive Director, Place stated that the Spencer Road/Propsect Road scheme could be deferred to allow an ecological survey to be undertaken on the adjacent public space and that the scoping exercise for the Myrtle Road junction would take account of accessibility issues for local residents.

5.2 RESOLVED: That:-

- (a) a further report be submitted to a future Highways Cabinet Member Decision Session on the scope and outcome of consultation on the junction arrangement at the location of Prospect Road and Myrtle Road;
- (b) in light of comments now made, ecological assessments and consultation be undertaken in respect of land adjacent to (i) Blackstock Road between Gleadless Road and Bankwood Road and (ii) Spencer Road and Prospect Road and that the findings be reported to a future Highways Cabinet Member Decision Session;
- (c) the Traffic Regulation Orders described in the report, , be made in accordance with the Road Traffic Regulation Act 1984;
- (d) detailed design be completed and the proposals described in the report be implemented subject to the Council's Capital Approval procedures and the satisfactory outcome of further consultation following completion of the work referred to in paragraphs (a) and (b) above, to the satisfaction of the Highways Cabinet Member;
- (e) it be noted that full funding for the scheme had not yet been secured; and
- (f) the objectors be informed accordingly.

5.3 Reasons for Decision

- 5.3.1 The proposals described in the report, supported by the Traffic Regulation Orders, will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area together with accessibility improvements to/from bus stops and for passengers boarding and alighting buses. Having considered the objections to the proposed Traffic Regulation Orders it was recommended that the reasons set out in the report for making the Traffic Regulation Orders outweighed any unresolved objections.
- 5.3.2 The scoping and consultation on the proposed junction at Myrtle Road and Prospect Road is required to ascertain the best solution for the location which meets residents requirements
- 5.3.3 The ecological surveys and consultation are required in view of the loss of green space to accommodate the road widening.

5.4 Alternatives Considered and Rejected

- 5.4.1 Officers considered a number of options for each scheme. In the case of the Blackstock Road/Constable Road scheme, a zebra crossing was considered but was not progressed as the speed of traffic on Blackstock Road would have required the introduction of traffic calming on the approaches to the crossing and would have detrimentally affected the availability of on-street parking availability.

The proposed central refuge was tested in various locations both in relation to the bus stops and with a view to minimising the negative impact on parking.

- 5.4.2 The Blackstock Road widening scheme was developed following a review of an earlier proposal to provide a minor bus-only facility at the junction of Gleadless Road. This was discounted as, without the additional length of bus lane now proposed, the limited time saving benefits for buses did not justify the scheme cost.
- 5.4.3 The Richards Road widening proposals were developed after consideration of a new parking lay-by on the opposite side of Richards Road to accommodate residents' on-street parking requirements. The widening scheme now proposed accommodated parking along the frontage of the properties rather than on the opposite side of the carriageway and provided a slight increase in parking availability over the existing arrangement. The previous lay-by option would have resulted in a net loss of parking spaces.
- 5.4.4 With regard to the Spencer Road/Prospect Road/Myrtle Road proposals, although the scope and extent of the proposed bus lane had been determined, a number of different junction layouts were currently under consideration. Computer traffic modelling was being utilised to assess the arrangements and compare the outcomes with a simple 'give-way' layout, as currently exists. This latter arrangement may offer the most flexibility for all traffic throughout the day, with little negative impact on the calculated bus time-savings. In view of the ongoing assessments and the necessity to undertake further, localised, consultation when the optimum junction layout had been finalised, it was proposed to submit a further report on these proposals and the outcome of consultation in due course.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

6. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: PROGRESS ON THE 2014/15 CAPITAL PROGRAMME AND THE DRAFT 2015/16 PROGRAMME

- 6.1 The Executive Director, Place submitted a report outlining progress on the Council's overall transport capital programme for 2014/15; and to provide early

guidance on the 2015/16 Local Transport Plan programme.

6.1.1 In response to a question from Councillor. Chris Rosling Josephs over proposals for the Hackenthorpe scheme, the Executive Director, Place advised that the proposed schemes were at a draft stage and be would be consulted upon before decisions were taken to implement them.

6.2 **RESOLVED:** That:-

- (a) current progress on the overall 2014/15 transport programme be noted;
- (b) the draft outline 2015/16 LTP transport programme and Better Buses Programme be endorsed, subsequent to the Council's overall budget setting process; and
- (c) officers be instructed to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

6.3 **Reasons for Decision**

6.3.1 Council officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the draft proposals for inclusion in the 2015/16 transport capital programme meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy. They are also compatible with the Sheffield Bus Partnership Investment Plan and the Council's Public Health plan and the emerging Cycling Strategy and Green Commission.

6.4 **Alternatives Considered and Rejected**

6.4.1 The alternative options for prioritising the allocations of transport funding were also discussed and endorsed in December 2013.

6.5 **Any Interest Declared or Dispensation Granted**

None

6.6 **Reason for Exemption if Public/Press Excluded During Consideration**

None

6.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

6.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

7. **SHEFFIELD 20MPH SPEED LIMIT STRATEGY: CONSULTATION FEEDBACK**

TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN HEELEY AND MEERSBROOK; LONGLEY; SOUTHEY GREEN; AND THE WARREN LANE AREA OF CHAPELTOWN

- 7.1 The Executive Director, Place submitted a report describing the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapelton, reporting the receipt of objections and setting out the Council's response.
- 7.1.1 Councillor Leigh Bramall welcomed the report and commented that the 20mph schemes were introduced to improve road safety and encourage walking and cycling. He confirmed it was the Council's policy to extend the schemes across all residential areas and emphasised that fines for speeding in the areas were not paid to the City Council
- 7.1.2 Councillor. Jack Scott asked if a list of 20mph schemes still to be introduced could be provided, in response the Executive Director, Place stated that this information would be made available.
- 7.2 **RESOLVED:** That:-
- (a) the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapelton 20mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
 - (b) the objectors be informed accordingly; and
 - (c) the proposed 20mph speed limits be introduced.
- 7.3 **Reasons for Decision**
- 7.3.1 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.
- 7.3.2 Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in keeping with the City's approved 20mph Speed Limit Strategy.
- 7.4 **Alternatives Considered and Rejected**
- 7.4.1 The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in section 4.12 of the report.

7.5 Any Interest Declared or Dispensation Granted

None

7.6 Reason for Exemption if Public/Press Excluded During Consideration

None

7.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

7.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

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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	12,571	Petition Requesting Road Safety Measured on Normanton Hill	02.07.14	Transport Planning	ICMD	Lead petitioner responded to. To be considered at Cabinet on 12 November 2014.
2	287	Petition Requesting a Zebra Crossing Outside Hucklow Primary School	02.07.14	Transport Planning	ICMD	Lead petitioner responded to and informed that request will be assessed as Enhancement in line with Streets Ahead Core Investment Period (CIP) (or after CIP if zone complete).
3	11	Petition Requesting Action Regarding Car Parking Problems on White Lane	14.07.14	Transport Planning	ICMD	Lead petitioner responded to. A scheme assessment will be carried so that this request could be implemented with the relevant Streets Ahead Zone. If it fails to score highly enough to action when compared to other requests, it will not be progressed and the petitioner will be informed accordingly.
4	78	Petition Requesting Resurfacing and Other Road Safety Measures on Mill Road, Ecclesfield	03.09.14	Transport Planning	ICMD	Lead petitioner to be responded to.
5	33	Petition Requesting the Council to Support World Car Free Day	03.09.14	Transport Planning	ICMD	Lead petitioner to be responded to.

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**Individual Cabinet Member Report***

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills & Development

Date: 9th October 2014

Subject: Objections to Proposed 7.5T except for access
Weight restriction in Mayfield Valley

Author of Report: David Ramsden ext 36178

Key Decision: YES

Reason Key Decision: Weight restriction affects 3 wards

Summary: This report describes the measures to restrict Heavy Goods Traffic from travelling through the area known as Mayfield Valley.

It sets officers responses to two objections.

Reasons for Recommendations:

Drivers of large vehicles currently use roads throughout Mayfield Valley to travel between the A57 Manchester Road and the A625 Hathersage Road. These roads are in most cases narrow, footways are intermittent and often none existent in the rural areas. The majority of these roads are unsuitable for the through flow of large vehicles. Use by such vehicles unnecessarily increases the road safety hazards to other users and has a detrimental impact on the efficient movement of traffic in the area and the highway infrastructure.

Recommendations:

Having considered the responses and objections to the proposed Traffic Regulations Order, it is recommended that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections

Make the Traffic regulation Order described in this report in accordance with the Road Traffic regulation Act 1984

Introduce the Traffic Regulation Order and associated traffic signing as and when funding from the LTP is made available

Officers to be instructed to inform the objectors of the decision.

Background Papers:

Appendix A Traffic regulation Order location plan

Appendix B Councillor Questions and responses

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Damian Watkinson
Legal Implications
YES Cleared by: Nadine Wynter
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human Rights Implications
NO
Environmental and Sustainability implications
YES
Economic Impact
YES
Community Safety Implications
YES
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
Mayfield Valley Wards: Fulwood, Ecclesall, Dore & totley
Relevant Cabinet Portfolio Lead
Leigh Bramall
Relevant Scrutiny Committee
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
YES
Press Release
NO

Report to the Cabinet Member for Business, Skills & Development

Objections to Proposed 7.5T except for access Weight restriction in Mayfield Valley

1.0 SUMMARY

- 1.1 This report describes the measures to restrict Heavy Goods Traffic from travelling through the area known as Mayfield Valley.
- 1.2 It sets officers responses to two objections to the proposed 7.5 tonne except for access weight restriction in Mayfield Valley.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Encouraging HGVs onto suitable routes will help manage community concerns regarding HGVs. It will also enable HGVs to use the road network more effectively. Restricting HGV's from using Mayfield Valley as a short cut will improve the environment and road safety for local people and those who use the area for recreation. It will also reduce the physical impact on the highway infrastructure in the area.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 As part of an overall review of Heavy Goods Vehicle (HGV) routes throughout Sheffield. This will be part of a wider strategy to keep HGV's on roads that are more suitable for that type of vehicle.
- 3.2 Better management of the HGV route network will have a positive impact on general road safety in rural and semi-rural areas as well as having a positive impact on reducing damage to highway infrastructure.

4.0 INTRODUCTION

- 4.1 A report was submitted to Cabinet Highways in December 2012 which presented a review of Heavy Goods Vehicle Routes through Sheffield and into the city. The report sought approval for a HGV Route network, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them.
- 4.2 In addition the report also sought to develop proposals for dealing with some HGV hot spots.
- 4.3 This report was subsequently approved by members.
- 4.4 Mayfield Valley was identified as an HGV hot spot requiring action to address residents' concerns.
- 4.5 The measures described in this report represent works to be constructed during the financial years 2015/2016.

- 4.6 The proposed HGV restrictions are supported by local residents, the Mayfield Valley Women's Institute, South Yorkshire Passenger Transport Executive and South Yorkshire Police.

Public Consultation

- 4.7 During June 2014 officers consulted properties throughout Mayfield Valley and advertised the proposed Traffic Regulation Order.
- 4.8 Approximately 1000 letters were delivered to houses and businesses throughout Mayfield Valley. 25 responses to the consultation were received. 19 of these responses were in support of the proposal. 2 of these were received as objections on the following grounds:

Objection One

There isn't an HGV problem in Mayfield Valley. They had lived in Mayfield Valley for 30 years and have driven, walked and cycled on the roads in Mayfield Valley countless times and couldn't recall seeing an HGV. The cost of implementing the weight restriction is not therefore, a good use of council funds.

Officer Response

Previously requests have been received for restrictions to HGV's in Mayfield Valley from residents and the Mayfield Valley Women's Institute. Investigations identified that HGV's appear to be using the roads through Mayfield Valley as a route between the A625 and A57. A large proportion of Mayfield Valley is rural and the roads were not designed to carry large numbers of HGV's, as a result HGV's have become stuck and have had to be recovered which has a detrimental impact on the free flow of traffic through the area. Restricting HGV's to principal routes through Sheffield ensures they travel on roads that are designed to carry this type of vehicle and is therefore value for money.

Objection Two

The proposed 'blanket' restriction is not appropriate and a more targeted strategy would be more effective with additional warning of the proposed restrictions on roads that are not themselves restricted.

Officer Response

A strategic targeted approach was considered aimed at targeting specific roads in the area. However as the area is so large this strategy risks encouraging drivers to "chance" going through the restriction. It also would result in significant additional signing which would have a detrimental impact on the cost of the scheme, the aesthetics of the area and ongoing maintenance and service costs.

Other Consultations

- 4.9 Local members, the emergency services, Yorkshire Water, the Freight Transport Association and the Forestry Commission have been consulted on the proposed weight restriction. No objections from these bodies have been received. Councillor Woodcraft and Councillor Alston provided comments and officers responses to these are given in Appendix B.

Relevant Implications

Financial

- 4.10 The cost of the works described in this report is approximately £35,000. A decision by key stakeholders on when to fund this from LTP and implement the works has yet to be taken.

Equality Impact Assessment

- 4.11 An Equality Impact Assessment has been conducted and concluded that safer roads and reduced numbers of HGV's would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (i.e. the young, elderly, disabled and carers) would particularly benefit from this initiative. No negative equality impacts were identified.

legal Implications

- 4.11 The Council has the powers to make Traffic Regulation Orders (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have all been complied with and whilst there is no requirement for public consultation this has been undertaken and the Council should consider and respond to any lawful public objections received as a result

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In Mayfield Valley a targeted approach was initially considered to look at strategic roads that could be restricted while having an overall desired reduction in through flow of HGV's. This was subsequently discounted as it would result in significant extra restriction and warning signs that would have a substantial impact on the budgetary element of the scheme as a whole, would have a negative aesthetic impact with a significant number of additional signs being needed, this consequently would also have an impact on future maintenance costs and ongoing electrical supply costs being both budgetary and environmentally negative.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 This weight restriction will reduce average numbers of heavy vehicles in a predominantly rural area. Thereby improving road safety for residents and those that pursue recreational activities in the areas, it will also improve the environment and reduce the detrimental impact on highway infrastructure

7.0 REASONS FOR EXEMPTION (if a Closed report)

7.1 This section is not applicable

8.0 RECOMMENDATIONS

8.1 Having considered the responses and objections to the proposed Traffic Regulations Order, it is recommended that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections

8.2 Make the Traffic regulation Order described in this report in accordance with the Road Traffic Regulation Act 1984

8.3 Introduce the Traffic Regulation Order and associated traffic signing as and when funding from the LTP is made available.

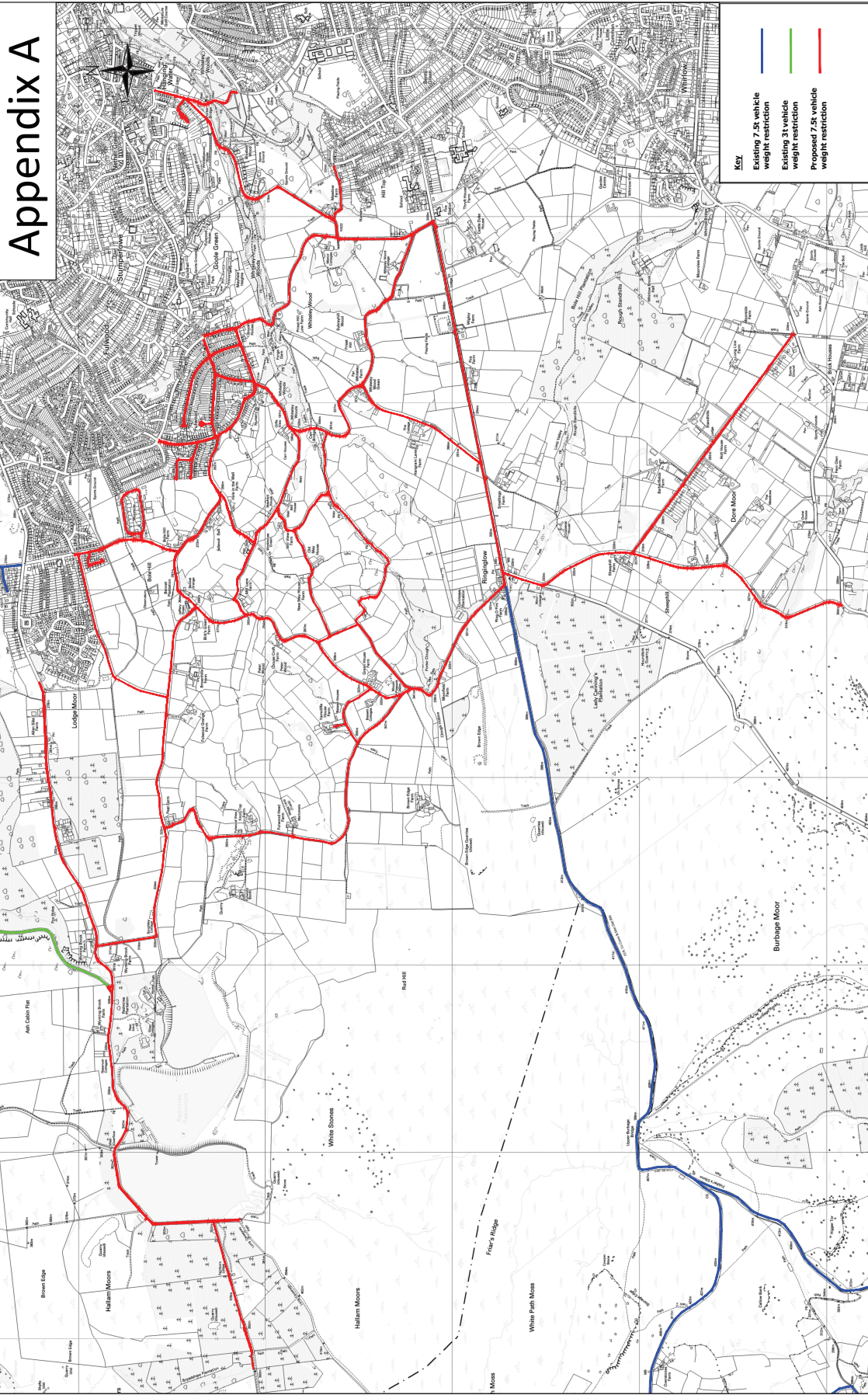
8.4 Officers to be instructed to inform the objectors of the decision.

Author David Ramsden
Job Title Traffic Engineer
Date 14th August 2014

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Roads Affected by the proposed 7.5t restriction

- Andwell Lane
- Bassett Lane
- Blackbrook Road
- Brooklands Avenue
- Brooklands Drive
- Brook House Hill
- Brown Hills Lane
- Clough Lane
- Common Lane
- Cottage Lane
- David Lane
- Douse Croft Lane
- Fox Hall Lane
- Fulwood Head Road
- Fulwood Lane
- Gorse Lane
- Greenhouse Lane
- Hangning Water Road
- Hangram Lane
- Harron Lane
- Harrop Lane
- Highcliffe Road
- Houndkirk Road
- Ivy Cottage Lane
- Jumble Road
- Lodge Moor Road
- Long Lane
- Mark Lane
- Mayfield Road
- Moorcroft Avenue
- Moorcroft Close
- Moorcroft Drive
- Moorcroft Road
- Moorcroft Road
- Moore Lane
- Quidene Lane
- Redmires Lane
- Redmires Road
- Redmires Road
- Ringinglow Road
- Roper Hill
- School Green Lane
- Sheephill Road
- Soughley Lane
- The Pines
- Trap Lane
- Wagg Lane
- Whiteley Lane
- Whiteley Wood Close
- Whiteley Wood Road
- Whitfield Road
- Woodcliffe
- Woodfindin Avenue



Appendix A

TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
SCHEME DESIGN
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DN
 Tel: 0114-273-6208 Fax: 0114-273-6182
 E-mail: Traffic.Management@Sheffield.gov.uk
 Regeneration and Development Services
 Director: David Caulfield, RTPL

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AUTHOR
 D Ramsden
 29th January 2014

CHECKED
 B Hey

SHEFFIELD CITY COUNCIL
 Mayfield Valley
 Environmental Weight Restriction
 (Except for access)

**Traffic Regulation Order
 Location Map**

Client
 SHEFFIELD CITY COUNCIL

Scheme
 Mayfield Valley
 Environmental Weight Restriction
 (Except for access)

Drawing Title
 Traffic Regulation Order
 Location Map

Sheffield City Council

TM-BN980-MV-TRO

Scale
 not to scale

A3

Millimetres
 0 50

Date
 9th June 2014

SCHEME DESIGN

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Appendix B

Councillor Questions / Comments	Officer Response
<p>Vehicles delivering to the Co-op on Brooklands Avenue have a loading bay on Brooklands Avenue. This was moved around the corner a few years ago from Crimicar Lane due to traffic hazard. The bottom of Crimicar Lane is a tight corner and used by a frequent bus service and parked lorries made it very difficult for buses to pass.</p> <p>When the lorries stop to unload in the marked bay on Brooklands Ave they usually turn around by going up Brooklands Avenue and turning at Whitfield Road. Under the proposals I am not sure where they would be expected to turn. I do not want to return to having the lorries unloading on Crimicar Lane.</p>	<p>The position of the start of the weight restriction would be at the junction with Brookhouse Hill, therefore the current loading area would be within the restricted area. This would mean that deliveries to the Co-op would be unaffected as the vehicles would have legitimate reason to enter the restricted area and consequently their route away would not be affected. If the restriction didn't start at the location mentioned this could affect the current protocol you describe as the side roads off Brooklands Avenue, including Whitfield Road, would be included in the restriction and technically vehicles would be in contravention of the restriction if they used the side roads off Brooklands Avenue to turn round or leave the area.</p>
<p>There is already a 7.5 ton restriction on Lodge Lane, not shown on the map.</p>	<p>The existing 7.5 tonne weight restriction has been added to the Traffic regulation Order location plan shown in Appendix A.</p>
<p>The proposed restriction on Blackbrook Rd commences part way along. The only diversionary route then is Rochester Rd which can be heavily parked. I think all of Blackbrook Rd should be restricted.</p>	<p>Weight restriction information signs are to be placed at the junction of Blackbrook Road and Redmires Road to warn of the restriction. Restricting the whole of Blackbrook Road would result in additional illuminated signs on Rochester Road, Rochester Drive and additional weight restriction information signs on Peterborough Road and Worcester Road increasing the cost of the scheme and ongoing maintenance and service costs.</p>
<p>The proposed restriction on Redmires road commences at the bus turnaround. While this is a good place to place a restriction sign, I can see no reason why HGVs would need to access this part of the area, except "for access". I therefore suggest the restricted zone on Redmires Rd commences at the junction with Crimicar Lane. Worcester Rd and Worcester Dr should also be in the zone as they are link roads between Crimicar lane and Redmires Rd. Taking the above three points together I think the zone should include all of Blackbrooks, Lodge Lane, Worcesters, Peterboroughs, Rochesters and Redmires Rd from Crimicar lane junction. This will ensure that HGVs will always make the turn</p>	<p>The turn round point was chosen as a location that HGV's could safely turn around. Restricting Redmires Road from its junction with Crimicar Lane and including Worcester Drive and Worcester Road was felt to be overly restrictive and would incur additional illuminated signs thereby increasing the overall costs of the scheme. It could also result in drivers carrying out unsafe turning manoeuvres or driving along unrestricted residential roads nearby. Restricting at that point would also bring the commercial premises on Rochester Road into the restricted area which would allow servicing vehicles to legitimately continue through the rest of the area. The aim was not to restrict commercial premises on the fringes of the area if possible to limit the number of HGV's that could then legitimately</p>

<p>at Crimicar Lane and Redmires Rd and so keep out of difficulty.</p>	<p>continue through the area.</p>
<p>I have concern over the turning from Brookhouse Hill into Crimicar Lane, which is a tight corner. This is navigable by buses, but longer vehicles may have difficulty here. You could consider taking the following roads out of the zone to facilitate turning of HGVs: Brooklands Avenue, Brooklands Crescent, part of Whitely lane, Moorcroft Rd.</p>	<p>Brooklands Avenue, Brooklands Crescent, Whiteley Lane and Moorcroft Road were included in the restriction to keep through traffic to what was considered the most suitable route through the area to keep quieter residential roads as free of HGV traffic as possible and also to dissuade drivers from “chancing” going through the area. Excluding these roads would increase the number of illuminated restriction signs needed overall, which would increase the cost of the scheme. However I can’t necessarily disagree with the comment about the turn from Brookhouse Hill into Crimicar Lane however we have not had any negative comments about the route from the FTA or any other HGV body. I would therefore recommend that the junction be monitored after implementation to assess whether any problems materialise.</p>
<p>The restriction on Ringinglow Rd commences at a point where there is no diversionary route. I suggest that it should commence at the junction with Bents Drive.</p>	<p>Information signs are to be placed at the junction with Bents Road warning of the restriction on Ringinglow Road. It was felt that the actual restriction should start near common lane so that any vehicle’s servicing the area prior to that point wouldn’t then be allowed to continue through the rest of Mayfield Valley, thereby reducing overall HGV numbers in the area.</p>
<p>The restriction on Trapp lane commences at a point where the only diversionary route is Muskoka Drive, which may be heavily parked. I suggest that all of Trapp Lane and Muskoka Drive should be in the restricted zone.</p>	<p>Trap Lane is an existing no through road westwards from its junction with Muskoka Drive and that section is included for technical enforcement and completeness of the TRO. Including the whole of Trap Lane and Muskoka Drive would require additional illuminated weight restriction signs on Ringinglow Road at junctions with both roads, at the junction with Bents Green Avenue and the link road between Trap Lane and Bents Green Road, which would significantly increase the overall cost of the scheme.</p>



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 09 October 2014

Subject: Bridgehouses Traffic Management Scheme

Author of Report: James Burdett/Cate Jockel

Summary:

This report sets out proposals to improve traffic management in the vicinity of Bridgehouses on the Inner Relief Road (IRR). The proposals comprise:

- A new inbound bus lane across the IRR
- All buses in/out of Nursery Street able to use the new inbound bus lane and the existing outbound bus lane
- Two-way operation of Pitsmoor Road with a new right turn lane from Mowbray Street into Pitsmoor Road
- Revised cycle and parking facilities

The report summarises the results of a consultation undertaken in August/September 2014. This consultation includes the Traffic Regulation Order (TRO) advertisement. It sets out objections and other comments on the proposals, and officer responses to them.

Reasons for Recommendations:

The scheme is part of the “bus hotspots” element of the Better Buses programme, linked to the Sheffield Bus Partnership of which the Council is a member. It contributes to the City Council’s objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus journeys quicker and more reliable through infrastructure improvements and improving network

management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment to other users.

All objectors and respondents have been written to providing feedback on the issues they raised. There is one outstanding objection. All respondents have been informed of this report and invited to attend today's meeting.

Recommendations:

It is recommended that:

- Having considered the objections and the officer view that the reasons set out in this report for making the TRO outweigh the objections, the TRO be made in accordance with the Road Traffic Regulation Act 1984.
- The scheme is progressed to detailed design and subsequent implementation.
- A TRO be advertised at a future date for the removal of parking on Pitsmoor Road to the north of Swinton Street to improve its two-way operation for cyclists.
- The city-wide cycle network under development to include looking at routes between the City Centre and Pitsmoor/Neepsend including the possibility of a two-way cycle route along Chatham Street.
- The respondents are informed accordingly.

Background Papers: Appendix A – Consultation Plan
 Appendix B – TRO Plan
 Appendix C – Consultation Responses

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Andrea Snowden & Gaynor Saxton
Legal Implications
YES Cleared by Nadine Wynter
Equality of Opportunity Implications
YES Cleared by Annemarie Johnston
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
YES
Economic impact
YES
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Central
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?

YES
Press release
NO

REPORT OF THE EXECUTIVE DIRECTOR, PLACE

REPORT TO INDIVIDUAL CABINET MEMBER DECISION SESSION

10 OCTOBER 2014

BRIDGEHOUSES TRAFFIC MANAGEMENT SCHEME

1 SUMMARY

- 1.1 This report sets out proposals to improve traffic management in the vicinity of Bridgehouses on the Inner Relief Road (IRR). The proposals comprise:
- A new inbound bus lane across the IRR
 - All buses in/out of Nursery Street able to use the new inbound bus lane and the existing outbound bus lane
 - Two-way operation of Pitsmoor Road with a new right turn lane from Mowbray Street into Pitsmoor Road
 - Revised cycle and parking facilities
- 1.2 The report summarises the results of a consultation undertaken in August/September 2014. This consultation included the Traffic Regulation Order (TRO) advertisement. It sets out objections and other comments on the proposals, and officer responses to them.

2 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The proposed scheme is part of the 'Bus Hotspots' initiative to improve journey times and their reliability. The initiative comes under the umbrella of the Sheffield Bus Partnership (local bus operators, South Yorkshire Passenger Transport Executive (SYPTTE), and Sheffield City Council (SCC)). Many people travel through this area on high frequency bus routes and they should benefit significantly from the proposed scheme. The scheme should also improve traffic flows on this congested part of the IRR.

3 OUTCOME AND SUSTAINABILITY

- 3.1 The project will contribute towards a number of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014, specifically':
- Better public transport provides socially-inclusive access to jobs
 - Better access for all on mainstream public transport increases independence for those with mobility problems and improves social fairness
 - Better public transport increases public transport use and contributes to the "sustainable and safe transport" objective

- Importantly, the scheme should also reduce delay to traffic flows on this congested part of the IRR.

4 REPORT

Introduction

- 4.1 One of the fundamental aims of the Sheffield Bus Partnership is to improve journey time and reliability of bus services throughout Sheffield. The 'Bus Hotspots' initiative is one strand of that Partnership work.
- 4.2 Buses are frequently delayed in the Bridgehouses area as they cross the IRR. Under the current layout, outbound buses heading between Nursery Street and Pitsmoor Road encounter 3 sets of traffic lights, with no priority around the Bridgehouses gyratory. Journeys can regularly take as much as four minutes on this section. Inbound buses are currently required to use the right turn lanes on the roundabout to access Nursery Street. This means that these lanes can frequently be full and can block the outside lane of the IRR. This leads to motorists not using that lane, causing extended queuing along Corporation Street and reducing the capacity of the junction.
- 4.3 A large number of bus passengers travel across this junction – with a total of 24 buses per hour each way Monday to Friday daytime. Bus service 53 (10-minute frequency) runs between Nursery Street and Mowbray Street; bus service 47/48 (combined frequency 5/6 minutes) and bus service 87 (10-minute frequency) run between Nursery St and Pitsmoor (up Chatham Street and down Pitsmoor Road).
- 4.4 These proposals aim to significantly reduce journey time for buses across this Inner Relief Road junction by enabling them all to use a central bus lane through the gyratory in both directions. This will also help with this blocking problem on the IRR. The pros and cons of the proposals for cyclists and pedestrians have been kept in mind as the scheme has been developed and these are described in more detail later.

The proposals

- 4.5 A plan showing the proposed amended scheme can be found in Appendix A. The individual aspects of the scheme are explained below:

New Inbound Bus Lane

All buses coming from Mowbray Street would use a new bus lane to access Nursery Street, instead of using the existing right turn lanes around the roundabout.

Pitsmoor Road

Buses heading towards Pitsmoor from Nursery Street would be able to use the existing bus lane (which is currently used only by buses accessing Mowbray Street) and then turn right via a new right-turn lane into Pitsmoor

Road, which would become two-way. Traffic would no longer be able to turn right from Pitsmoor Road into Mowbray Street (except for cyclists).

Cycle Routes

Cycle facilities continue through the area, with designated routes in both directions between Nursery Street and Mowbray Street.

Changes to Parking

Parking would no longer be permitted on Pitsmoor Road, between Mowbray Street and Shipton Street, to allow for two-way traffic. These 8 spaces would be replaced on Mowbray Street. The additional 5 spaces proposed on Chatham Street are no longer proposed, following on from the consultation: see paragraph 4.16.

- 4.6 The main dis-benefit is that motorists will no longer be able to turn right from Pitsmoor Road into Mowbray Street. To do so would mean an additional stage in the traffic signal timings so affecting the viability of the scheme. It would also not be possible to provide replacement parking on Mowbray Street for that lost on Pitsmoor Road. Paragraph 4.12 provides more detail.
- 4.7 A Road Safety Audit (Stage 1) and a Cycle Audit have been carried out. In general, issues raised were not significant and have been addressed. There was some conflict between the two (e.g, in relation to allowing cyclists to turn right out of Pitsmoor Street) and priority has had to be given to safety issues. However, the design has been amended to mitigate this so that cyclists will be able to turn right here but in a different way.

Expected Benefits

- 4.8 The scheme has been analysed by Urban Traffic Control using the City Council's traffic model to assess the journey time impact of the proposals for buses travelling between Spitalfields/Nursery Street and Rock Street; and for general IRR traffic travelling between Gibraltar Street and Savile Street. This has helped to demonstrate that there are significant benefits to inbound buses in the morning peak of over 3 minutes over this section and a benefit to outbound buses in the afternoon peak of over 1.5 minutes. This is without detriment to traffic on the IRR as the signal timings will remain unchanged.
- 4.9 The model has shown small benefits to vehicles travelling on the IRR from Corporation Street, mainly due to the improved capacity of the right turn lanes (through removal of the buses as discussed in paragraph 4.2). Additionally, vehicles from Corporation Street heading for Pitsmoor, currently via Chatham Street and therefore occupying the central (eastbound) lane, are now likely to utilise the left hand lane, as it will be quicker to use Pitsmoor Road. This again frees up capacity on the IRR.

- 4.10 The scheme does not impact on pedestrians except at the bottom of Pitsmoor Road. A recent 12-hour traffic count showed 55 pedestrians crossing this currently one-way road. It is intended that a Toucan crossing be added into the signals here to mitigate against the road becoming two-way. This will also enable any cyclists to make the right turn into Mowbray Street (the 12-hour count only showed 1 cyclist doing this).
- 4.11 The scheme continues cycle facilities through the area, with designated routes in both directions between Nursery Street and Mowbray Street. There are some changes to the facilities and there is more discussion of this in paragraphs 4.16 to 4.19. The recent 12-hour count shows 36 cyclists down Pitsmoor Road and 52 cyclists up Chatham Street (these are cyclists travelling on the highway).
- 4.12 The main disadvantage, as stated in paragraph 4.6, is that motorists will no longer be able to turn right from Pitsmoor Road. The 12-hour count shows 284 vehicles doing this, peaking between 1700 and 1800. However, Urban Traffic Control consider that this is a relatively modest number compared to overall traffic flows in the area and these vehicle will either travel around the roundabout to access Mowbray Street or alter their route at an earlier stage in their journey.
- 4.13 Taxis will also be able to use the bus lane and hence enjoy similar benefits.

TRO Advertisement and Local Consultation

- 4.14 The TRO necessary for the scheme was advertised from 8th to 29th August 2014. The TRO plan is Appendix B. At the same time, officers carried out a wider consultation on the scheme. This comprised letters and plans to all affected frontages, street notices/plans displayed throughout the area. The proposals were distributed to the 'Sheffield On The Move' mailing list, as well as those people previously part of the Motorists Forum. All other standard consultees (Fire, Police etc) were informed of the proposals.
- 4.15 Generally the scheme has been met with support from those who responded, with only one formal objection received. A number of detailed comments were made by all respondents. A summary of the objection and the overall comments, together with officer responses, can be found in Appendix C. As a result of the consultation, officers have met with the manager of the Riverside who has confirmed that a loading bay on Mowbray Street is required. It is now to be provided at the southern end of the lay-by, and will only operate between the hours of 6am and 3pm, Monday to Friday. The manager of the Riverside is supportive of this.

Cyclists and Pedestrians

- 4.16 The objection is from Cycle Sheffield and relates to the following aspects of

the advertised TRO: the removal of the inbound cycle lane on Pitsmoor Road; the banned right-turn at the bottom of Pitsmoor Road; the new parking proposed on Chatham Street and the retention of parking between Swinton Street and Rock Street on a two-way Pitsmoor Road. It has also commented on some of the amendments to facilities and these comments, with officer responses, are incorporated in Appendix C.

- 4.17 Officers have met with representatives of Cycle Sheffield (10th September), as well as attending the Cycle Forum schemes sub-committee (5th August), following on from the Cycle Audit and the objection. The result of discussions is that:
- provision has been made for the right-turn into Mowbray Street. This also enables the provision of a pedestrian crossing over Pitsmoor Road
 - additional parking proposed on Chatham Street has been removed
 - officers agree that the removal of parking on Pitsmoor Road between Swinton Street and Rock Street would improve its two-way operation. Its removal requires a TRO to be advertised and any objections to be considered, so it is recommended that this is done
 - the removal of the inbound cycle lane is necessitated by making Pitsmoor Road two-way. It is downhill, in mitigation, although officers accept that, in the morning peak, cycling down this section will be slower.
- 4.18 On Chatham Street, where the cycle lane is uphill, officers and Cycle Sheffield are agreed that this will be improved for cyclists by removing buses. It is likely that Pitsmoor Road will become the route of choice for motorists, as this will be a quicker route due to signal timings, so Chatham Street should be quieter than at present and access into Chatham Street from Corporation Street should be easier for cyclists.
- 4.19 Because of the proposed scheme, Cycle Sheffield has been carrying out informal observations of cyclist behaviour in the area and has observed that a significant proportion of cyclists here do not use the existing facilities but cycle on the pavements instead. (NB These cyclists are not included in the formal 12-hour count). This could be because only confident cyclists feel able to tackle the Bridgehouses gyratory. The City Council is keen to encouraging cycling in general and is starting work on the development of a cycle network – which includes looking at routes between the City Centre and Pitsmoor/Neepsend. The current use of pavements implies that something different is required if cycling is to be encouraged through the area. Indeed, Cycle Sheffield is keen to see Chatham Street become a two-way cycle route. This scheme does not do that but it is a step in that direction: see para 4.18. The scheme will be monitored to see how much traffic continues to use Chatham Street: it is thought that vehicles accessing the aggregate company

access on Pitsmoor Road will continue to use Chatham Street and Swinton Street as well as there being a small private car park here.

Summary

- 4.20 It is considered that the final proposal is a balanced scheme which helps address delays to bus passengers in particular but also to all motorised vehicles whilst maintaining facilities for other users. The scheme also supports local businesses by providing parking closer to Mowbray Street.

5 RELEVANT IMPLICATIONS

- 5.1 **Financial:** Work on the proposals is funded from the Sheffield Bus Hotspots element of the Local Sustainable Transport Fund (held by South Yorkshire Passenger Transport Executive, and having to be spent by March 2015). The budget estimate to cover works (£266,829) and traffic management received from Amey Design is £329,200. There may be some statutory undertakers' (stats) costs on top of this: this is currently under investigation. However, all these scheme costs are covered by the existing capital approval for Bus Hotspots in 2014/15 (Business Unit 94445). This covers funding for a number of Hotspots from LSTF, Local Transport Plan and Better Bus Area funding. The project cost plan has £694,000 of the LSTF funding currently available to cover all the costs of this scheme (fees, works, stats, risk allowance).
- 5.2 There will be ongoing additional maintenance costs incurred in relation to new bus lanes, additional signs and lines, and a signals set. This 25-year commuted sum is estimated at about £88,054 (33% of £266,829). The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the scheme priced (Amey). There is no revenue element in this LSTF funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.
- 5.3 **Equalities:** an Equalities Impact Assessment has been signed off for the scheme. Fundamentally this proposal is positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. The scheme aims to improve the reliability of some high-frequency local bus services. No negative equality impacts have been identified.
- 5.4 **Legal:** the Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish

notice of its intention in a local newspaper. These requirements have been complied with. The Council should consider and respond to any public objections received and this has been done. The Council, as the Highway Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

6 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 This proposal has developed iteratively, altering as the design progressed following comments from the Road Safety Auditor, the Cycle Auditor, and respondents to the consultation. This has led to the development of the final proposed scheme.
- 6.2 The alternative option would be the 'do nothing' option. This would not achieve benefits for bus users or general traffic.

7 REASONS FOR RECOMMENDATIONS

- 7.1 The scheme is part of the "bus hotspots" element of the Better Buses programme, linked to the Sheffield Bus Partnership of which the Council is a member. It contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus journeys quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment to other users.
- 7.2 All objectors and respondents have been written to providing feedback on the issues they raised. There is one outstanding objection. All respondents have been informed of this report and invited to attend today's meeting.

8 RECOMMENDATIONS

- 8.1 It is recommended that:
 - Having considered the objections and the officer view that the reasons set out in this report for making the TRO outweigh the objections, the TRO be made in accordance with the Road Traffic Regulation Act 1984, with the proposed loading bay to be re-located and without the revocation of no waiting/loading on Chatham Street (i.e. without additional parking provision), i.e. the scheme as shown on plan SD-LT124-C2.

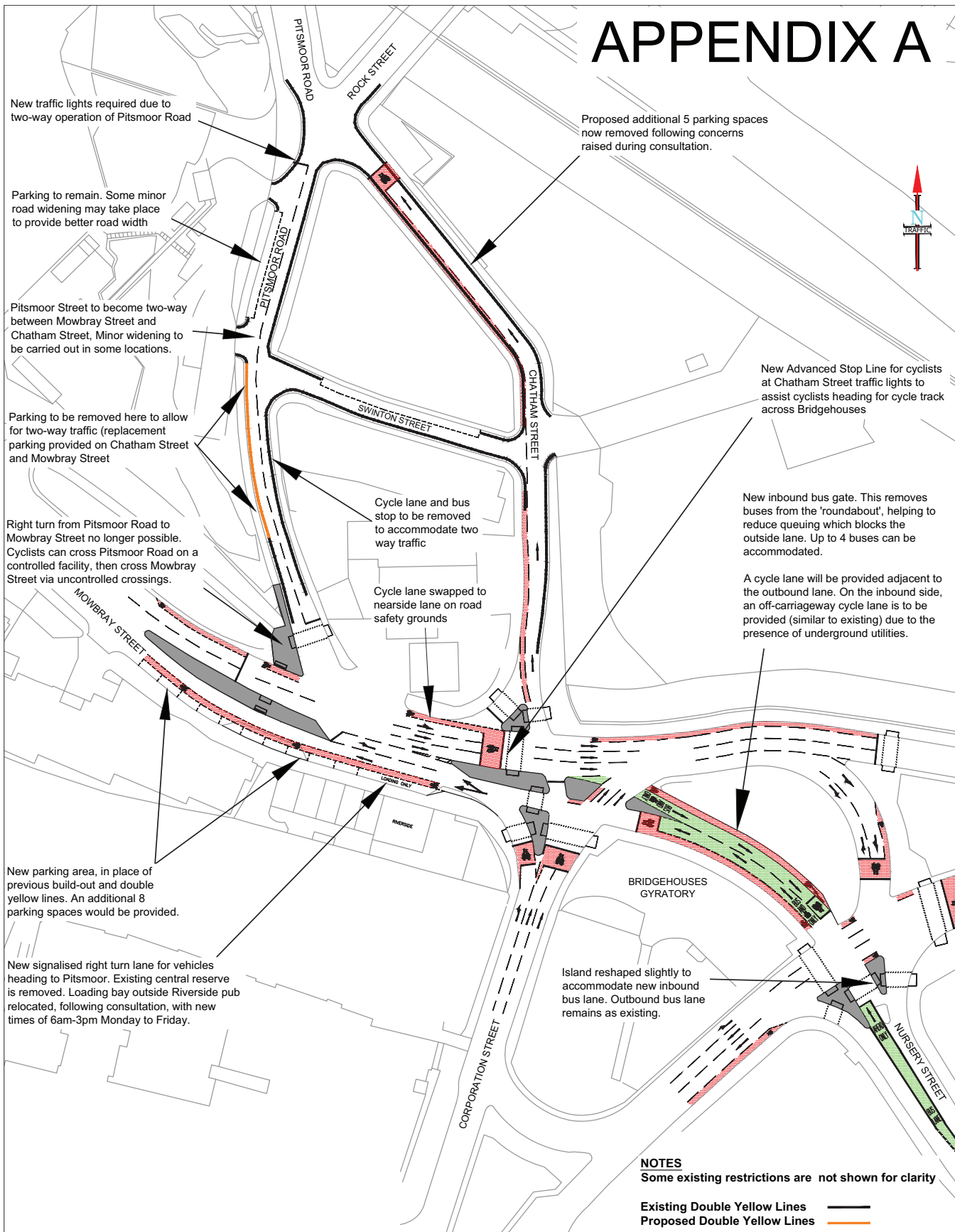
- The scheme is progressed to detailed design and subsequent implementation.
- A TRO be advertised at a future date for the removal of parking on Pitsmoor Road to the north of Swinton Street to improve its two-way operation for cyclists.
- The city-wide cycle network under development to include looking at routes between the City Centre and Pitsmoor/Neepsend including the possibility of a two-way cycle route along Chatham Street.
- The respondents are informed accordingly.

Simon Green

Executive Director, Place

October 2014

APPENDIX A



NOTES
 Some existing restrictions are not shown for clarity

Existing Double Yellow Lines ———
 Proposed Double Yellow Lines ———

BRIDGEHOUSES TRAFFIC IMPROVEMENT SCHEME

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James Burdett
 Scheme Design,
 Transport, Traffic & Parking Services

September 2014

Paper Size: A3 Portrait

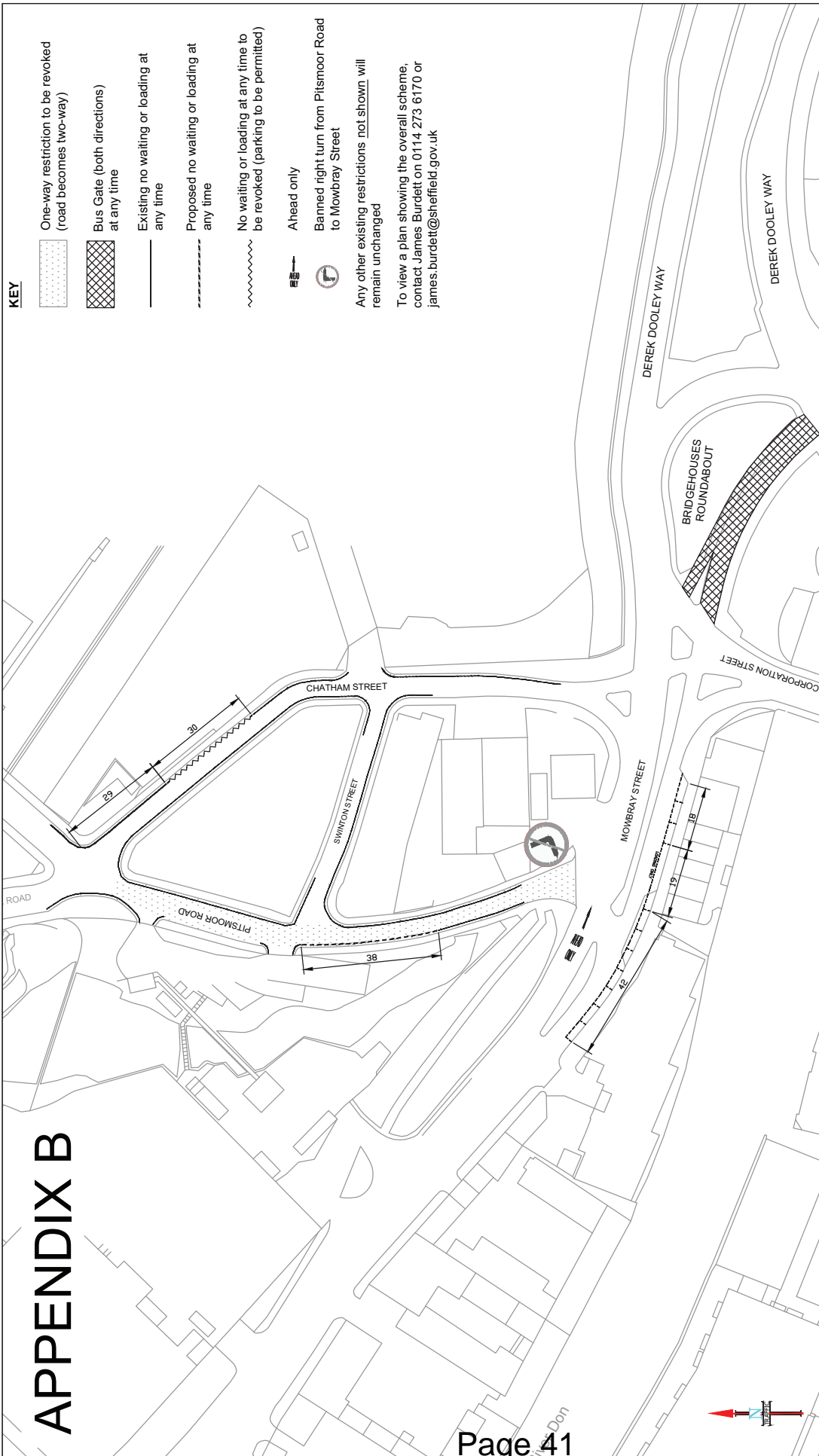
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APPENDIX B



<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Scheme.Design@Sheffield.gov.uk Regeneration and Development Services Director: David Caulfield, RTPI</p>		<p>SHEFFIELD CITY COUNCIL BUS HOTSPOTS BRIDGEHOUSES TRAFFIC REGULATION ORDER PLAN</p>		<p>Drawing No. SD-LT124-TRO</p>	<p>Scale 1/1000</p>	<p>A3</p>	<p>Sheffield City Council</p>	<p>SCHEME DESIGN</p>
<p>Client</p>		<p>Scheme</p>		<p>Drawing Title</p>		<p>Date JULY 2014</p>		
<p>Do not scale from this drawing</p> <ul style="list-style-type: none"> Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2014 		<p>AUTHOR JWB</p>		<p>CHECKED</p>		<p>Date JULY 2014</p>		
<p>A Service Area of Place Sheffield City Council</p>		<p>Authorisation</p>		<p>Scale</p>		<p>Date</p>		

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APPENDIX C

Response	Summary of Comments	Officer Response
1	Seems a sensible move but consider traffic flows to and from The Wicker & Shalesmoor on the IRR.	The proposal can be incorporated within the existing signal timings on the IRR, so no additional delays would be introduced. Rather, by moving buses out of the main running lanes on the IRR there should be more capacity for other vehicles, and hopefully better lane usage.
2	I am unable to offer any constructive criticism. You are proposing to install yet another example of the latter (signals) on Pitsmoor Rd. where surely with minimal traffic flow a small Island would suffice without the necessary cost of Traffic Light installation and the ongoing future maintaining of same	The junction referred to – Pitsmoor Road/Rock Street/Chatham Street – is actually already signal controlled. A new set of signals is only being added due to Pitsmoor Road (at its southern end) becoming two-way.
3	The proposals are welcome and they will benefit outbound services (47,48 and 87) avoiding the delay currently experienced on the gyratory and allowing a right turn onto Pitsmoor Road. The changes will also enable inbound buses to run directly through to Nursery Street. This will facilitate improved bus journey times and more efficient routes	Noted.
4	The footway widths/vegetation on Pitsmoor Road could be narrow, please keep this to a minimum.	Footway widths - widening will only take place where absolutely necessary, and this will be confirmed at detailed design. Any sections of widening are expected to be minor.
	Please remove the proposed parking on Chatham Street and consider the potential for an off-side cycle lane	The parking has now been removed on Chatham Street, but consideration of relocating the cycle lane is outside the scope of the scheme. The possibility of Chatham Street becoming a 2-way cycle facility in the future is promoted in the report.
	Can a right turn be accommodated for cyclists from Pitsmoor Road, and a pedestrian crossing as well?	The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.
5	No walking and cycle audit seems to have been conducted for this scheme;	A cycle audit was completed in May 2014 and was helpful in assisting in the final design

<p>Swept paths that need to be taken into account. The kerb has been built out at this junction in the past and it will need to be moved again to allow two buses to pass each other up and down Pitsmoor Rd/</p>	<p>All kerblines have been developed based upon swept paths, and buses can pass on Pitsmoor Road without trouble.</p>
<p>Cars will also be able to use the new right turn into Pitsmoor by coming off the IRR and turning up Pitsmoor Rd, but why wouldn't they be directed to head up Chatham St from the NIRR? Has that use been modelled/forecast? Is this right hand turn for buses only?</p>	<p>The new right turn lane can be used by all vehicles, meaning that all users can access Pitsmoor by either Chatham Street and Pitsmoor Road. However, it is likely that Pitsmoor Road will become the route of choice for motorists, as this will be a quicker route due to signal timings. The benefit of this is that it should leave Chatham Street with fewer vehicles than now (no buses) so the existing cycle route should be quieter than at present.</p>
<p>The car parking been allowed on Chatham St narrows the street and will squeeze cyclists. The car parking proposal overly favours vehicles at the expense of walking and cycling.</p>	<p>The parking has now been removed on Chatham Street</p>
<p>Cyclists will have to wait behind buses as many bus drivers block cycle lanes either deliberately or inadvertently and they certainly do the same with ASLs - so cyclists will not get to the junction and have to wait in the queue</p>	<p>The new proposal sees the introduction of a new nearside cycle lane along the length of the bus lane, which leads into an ASL, from where cyclists can then access Chatham Street. There would be no reason for a bus driver to deliberately block the cycle lane, as there will be suitable width for both (1.5m cycle lane, 3.0m bus lane). The ASL itself is the maximum permissible at 5m. Whilst this could clearly occur at any ASL in the city, this is an issue for discussion with bus operators.</p>
<p>Right turn access to Mowbray St at the bottom of Pitsmoor Rd for cycles must be retained.</p>	<p>The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.</p>
<p>The cycle lane from Mowbray St to Nursery St being moved from the right hand side to the left hand side assumes that ASLs are used as intended - they aren't. That right hand cycle lane is incredibly useful, most drivers (except buses) respect it. This cycle lane is also used by cyclists coming along Mowbray St.</p>	<p>This is acknowledged, but unfortunately there is insufficient room to safely retain this facility once the new right turn lane is introduced. See above ref ASLs and driver behaviour.</p>

	Will cars going up Pitsmoor Rd be allowed to turn right into the garage?	Yes, the right turn into the car wash will be permissible, and is not expected to be problematic, for the following reasons: 1)The numbers of vehicles undertaking this manoeuvre is expected to be low, and 2) inbound traffic on Pitsmoor Road is currently given limited 'green' time, due to the need to carefully manage the Mowbray Street/Pitsmoor Road/Derek Dooley Way junction. This will continue to be the case. Therefore, traffic turning out of Pitsmoor Road will be receiving less 'green' time than those turning right into Pitsmoor Road, and so vehicles wishing to make the turn into the car wash should, for much of the time, be able to do so without difficulty.
	The "loading bay" at the Riverside is in fact used as a parking bay.	Officers have met with the manager of the Riverside who has confirmed the loading bay is required. It is now to be provided at the southern end of the lay-by, and will only operate between the hours of 6am and 3pm, Monday to Friday. The manager of the Riverside is supportive of this.
	There is potential for a "Green Route" using the Woodland Drive area and this should be considered in conjunction with any regeneration plans for the area	Agreed. If the scheme goes ahead then it may be that vehicular traffic could be restricted from using the top end of Chatham Street at a later date, if traffic is significantly reduced as a result of this scheme. This would need to be assessed carefully but it may tie in nicely with any Green Route that extends through the Woodland Drive area. The removal of the proposed parking on Chatham Street complements this long term aim.
	The current facility to cycle across the NIRR from Nursery St is very useful and relatively cycle friendly. This scheme could compromise this facility for cyclists	Under the proposed scheme, the total width will be 7.5m, incorporating a 1.5m outbound cycle lane and the bus lanes at 3.0m each. A added benefit of this part of the proposal is that inbound cyclists will now cross the IRR into a wider lane on Nursery Street, rather than a narrow contraflow cycle lane adjacent to a bus lane. This is considered to be a marked improvement.
6	There are no guarantees about the right turn into Mowbray St and the alternatives are hazardous/unacceptable for cyclists	The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.

<p>Officers have naive expectations about buses not blocking cycle lanes and ASLs</p>	<p>Officers can only utilise measures available to them, and are well aware of the limitations of facilities such as ASL's. If problems persist then issues should be taken up directly with the bus operators. That said, traffic control cameras are located in the area and staff will be asked to monitor this.</p>
<p>If signal timings are set up to prioritise Pitsmoor Rd and cyclists expected to use Chatham St then does that mean second class facilities for cyclists and maybe pedestrians?</p>	<p>No. Chatham Street is likely to be less used than at present by motorised traffic. This should make it a more pleasant environment for cyclists and pedestrians.</p>
<p>If all this is installed and the plan is to have a green route using Woodside Drive area (now Pitsmoor Rd?) then will it have to be undone at some point?</p>	<p>No. If the scheme goes ahead then it may be that vehicular traffic could be restricted from using the top end of Chatham Street at a later date, if traffic is significantly reduced as a result of this scheme. This would need to be assessed carefully but it may tie in nicely with any Green Route that extends through the Woodland Drive area. The removal of the proposed parking on Chatham Street complements this long term aim.</p>