



SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of: Executive Director, Place

Date: 13th December 2012

Subject: CITY WIDE REVIEW OF HEAVY GOODS
VEHICLE ROUTES

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Summary: This is an interim report to update members on the review, and seek approval for

- an HGV Route Network for journeys through Sheffield and into the city, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them;
 - continuing work to develop proposals to dealing with some HGV hot spots and for getting information to the SAT NAV companies and Freight Industry as detailed in Appendix A: Further Work.
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Reasons for Recommendations:

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. By encouraging HGVs to use only suitable routes, it is hoped to minimise the impact of these journeys and reduce community concerns.

Recommendations:

Approve;

- the HGV Route Network as shown in Appendix D1;
 - the process and Criteria in Appendix E for determining the suitability of roads for use by HGVs and the Hierarchy of Measures in Appendix F for progressive action to deal with HGV problems;
 - the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
 - the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
 - engaging with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement;
 - developing proposals for further work detailed in Appendix A.
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Background Papers: YES

Category of Report: OPEN

Statutory and Council Policy Checklist

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

REPORT TITLE

1.0 SUMMARY

- 1.1 This report gives an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield and makes recommendations on the way forward, particularly with relation to sensitive locations in the city.

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. This policy therefore contributes to 'Safe and Secure Communities', 'Great Place to Live' and 'Competitive City'.
- 2.2 Having a clear and transparent process for dealing with HGV complaints will allow residents to engage fully with the process
- 2.3 Problems have been caused by dealing with issues on an individual basis. This new approach will ensure problems won't simply be moved onto other areas. Because this review deals with the issue on a city wide basis it 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'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The main outcomes will be:
- a clear and transparent way of dealing with HGV Hot Spots in the City using the Process and Criteria in Appendix E and the Hierarchy of Measures in Appendix F;
 - the promotion of a consistent HGV Route Network so HGVs are far less likely to use unsuitable roads;
- 3.2 This has also allowed proposals to be developed to deal with existing hot spots at Abbey Lane, Mayfield Valley and Attercliffe Centre.
- 3.3 Modifying the Key Diagram in the Sheffield Development Framework Core Strategy to complement the HGV Route Network, officers can influence HGV traffic associated with future development and use the network better.

4.0 REPORT

- 4.1 Problems have arisen from HGV bans being implemented on roads in a

piecemeal fashion. This moved a problem onto surrounding roads rather than tackling the underlying causes.

For example, the decision by the South Community Assembly to introduce a ban on Bocking Lane simply moved traffic onto Abbey Lane and in response to residents concerns the Assembly then wanted to introduce a ban on Abbey Lane. This would have moved the problem onto neighbouring roads in other Assembly areas such as the South West and Central and they raised their own concerns about introducing a ban on Abbey Lane.

This prompted approval for and development of a joined-up, city wide review of HGV routes.

- 4.2 The views of residents and those involved in the movement of freight by road have been taken into account, informing the review. A balance is needed between the role commercial vehicles (such as HGVs) play in Sheffield's economic health by delivering goods and services to and from businesses, and the concerns of residents.

The Review

- 4.3 The review team was asked to:
- Propose an HGV Route network suitable for HGVs travelling through the city and to access areas within the city;
 - Produce a process and criteria for determining the suitability of roads/routes in Sheffield for use by HGVs, and a hierarchy of measures for taking progressive action to deal with HGV problems, that takes full account of the needs of residents and hauliers.
 - Investigate how best to:
 - sign preferred routes for heavy goods vehicles;
 - promote the use of the preferred routes; and
 - restrict HGVs using some routes where appropriate.
 - Consider how the above would apply to existing problems on Abbey Lane, the Mayfield Valley and Attercliffe centre and suggest proposals that could be developed to deal with them;
 - Review the different methods of enforcing HGV restrictions, e.g. Police, Trading Standards and Lorry Watch schemes involving the public;
 - Suggest proposals that could be developed and make readily available information on the HGV Route Network to the SAT NAV companies and HGV operators.
 - Engage with Derbyshire County Council to see how best to manage HGVs using Sheffield's roads to get from the north of Derbyshire to the motorway network.
- 4.4 Initially officers have concentrated on routes that would be suitable for HGVs travelling through Sheffield and those to give access to areas within the city. Access into areas from these routes will be the subject of

a proposal to be developed at a later date.

Our aims were to:

- encourage HGVs to use motorways, trunk roads and the primary route network if their journey's involved travelling through Sheffield and not stopping on route;
- encourage HGVs to use main roads to access the city centre and areas within Sheffield;
- avoid routes which were known HGV problem locations or "hot spots"; and
- not redistribute HGVs from one route to another.

- 4.5 In November 2011 Community Assemblies identified 'hot spots' based on the main issues in their areas. This list was combined with problems that had been raised in the past.

From this information a potential network was produced taking into account current usage of roads by HGVs, the "HGV hot spots" and if there were any other suitable alternative routes.

To go with the possible network, best practice nationally was reviewed to arrive at a possible decision process and criteria for looking at the suitability of a route for use by HGVs and a Hierarchy of Measures for taking progressive action to deal with HGV problems,.

Consultation

- 4.6 Consultation on the network, decision process/criteria and hierarchy of measures started in March and ended in May 2012, although comments are continuing to be received and where possible/appropriate these have been taken into account. Overall, local groups/residents were keen to raise their concerns about current issues involving HGVs especially those relating to quarry traffic from Derbyshire but particularly in the Mayfield Valley, the centre of Attercliffe Centre, on Abbey Lane and Brocco Bank. Freight operators, business and statutory/regulatory bodies support the proposals in principle but want a "light touch" when it comes to encouraging use of the network. Derbyshire County Council would be concerned if Sheffield were to consider imposing bans on the A621, A625 and A57.

- 4.7 Two key actions supported by many were:
- to improve the information on preferred routes and restrictions and make it available to the SAT NAV industry electronically (this also complements current Government thinking); and
 - to engage with key stakeholders to deal with the "quarry traffic" in the south west of Sheffield.

A summary of the consultation process and responses is given in Appendix B.

Proposals

- 4.8 Based on the comments made, officers have produced a number of proposals:
- An HGV Route Network, see Appendix D1:
 - Reasoning Supporting Choice Of Roads For The HGV Route Network (see Appendix C);
 - The Decision Process and Criteria for dealing with HGV problems and for determining a routes suitability for HGV use (see Appendix E);
 - A Hierarchy of Measures for tackling HGV problems (see Appendix F).

- 4.9 With this in mind the problems of Abbey Lane resulting from the introduction of the HGV ban on Bocking Lane, as recommended by the South Community Assembly, were reviewed. The conclusion was that Abbey Lane (B6068), Whirlowdale Road (B6375) and Bocking Lane are the only suitable routes in the South of Sheffield for HGVs to access areas bounded by the A621, A625 and A61.

The first step in opening them up for use by HGVs for local deliveries and to ease the situation on Abbey Lane is to relax the ban on Bocking Lane to a night time restriction only, i.e. 7pm to 7am. This will allow the majority of HGVs that previously used Bocking Lane to switch back from Abbey Lane during the day. This change will address the road safety concerns near the school whilst continuing to address the night time noise problems on Bocking Lane. A scheme will be designed and implemented as soon as possible. However, officers intend to monitor the usage by HGVs of Abbey Lane and Bocking Lane, particularly their speed near the school. Any further action to deal with safety issues can then be identified quickly and appropriate measures put in place.

Officers will also continue their work with Derbyshire County Council and the Freight Transport Association to address residents concerns over quarry traffic using both Abbey Lane and Bocking Lane. The intention is to achieve a significant reduction in this traffic by agreement without the need for any further HGV bans.

Bans may be a future option but come with the real possibility that they will just shift issues elsewhere. Therefore, collaboration offers best solution long term.

The relaxation of the Bocking Lane ban and the work with Derbyshire County Council and other key stakeholders to reduce quarry traffic travelling through Sheffield to the motorway network was put to the South Community Assembly at their meeting on the 15th November. Whilst there was consensus over the ongoing discussions to try and reduce quarry traffic, in terms of the proposal to relax the ban on Bocking Lane to a night time restriction, the councillors were split.

All Members wanted to see the situation monitored on Bocking Lane and Abbey Lane in terms of usage and speeds of HGVs. A count of HGVs at the Bocking Lane/Abbey Lane junction has, therefore, been arranged for early in December, the results of which will be available for the meeting. This will provide a bench mark to monitor the effects of the proposed

change to the hours of the restriction on Bocking Lane.

4.10 Using the Decision Process, Criteria and Hierarchy of Measures for dealing with HGV problems, the following actions have been determined as the best way of dealing with the problems namely of the Mayfield Valley, Attercliffe Centre and Brocco Bank.

- Mayfield Valley:
 - engage with the operators of the HGVs using the roads to get them to use other more suitable routes;
 - design a scheme to provide advisory signs of the unsuitability of roads on the main entry/exit points to the valley and have it assessed for inclusion in the LTP programme;
 - the associated public request for a 30mph speed limit is to be considered separately and does not fall under the remit of this report.
- Attercliffe Centre:
 - implement the scheme to provide advisory signs to route through HGV traffic away from the centre of Attercliffe using the Don Valley Link Road. Nb. Funding to deal with HGV issues in Attercliffe was given to Sheffield City Council by the former Sheffield Development Corporation. However this may not be sufficient to cover the whole cost of a scheme. Any additional funding is to be allocated from the LTP.
 - review reclassifying Attercliffe Road between Janson Street and Fred Mulley Way from the A6108 to a B road would help promote the idea that it is no longer a main route into the city.

4.11 Officers have reviewed how other authorities enforce their HGV restrictions and have discussed the matter with South Yorkshire Police (see Appendix G).

In summary, nationally, many authorities carry out their own enforcement, taking a “softly, softly” approach, resulting in issuing warning letters to offending drivers/operators. The police have limited resources to carry out lower priority tasks such as enforcement of traffic offences. Whilst the police would still undertake enforcement, there would have to be significant levels of abuse. Sheffield City Council would have to supply information about when the abuse is occurring to maximise the impact of the police operation. The police would also issue fixed penalty notices rather than warning letters.

National government is looking at decriminalising further offences, including weight restrictions, so that local authorities can undertake even more of their own enforcement. Further work to determine what the best form of enforcement for Sheffield is required.

4.12 The Government feels that the most practical approach to improving the situation around SAT NAV devices seems to be greater data-sharing between highway authorities (including the Highways Agency) and, in particular, mapping providers. Further information is set out in Appendix

H.

This report sees developing proposals to do this as a key priority along with a publicity campaign to inform the public, freight industry and business of the HGV Route Network.

- 4.13 The Air Quality Team in a separate but related project are working to identify which vehicle types are contributing most to pollution in the worst areas of the city. They already know that stops and starts are times when diesel engines generate most of their pollution, and it may be possible to reduce this along parts of the HGV Route Network by managing traffic differently through signal timings that reduce or eliminate them. Where the problem is worse this could lead to significant improvements in air quality. This is something they could look at with the Network Management Team to balance their priorities of keeping the whole city moving against those of improving air quality. Ultimately the answer may lie in the use of cleaner engine technology and alternative fuel, however, this is something that is difficult for a city to influence alone.
- 4.14 A summary of the proposed outcomes and areas of further work needed to take the review forward are set out in Appendix A.

RELEVANT IMPLICATIONS

- 4.15 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.16 The review and report are funded from an approved allocation of £70,000 from the 2012/13 Local Transport Plan (LTP) programme.

There is sufficient funding to;

- continue the discussions with Derbyshire and the quarry industry;
- advertise the change to the Bocking Lane restriction and design a scheme to implement it;
- implement an advisory signing scheme to route HGVs travelling through Attercliffe onto the Don Valley Link Road; and
- design an advisory signing scheme for Mayfield Valley and engage with operators whose vehicles use the roads in this area to get them onto other roads that are suitable.

Further work would be undertaken in 2013/14 from an estimated budget of £40,000 funded from the LTP. This would include:

- implement the scheme to relax the ban on Bocking Lane;
- create a database of all moving traffic orders including those relating specifically to HGVs, publish this on the Web and make it available to SAT NAV mapping/routing companies and the Road Haulage industry;

- prioritise all outstanding HGV problems and consider what or whether action is appropriate and develop proposals for implementation;
 - undertake a publicity campaign to get the information on the network out to business and industry and engage with operators and businesses to form a partnership to deal with problems in partnership; and
 - undertake a review of road classifications and see where changes could complement the HGV Route Network and reflect the changing importance of roads to the city of Sheffield.
- 4.17 Fundamentally the proposals in the report should be positive for everyone in Sheffield regardless of age, sex, race, faith, disability, sexuality, etc. Everyone should benefit. However, the proposals should prove particularly positive for the most vulnerable people including the young, elderly, disabled and their carers. It should also prove very positive for community cohesion. No negative equality impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A number of alternative options were considered when determining how to deal with the concerns of Abbey Lane residents including removing the ban on Bocking Lane, introducing additional road engineering measures on Abbey Lane to deal with speeding and to do nothing.
- 5.2 When determining what to do about the Mayfield Valley officers did consider introducing an HGV ban and advisory route signing but neither could be justified in terms of the numbers and frequency of incidents involving HGVs.
- 5.3 When looking at Attercliffe centre a ban was considered but this might have affected local businesses that are reliant on HGVs and therefore was not recommended.

6.0 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 use only suitable routes will minimise the impact of HGV journeys and reduce community concerns.
- 6.2 The approval of the network, process/criteria and hierarchy of measures will allow officers to develop proposals to deal with existing HGV hot spots.
- 6.3 The approval of the relaxation of the HGV ban on Bocking Lane will help improve the situation for Abbey Lane residents.
- 6.4 Modifying the Key Diagram will help reduce problems in the future by

promoting the HGV Route Network at the planning stage.

- 6.5 Developing proposals for further work will allow funding to be secured for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

7.0 RECOMMENDATIONS

- 7.1 Approve the,
- HGV Route Network as shown in Appendix D1 which excludes Brocco Bank but includes Bocking Lane & Abbey;
 - Process and Criteria in Appendix E for determining the suitability of roads for use by HGVs;
 - The Hierarchy of Measures in Appendix F for progressive action taking action to deal with HGV problems;
- 7.2 Approve the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- 7.3 Approve the relaxation of the Bocking Lane ban to night time only, that is 19:00 to 07:00 hours;
- 7.4 Approve engaging with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement;
- 7.5 Approve the proposals for further work detailed in Appendix A.

Appendix A: Further Work for Dealing with Lorry Movements and Problems in Sheffield

1. Key Problem: Quarry Traffic in the South West of Sheffield

Investigate whether it is feasible to introduce HGV bans on the A621, A625 & A57 to stop the through movement of HGVs between Derbyshire and the M1/M18 and what the likely impacts would be for Sheffield people and businesses if we did.

2. Key Problem: Abbey Lane/Bocking Lane

- comments of the South Community Assembly are noted on the Network and the proposal to relax the existing restriction on Bocking Lane to a night time restriction only, i.e. 7pm to 7am;
- a scheme to relax the restriction is introduced as soon as possible with funding from the LTP; and
- the usage by HGVs of Abbey Lane and Bocking Lane is monitored, particularly their speed near the school so that any further action to deal with safety issues can be identified quickly and appropriate remedial measures put in place with funding from the LTP.

3. Key Problem: Mayfield Valley

- engage with the operators of the HGVs using the roads in the Mayfield Valley to get them to use other more suitable routes;
- design a scheme to provide advisory signs of the unsuitability of roads on the main entry/exit points to the valley and have it assessed for inclusion in the LTP programme; and
- consider the associated request for a 30mph speed limit separately.

4. Key Problem: Attercliffe Centre

- develop a scheme, using funds from the Sheffield Development Corporation, to provide advisory signs to route HGVs away from the centre of Attercliffe onto the Don Valley Link road;
- subject to any short fall in funding being made available from the LTP, introduce it as soon as possible; and
- reclassify Attercliffe Road from the A6108 to a B road between Janson Street and Fred Mulley Way;

5. Develop proposals, subject to funding from the LTP, to make information on the HGV Route Network and restrictions affecting HGVs available to the SAT NAV industry and Freight Operators.

6. Develop a proposal, subject to funding from the LTP, to inform the public, freight industry and business of the HGV Route Network and other proposals being developed.

7. Develop a proposal, subject to funding from the LTP, for dealing with the enforcement of HGV restrictions.

8. Develop a proposal to reclassify other parts of the network to complement the HGV Route Network, namely:

- Europa Link – upgrade from a C road to a B road;
- Manchester Road/Langsett Road – downgrade from the A6102 to a B road between the A616 Stocksbridge by-pass and the A61 Penistone Road.

9. Investigate other currently identified hot spots (for example in the Handsworth area) and review others as they occur in the future.

10. Work in association with the Council's air quality officers to develop proposals to reduce the impact of HGVs on areas of the city with poor air quality.

Appendix B: Summary of Consultation Responses

Consultation on the network and decision process/criteria started in March and ended in May 2012, although comments are continuing to be received and where possible/appropriate these have been taken into account. The following documents were included in the consultation.

- Possible HGV Network - Plan No's TM-BN980-PRN-S3A (local) & TM-BN980-PRN-S2-2B (regional): see updated versions of plans in Appendices D1 & D2;
- Decision Process (for dealing with HGV problems) and Hierarchy of Measures: see updated versions of documents in Appendices D & E;
- Reasoning behind Strategic Levels 1 and 2): see updated version in Appendix C;
- HGV Problem Hot Spots – List and Plan No. TM-BN980-PRN-S1A): see updated versions of plans in Appendices D5 & D4;
- 2-Way 12 Hr HGV Flows - Plan No. TM-BN980-S2-1A): see an updated version of the plan in Appendix D3.

These documents are included on the Council's website at

<https://www.sheffield.gov.uk/SCC-Home/roads/works/schemes/lorry-routes>

Officers consulted with the Assembly's and local forums/groups to get local people's views, freight operators/associations and those using their services to get the industry/business view, and statutory bodies to get a strategic and regulatory view. Specifically, officers contacted:

- The Community Assemblies and residents;
- The Motorist Forum and Sheffield on the Move;
- The associations representing the road haulage industry, i.e. the Freight Transport Association (FTA) and the Road Haulage Association (RHA), and the Sheffield Chamber of Commerce and Industry (SCCI) whose members make use of Hauliers for transporting their goods and materials. We also asked how best to get information on our preferred routes to the operators;
- The South Yorkshire Freight Partnership, Highways Agency and neighbouring Highway Authorities to get a strategic view of the proposals; and
- The Police for their views on enforcement

Information was also placed on the Council's web site so that any one else interested could respond, particularly members of the public.

A summary of all the responses is given below.

- B.1** The **Community Assembly's** were concerned in the main about existing HGV Hot Spots and there was little comment on the HGV Route Network as a whole or the decision process/criteria. A summary

of their response is as follows:

- **Northern Community Assembly** - there hasn't been a formal response only from an individual councillor who did convey his support for the idea of an HGV Route Network in principle, particularly as it promotes the use of Stocksbridge by-pass as an alternative to A6102 Langsett Rd. However, he was concerned about the continued abuse of the width restrictions on Oughtibridge La and Skew Hill by HGVs. This may be associated with the HGV hot spot on the Wheel but as there isn't currently a suitable alternative a solution is problematic;
- **Central Community Assembly** - supports the idea of an HGV Route Network in principle but they were concerned about the possible increased usage of Brocco Bank and the use of large delivery vehicles in the city centre;
- **South Community Assembly** enter comments about Abbey Lane recommendation after members briefing on 15th November;
- **East Community Assembly** supports the proposal to direct HGVs travelling through the centre of Attercliffe onto an alternative route. They continue to be concerned about HGV usage of Handsworth Road, Harborough Avenue and Orgreave Lane and would like these hot spots investigated.

No formal responses have been received from the remaining three Community Assemblies.

B.2 There were a number of specific issues raised by **residents** but no comments about the HGV Route Network or the process/criteria. These related to:

- **Twentywell Lane** – HGVs are using it to avoid the ban on Bocking Lane, it is totally unsuitable and they should be stopped;
- **Brocco Bank** – is unsuitable for use by HGVs;
- **Mayfield Valley** – want to introduce an HGV ban and a 30mph limit on the roads. A petition has been received requesting the same measures;
- **Archer Road** – HGVs using the northern junction with Abbeydale Road to service the various supermarkets and other businesses despite signing to use the southern entrance.

B.3 There was some support from the **Transport Forums** and **Local Interest Groups** for HGV Route Network in principle but the majority of responses were about particular issues. These are summarised below:

- The **Abbey Lane Petitioners** feel that Abbey Lane is not a suitable alternative to Bocking Lane. They suggest removing

the Bocking Lane restriction whilst seeking to reduce/eliminate quarry traffic or putting a ban on Abbey Lane.

- A number of responses were received from **Sheffield on the Move** and **The Motorist Forum**. There were two main concerns, the adverse impact HGVs were having on air quality and safety in Attercliffe Centre and the amount of quarry traffic from Derbyshire in the south west of Sheffield.
- The **Endcliffe Corner Community Organisation, Birkdale Preparatory School** and **Friends of Botanical Gardens** say Brocco Bank is not suitable for access by HGVs because of geometric constraints, safety concerns and air quality issues.
- The **Bradway Action Group** support proposal in principle but need action to deal with Bocking Lane displacement onto Twentywell Lane and Prospect Road/Queen Victoria Road.
- The **Sheffield Cyclist Touring Club Right to Ride** group dispute the traffic figures used and want more counts. They also suggest reducing speed limits on some roads would discourage HGVs using them.
- The **Friends of Porter Valley** want an HGV ban in Mayfield Valley and the cutting trees back be stopped.

- B.4** The **Freight Industry**, represented by the FTA & RHA, support the idea of an HGV Route Network in principle but on an advisory basis only and would prefer a passive approach using advisory signing and reclassifying routes rather than by imposing restrictions.

They recognize there are particular issues in the South West of Sheffield relating to quarry traffic and the FTA has agreed to facilitate talks with the Aggregate Industry aimed at trying to reduce the numbers of vehicles.

They feel it is important to make available as soon as possible information on restrictions and routing to the SATNAV industry and other route planning agencies.

- B.5** The SCCI, representing the **business community** agreed with the Freight industry and support the idea of an HGV Route Network in principle and that it was important to make information available on restrictions and routing to the SATNAV industry and other route planning agencies as soon as possible. Electronic based information rather than paper based should be used to promote the network.

They felt that the passive approach through advisory route signing and route reclassification would be appropriate to deal with concerns over HGVs travelling through Attercliffe on the A6108 and signing could be improved by including a "SATNAV symbol" where appropriate.

- B.6** The views of local and regional authorities were:

The **South Yorkshire Freight Partnership** (SYFP) is closely

following progress of the Sheffield City Council review as 'Freight Routing' is one of the major elements on their Action Plan, in particular its contribution to the policy aims of the Sheffield City Region Transport Strategy. They considered that this work is likely to be scalable to the Sheffield City Region and as such the Freight Tactical Group (the enabling team for the SYFP) would like to investigate joint initiatives to produce regional solutions and work with partners to identify appropriate funding streams.

The Council's **Carbon Reduction and Air Quality Team** would like to see Air Quality Levels in the "suitability" criteria. They highlighted the need to reduce emissions on all the main roads and in the city centre, and were particular concerned about Abbeydale Road and Brocco Bank was close to EU limit values.

The Council's **Highways Development Control Team** can agree routes for servicing for new developments as part of the planning process where there are road safety concerns or there is clearly a more desirable access route. They can also ask for travel plans and actions to deal with air quality. The Team can restrict deliveries by time of day, where appropriate and promote use of Freight Consolidation Centres.

The Council's **Transport Vision Team and Forward and Area Planning Team** agree in principle with the HGV Route Network but it needs to be reflected in the Sheffield Core Strategy (Chapter 10) document on Enabling People & Goods to Move Conveniently & Sustainably.

The Council's **City Regeneration Division** strongly supports re-routing of HGVs away from the centre of Attercliffe. It agrees with the idea of an HGV Route Network and the reclassification of the A6108 between Janson Street and Fred Mulley Way.

The **South Yorkshire Police** support the idea of an HGV Route Network in principle and see improvements to SATNAV data as key to the solution. They have limited resources for enforcement so requests need to be where there are real and significant issues. Details of when abuse is occurring should be provided to allow them to plan their action more effectively.

The **Highways Agency** has no concerns providing their tactical/emergency diversion routes of their motorway network are not affected.

Derbyshire County Council understands and supports the objective of encouraging or enforcing the use of the most appropriate routes by HGVs. It would not necessarily agree, though, that restricted use of principal roads is a desirable or necessary part of this strategy. Proposals which would restrict the use of the A57, A625 and A621 across the County boundary raise a number of concerns:

- The potential impact upon Air Quality Management and Noise Action Plan areas along the A619 and A61 corridors through

Derbyshire

- The need for additional signing within the Peak District National Park, where the County Council is currently working with the National Park Authority to reduce clutter
- Implications for Derbyshire Constabulary in enforcing approaches to Sheffield
- The impact upon businesses of enforced additions to journey times and costs

They suggest that we need a more detailed picture of the usage of the routes at present, not just in terms of volumes but, more importantly, origins and destinations so that we can understand the impacts of such proposals. It may be that there are relatively small numbers of HGVs which travel through (rather than to or from) Sheffield and hence be affected by the proposed scheme. The County Council will be interested in, and will help to facilitate where possible, detailed consultation with operators about their business needs and the potential impacts of specific proposed orders.

APPENDIX C: REASONING SUPPORTING CHOICE OF ROADS FOR THE HGV ROUTE NETWORK

Introduction

Our aim is to get HGVs on to the most suitable route for their particular journey. We intend to do this by:

- providing information in various forms and mediums to all involved in the haulage industry on which routes in Sheffield are suitable for a particular type of journey; and
- dealing with “HGV problems”, not in a piecemeal fashion, so they are simply moved onto other areas, but on a city wide basis, taking into account both the legitimate use of the road network by hauliers as well as the concerns of residents.

Methodology

We have developed an HGV Route Network, see Appendix D1 (plan SD-BN980-NETWORK-1-1) or the larger versions on display before committee, made up of suitable roads for use by HGVs, initially at the strategic level, i.e. for those journeys through Sheffield and those into and out of the city. Work to extend this to cover roads providing access to other areas within the city and between them will follow once this has been adopted by the Council.

In developing this Network we have looked at where medium to long distance journeys make use of the principal roads in Sheffield, where HGVs have been highlighted as a problem, see Appendix D4 (plan SD-BN980-HOT SPOTS-1-1) and how many HGVs are using the roads currently, see Appendix D3 (SD-BN980-HGV COUNTS-1-1).

We have also recognized that:

- there is no pattern of accidents involving HGVs anywhere in the City which have required us to make any interventions. The overall accident rate is very low across the city and there are no accident hot spots;
- the daily number of HGVs coming into and out of the Sheffield since it peaked in 1981 (4.55% & 12,594) has shown a **steady decline** in both the percentage of total traffic and actual number to the present day (1.62% & 4,524);
- the highest numbers of HGVs are found on the main roads into the city from the M1 junction 34 (N&S); and
- Shepcote Lane has the highest percentage of HGVs due to the industrial nature of development along its length and that it connects the M1 (J34) to the A6102 outer ring road.

HGV Route Network

The Network is mainly made up of A and B classified roads. These roads are currently used for the majority of journeys by HGVs in Sheffield and for the most part have not been identified as having HGV related problems.

A plan showing the HGV Route Network in relation to national road networks i.e. Motorway, Trunk and Primary, is shown in Appendix D2 (plan SD-BN980-NETWORK-2-1). These national networks are used for the majority of longer and medium distance journeys.

We have split the strategic level of the Network into two levels. The top level is for journeys through Sheffield (SL1), and the next level down is for journeys into and out of the city (SL2).

As a separate piece of work we are considering making changes to the classified road network since it can have a bearing on route choice thereby complementing the work we are doing.

- **Strategic Level 1 (SL1) – Through Journeys**

It is proposed that this part of the network is made up of some of the roads that are part of the primary route network, i.e. important routes nationally for medium-to-long-distance navigation. These normally appear as green roads in most road atlases as opposed to other A roads which are coloured red, the direction signs also have white text on a green background as opposed to direction signs on other roads (except Motorways) that have black text on a white background.

This part of the Network includes the:

- A61 from Chesterfield to Meadowhead roundabout,
- the A6102 (outer ring road) from Meadowhead roundabout to the A631 Shepcote Lane,
- the A631 from the outer ring road to the M1 J34 (N&S),
- the Sheffield Parkway between the A6102 and M1, and
- Mosborough Parkway from the Sheffield Parkway to the M1 J31.

These roads would be used by HGVs travelling between north east Derbyshire and the M1 North and M18 so that they do not have to go through the city centre. It is the most direct route from the A61 in the south and for the most part is a two lane dual carriageway. There are no other routes that would be suitable for HGVs travelling through Sheffield and better alternatives exist using the national road networks.

- **Strategic Level 2 (SL2) – Journeys into and out of the City**

This level is comprised of the remaining A roads, with three exceptions (parts of the A6102, A6135 & A6178), plus four key B roads that have been included since they provide useful connecting links and Europa Link Road (currently under consideration for classification as a B route).

These roads are currently used by HGVs to access areas within the city from the SL1 roads, the A628(A616) Trans Pennine Route and the

M1 motorway. They are considered to be suitable and there are no other alternatives.

Reasons for Including/Excluding Routes from the Network

Including routes in SL2:

- The **B6068/B6375 Abbey Lane** and **Whirlowdale Road** along with **Bocking Lane** provide a link between the main arterial roads running through the south of the city, i.e. the A625 Hathersage Road, the A621 Abbeydale Road South and the A61 Chesterfield Road;
 1. These roads allow movement into and out of the city centre as well as to other areas of the city via the outer ring road;
 2. If HGVs were banned from using these roads then the most likely alternative would be to drive into the city centre on the A621 Abbeydale Road and then out again via Broadfield Road and the A61 London Road and Chesterfield Road. This is an additional round trip journey of over five miles to reach the same point only a few hundred yards away, if using Abbey Lane or Bocking Lane.

This would have a number of drawbacks:

- a. The air quality in the Abbeydale Road corridor, the likely alternative route, is already poor and additional pollution from HGVs could make this worse;
 - b. The roads into the city centre are already congested at peak times - adding additional traffic, especially slow moving HGVs, would only add to the problem;
 - c. It could move the problems experienced on Abbey Lane and Bocking Lane on to other roads such as Abbeydale Road that already experience significant HGV traffic, and where homes, businesses and schools front onto the road;
 - d. Lead to HGV drivers using other, narrower residential roads adjacent to and parallel to Abbey Lane, which are unsuitable for HGVs;
 - e. It would increase both the journey times (an additional 2 miles using Woodseats Road) and costs for HGV operators.
4. The levels of noise and pollution on both roads are well within recommended national limits;
 5. There is no pattern of accidents involving HGVs anywhere in the City, including Abbey Lane and Bocking Lane, which have required us to make any interventions. Indeed the overall accident rate is very low across the city and there are no accident hot spots;
 6. The road layouts of both Bocking Lane and Abbey Lane have no features that make them particularly unsuitable for HGVs.

- The **B6075 Rutland Road**, with mainly commercial premises along its length, links the A6135 to the A61.
- The **B6053 Rotherham Rd/Eckington Way**. This provides a link from the A6135 for traffic travelling to and from the M1 (J30) to the A57 Mosborough Parkway and then into and out of the city centre. It relieves the pressure on the busy junctions at High Street/Station Rd and Manor Top.
- **Europa Link** – this is being considered for classification as a B road and provides a link from Sheffield Parkway to Shepcote Lane and serves the Sheffield Business Park.

Excluding Routes from SL1 & 2:

- Part of the A6102 between the A616 Stocksbridge By-pass and the A61 at Hillsborough. The Council have been trying to discourage the use of this route for some time through minor improvements, e.g. tightening up radii and reducing carriageway width, in Stocksbridge. We also changed the signing of all major destinations when the by-pass was opened to route traffic along the A61/A616. However, even though it's only 1.3 miles more, some drivers still prefer to use the former route, i.e. A6102/B6088. There could be a number of reasons for this, one being that it is a "flatter" (no major hills) route. By taking this out of the network it may help further reduce HGVs using it as a through route.
- Part of the A6178 Attercliffe Road (between its junction with Janson Street and Savile Street) – there is a reasonable alternative route via the Don Valley Link Road; and
- Part of the A6135 (City Road/Granville Road) - through traffic is already signed onto the Parkway when travelling into the city.
- The B6069 Brocco Bank, Glossop Road & Clarkson Street. These roads have been traffic calmed incorporating cycle lanes, build outs, pedestrian crossings and refuges. The emission levels are close to the upper limits, and the roads go through mainly residential areas with schools and parks. However, there are several hospitals, shops, businesses, university etc within the area that rely on deliveries by HGVs so they cannot be banned from these roads altogether.

Conclusion

The PRN is a reflection of current usage of the roads in Sheffield by HGVs and avoids most of the known problem areas. It shouldn't lead to significantly more HGVs using these roads but will help in our aim of getting them onto the most suitable routes at **all** parts of their journey.

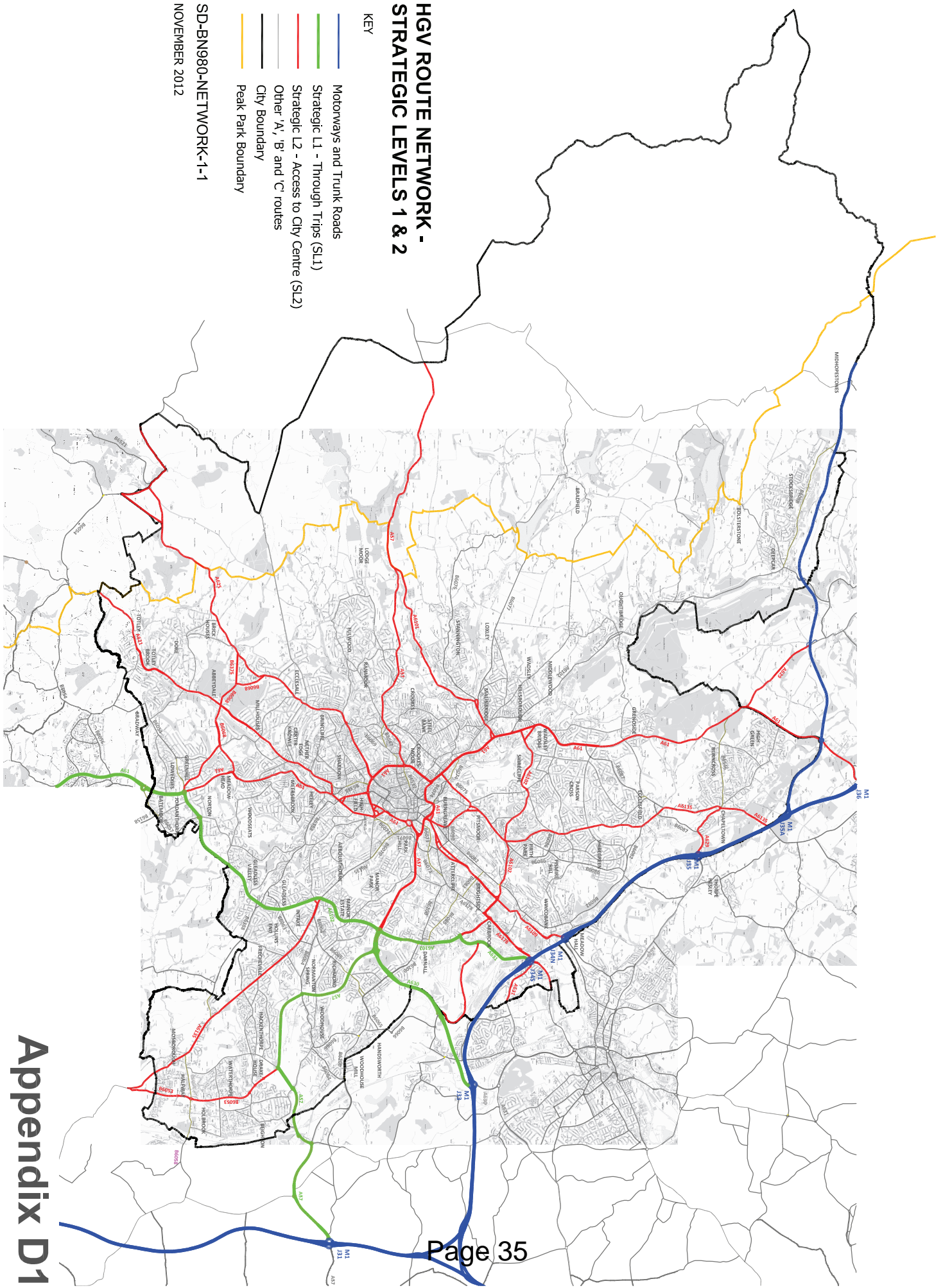
Agreeing a network of roads suitable for HGVs will provide the framework on which we can deal with outstanding problems. It will also allow us to look at suitable routes for access into areas off this network.

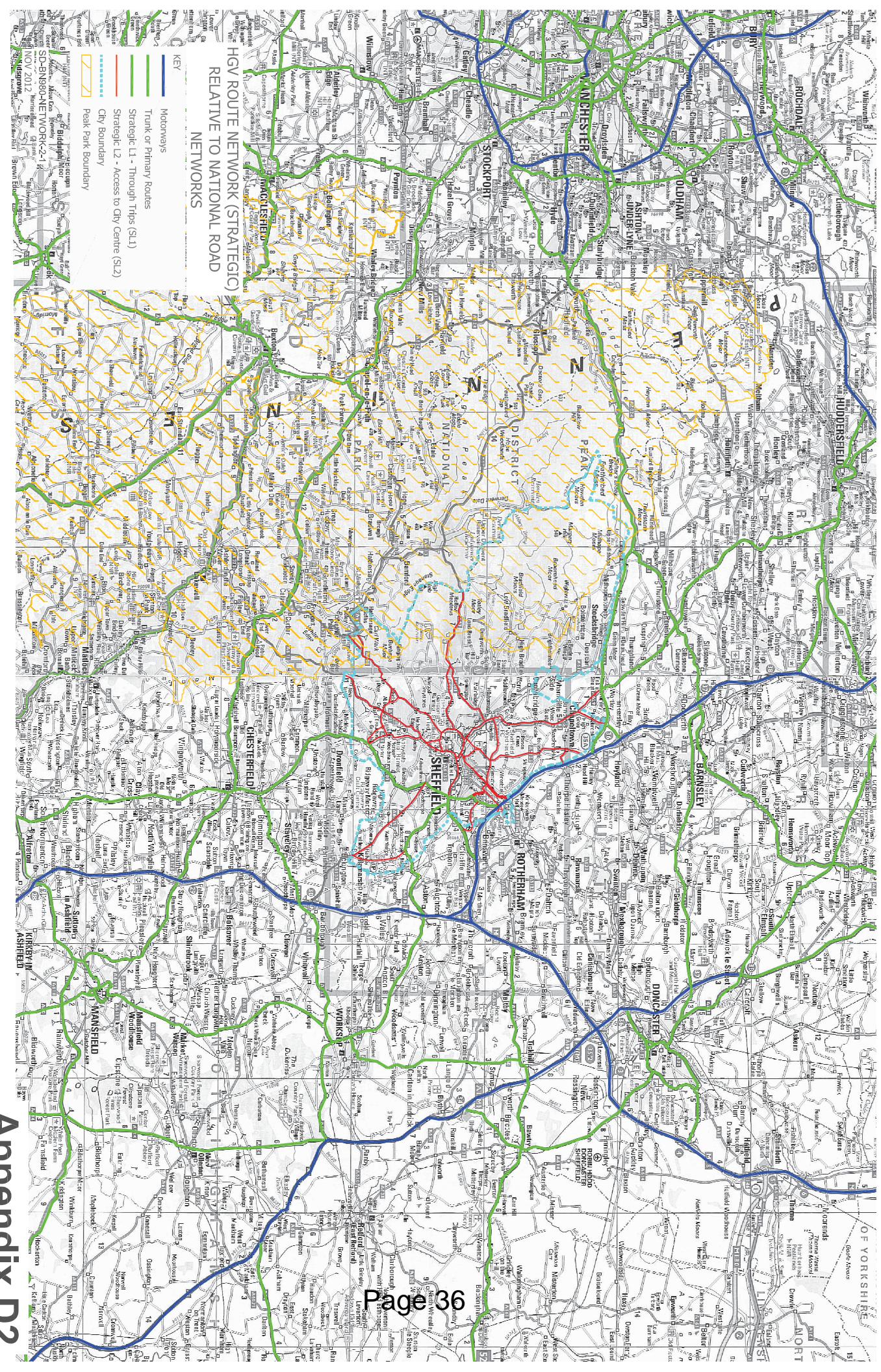
We will continue to work with our neighbouring authorities to achieve common aims of managing traffic between our areas so journeys are made on the most appropriate roads.

HGV ROUTE NETWORK - STRATEGIC LEVELS 1 & 2

- KEY**
- Motorways and Trunk Roads
 - Strategic L1 - Through Trips (SL1)
 - Strategic L2 - Access to City Centre (SL2)
 - Other 'A', 'B' and 'C' routes
 - City Boundary
 - Peak Park Boundary

SD-BN980-NETWORK-1-1
NOVEMBER 2012



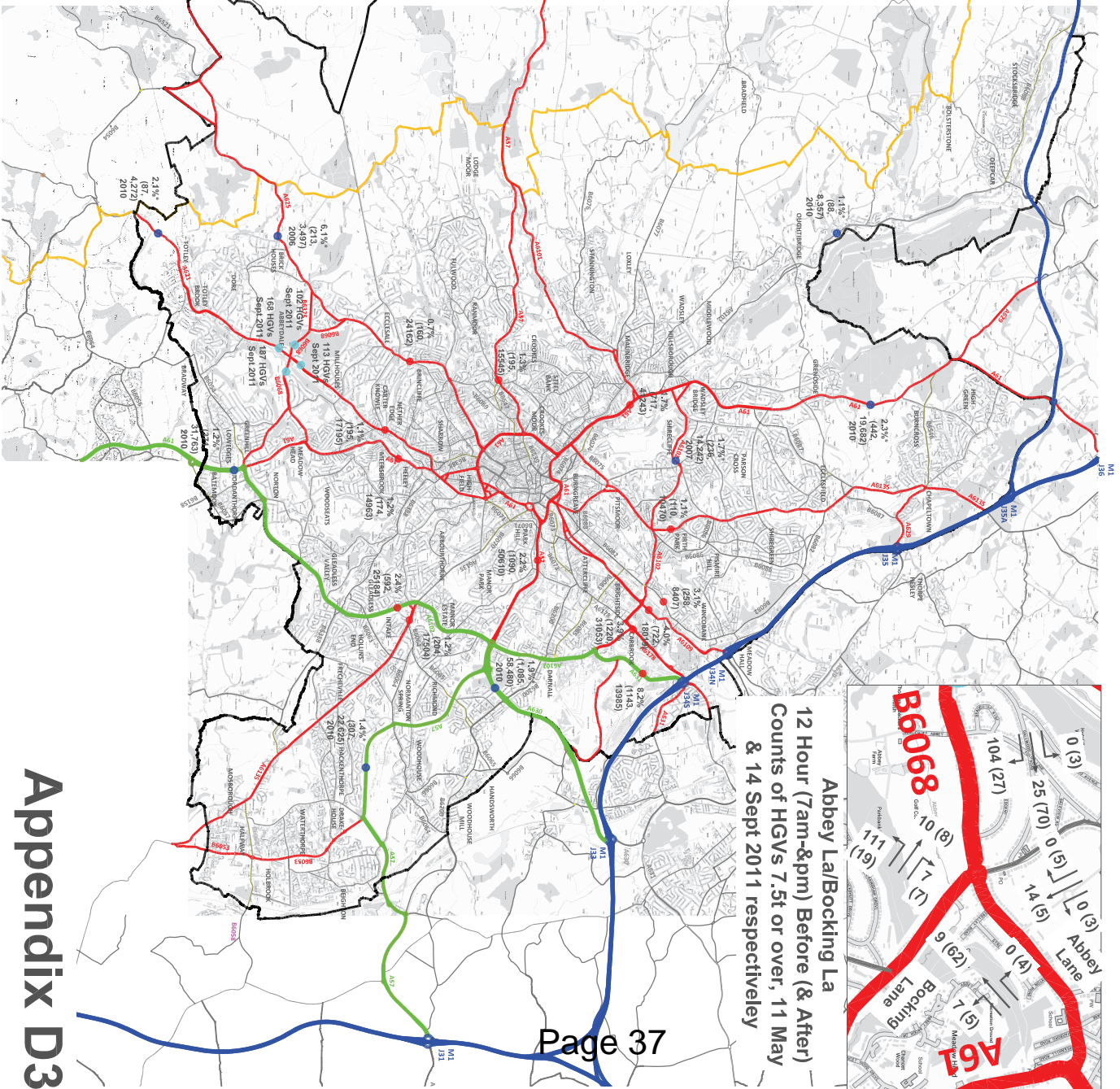


2-WAY 12HR HGV COUNTS - HGV ROUTE NETWORK

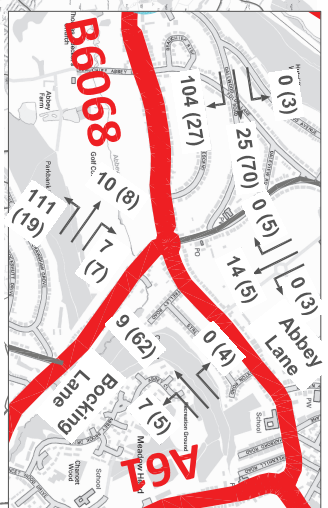
KEY

- Motownways and Trunk Roads
- Strategic L1 - Through Trips (SL1)
- Strategic L2 - Access to City Centre (SL2)
- Other 'A', 'B' and 'C' routes
- City Boundary
- Peak Park Boundary
- Shows the number of HGVs recorded at a count site
- Total Trips
- Annual Count Sites (date of count included, either 2010 or earlier)
- After Counts following implementation of HGV restriction on Bocking Lane
- No. of HGVs
- Date of Count

SD-BN980-HGV COUNTS-1-1
NOVEMBER 2012



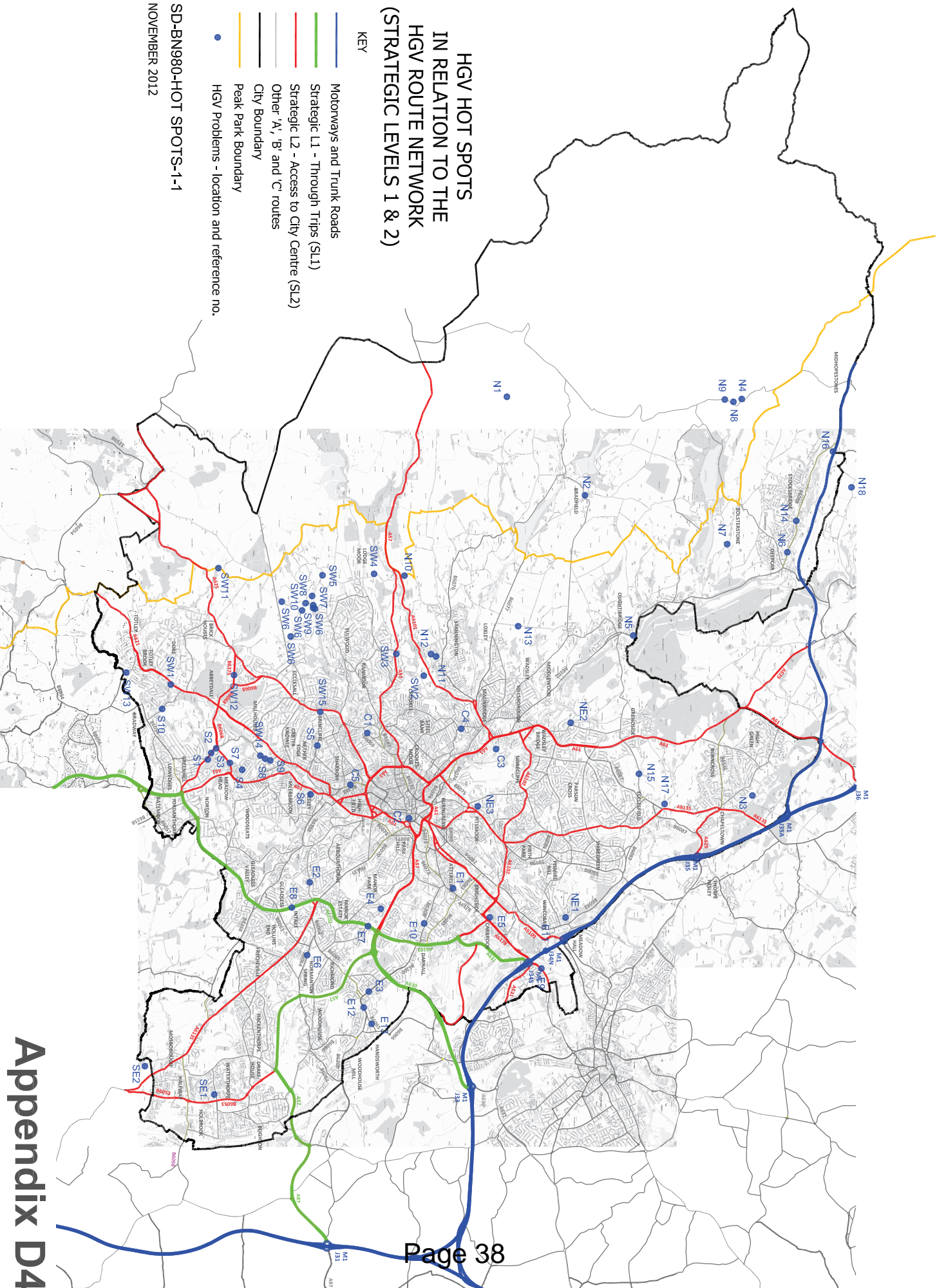
Abbey La/Bocking La
12 Hour (7am-8pm) Before (& After) Counts of HGVs 7.5t or over, 11 May & 14 Sept 2011 respectively



HGV HOT SPOTS IN RELATION TO THE HGV ROUTE NETWORK (STRATEGIC LEVELS 1 & 2)

KEY

- Motorways and Trunk Roads
- Strategic L1 - Through Trips (SL1)
- Strategic L2 - Access to City Centre (SL2)
- Other 'A', 'B' and 'C' routes
- City Boundary
- Peak Park Boundary
- HGV Problems - location and reference no.



Appendix D5: HGV Hot Spot List

Item	Location	Assembly	Problem	Date	Comments
Central Community Assembly					
C1	Brocco Bank, Clarkhouse Road and Newbould Lane	Central	HGV routing	Sep-09	
C2	Dixon Lane & Broad Street West	Central	Incidents involving delivery vehicles reversing back onto Park Square to avoid low bridge under Commercial Street. Vehicles also become stuck whilst manoeuvring on the narrow streets.		
C3	Livesey Street Bridge	Central	Request for HGV warning signs	Apr-09	Signing has been erected
C4	Walkley Lane & Ripley St	Central	HGV Sat Nav problems	Feb-08	Signing has been erected

Item	Location	Assembly	Problem	Date	Comments
C5	London Road	Central & South	HGV Sat Nav problems	Jun-08	Clir Little
East Community Assembly					
E1	Attercliffe Road	East	Understood that businesses need their deliveries but there is a wish to improve the shopping experience.	Dec-11	Comments have been received as part of the ongoing HGV Review
E2	East Bank Road	East	Reported that steepness of road and vehicles near school crossing and entrance to 'Springs'. Nothing requested	Dec-11	Comments have been received as part of the ongoing HGV Review
E3	Handsworth Road	East	B road is residential but has a large number of HGVs using it as a rat run. Sign HGVs to the A57 instead.	Dec-11	Comments have been received as part of the ongoing HGV Review
E4	Harborough Avenue	East	Lorries are losing their way in the estate roads whilst looking for a route to the Parkway.	Aug-05	Better signing required, but funding permitting

Item	Location	Assembly	Problem	Date	Comments
E5	Millford Street	East	HGVs turning in and out of Millford Street	Jan-09	Informed company involved that better directions and information are provided
E6	Normanton Hill	East	Speeds of all vehicles and numbers of HGVs. Request a HGV ban.	Dec-11	Comments have been received as part of the ongoing HGV Review
E7	Prince of Wales Road	East	Noise pollution and volume of HGVs near to Pipworth School and Park Academy. Request to ban HGVs at school times	Dec-11	Comments have been received as part of the ongoing HGV Review
E8	Ridgeway Road	East	HGVs on Ridgeway Road were mentioned but nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review
E9	Sheffield Road, Tinsley	East	Main concern is air pollution and congestion caused by all vehicles. Nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
E10	Staniforth Road	East	Report of a high density of HGVs. Request that they are "limited".	Dec-11	Comments have been received as part of the ongoing HGV Review
E11	Tinsley Viaduct	East	Main concern is air pollution and congestion caused by all vehicles. Nothing suggested.	Dec-11	Comments have been received as part of the ongoing HGV Review
E12	Handsworth Road	East & South East	Concern raised over apparent increase in HGVs using Handsworth Road.	Jan-07	Reply sent. No further action.
E13	Orgreave Lane	East & South East	HGV traffic has increased recently. A ban has been requested.	Apr-10	Reply sent. No further action.
North East Community Assembly					
NE1	Fife Street	North East	HGVs travel up Fife Street in error.	Feb-09	Informed company involved that better directions and information are provided

Item	Location	Assembly	Problem	Date	Comments
NE2	Midhurst Road Foxhill, Nutwood Ind Est.	North East	Lorries which are too high to access the Estate from Claywheels Lane due to low bridge on Limestone Cottage Lane use Foxhill Rd, Midhurst Road and Hagg Hill instead. Some turn too early end up in other residential streets.	Jun-05	Signing has been erected
NE3	Shirecliffe Lane	North East	Request for signing at south east end which is too narrow for HGVs	Nov-11	Difficulties with funding
Northern Community Assembly					
N1	Blindside Lane, Strines	Northern	Problem with HGVs and coaches	Mar-10	Signing has been erected
N2	Bradfield area	Northern	HGVs have difficulties negotiating this area	Dec-11	Comments have been received as part of the ongoing HGV Review
N3	Chambers Valley Road. Chapelton	Northern	HGVs use this road	Dec-09	Unsuitable for HGV signs have been erected

Item	Location	Assembly	Problem	Date	Comments
N4	Ewden Beck Bridge, Mortimer Road	Northern	Request for measures in relation to HGV use of the road and bridge	Jul-10	
N5	Langsett Road North	Northern	Request for Unsuitable for HGVs sign. Lorries miss the turn to paper mill	Sep-09	
N6	Manchester Road Deepcar	Northern	Request in connection with closure of road at Middlewood Tavern. Now road is re-open, HGVs are back on the route.	Apr-11	
N7	More Hall Lane	Northern	Request for signs to warn of HGV manoeuvring difficulties on More Hall Lane	Sep-09	Road markings applied to help resolve
N8	Mortimer Road	Northern	HGV Sat Nav problems	Apr-08	Andy Barker

Item	Location	Assembly	Problem	Date	Comments
N9	Mortimer Road	Northern	HGV Sat Nav problems	Jan-08	John Wright (Road Safety)
N10	Rails Road	Northern			
N11	Roscoe Bank	Northern	Request for additional signs to prevent HGVs using Liberty Hill, Stannington towards Rivelin Valley Road	May-09	Signing has been erected
N12	Roscoe Bank & Liberty Hill Stannington	Northern	Lorries get stuck and become grounded at points on these roads.		
N13	Route between Stannington, Oughtibridge and Ecclesfield	Northern	HGVs use a route via Stannington, Loxley, Worrall, Oughtibridge, Grenoside and Ecclesfield to get to M1. Much of the route is unsuitable	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
N14	Stocksbridge	Northern	HGVs use the B6088 through Stocksbridge town centre to and from the A616, rather than utilising the junction at Deepcar. Suggestion is to restrict HGVs on the B6088.	Dec-11	Comments have been received as part of the ongoing HGV Review
N15	The Wheel	Northern	HGVs, articulated lorries, and double decker buses are using the road at peak times, often at high speed.	Oct-11	Reply sent. Awaiting outcome of review.
N16	Underbank Road	Northern	The road is too narrow for HGVs and cars to pass.		
N17	Whitley Lane	Northern	HGV and Sat Nav problems	Jul-09	Reply sent. No further action.
N18	Tofts Lane	Northern	HGVs damaging walls etc		Advisory Signs about roads being unsuitable are being ignored. Consider ban, enforcement and tagging offenders.
South Community Assembly					

Item	Location	Assembly	Problem	Date	Comments
S1	Bocking Lane	South	HGVs ignoring 7.5t restriction on Bocking Lane.	Jul-11	
S2	Bocking Lane	South	A series of enquiries re traffic particularly HGVs using Bocking Lane.	Mar-07	
S3	Bocking Lane	South	The restriction on Bocking Lane is not being observed.		
S4	Moor View Rd (Fraser Rd)	South	Lorry ended up in Moor View Road having arrived the 7.5t HGV restriction on Fraser Road.	Jul-11	
S5	Osborne Rd Nether Edge	South	HGV Sat Nav problems	Apr-08	Signing has been erected

Item	Location	Assembly	Problem	Date	Comments
S6	Thirwell Road	South	HGV Sat Nav problems	Mar-08	Complainant advised of difficulties in financing
S7	Abbey Lane	South	Petition complaining about safety following introduction of Bocking Lane restriction		
S8	Archer Road	South & South West	Complaint that HGVs are using the residential end of the road to gain access to businesses in the area.	Feb-11	Continuing problems
S9	Archer Road	South & South West	HGVs travel on the wrong side of the carriageway on a bend. A weight restriction was requested.		
S10	Twentywell Lane	South & South West	HGVs using it as an alternative to Bocking Lane		
South East Community Assembly					

Item	Location	Assembly	Problem	Date	Comments
SE1	Carley Drive	South East	Damage caused by HGVs making tight turn on Carley Drive, Westfield Business Park	Sep-09	
SE2	Gashouse Lane	South East	Request for reduction of speed and traffic inc HGVs	Sep-09	Suggestions for warning signs, funding permitting
South West Community Assembly					
SW1	Five Trees Avenue	South West	Complaint that large vehicles u turn in the junction or the avenue itself, damaging property.	Jan-06	Signing suggested. Forwarded to Comm Ass.
SW2	Hagg Hill	South West	Report that the road is a major cut through at rush hour and HGVs and coaches have been seen using it.	Jun-11	Reply sent. No further action except for outcome of review.
SW3	Hagg Lane	South West	Request for HGV signs	Feb-09	

Item	Location	Assembly	Problem	Date	Comments
SW4	Lodge Lane Rivelin	South West	A popular route for cars and light vans into and out of the City between Manchester Road and Redmires. It is unsuitable for HGVs.	Dec-11	Comments have been received as part of the ongoing HGV Review
SW5	Mayfield Road	South West	A complaint that large vehicles are damaging properties.	Aug-06	
SW6	Mayfield Valley	South West	Petition received requesting a ban on HGVs on Cottage Lane, Hangram Lane, Wood Cliffe and Quiet Lane and a speed limit in the Mayfield Valley.		Awaiting outcome of review.
SW7	Mayfield Valley	South West	Request for Unsuitable for HGVs signs	Mar-11	Awaiting outcome of review
SW8	Mayfield Valley	South West	HGVs try to negotiate this area which is unsuitable for them	Dec-11	Comments have been received as part of the ongoing HGV Review

Item	Location	Assembly	Problem	Date	Comments
SW9	Quiet Lane	South West	Request for Unsuitable for HGVs signs	Feb-11	Awaiting outcome of review
SW10	Quiet Lane, Wood Cliffe, Hangram Lane and Cottage Lane	South West	A popular route between Fulwood and Ecclesall. HGVs get stuck on this route. Speeds are also an issue	Dec-11	Comments have been received as part of the ongoing HGV Review
SW11	Sheephill Road	South West	A popular route between Ringinglow and Dore Moor. HGVs attempt to use this route which is unsuitable	Dec-11	Comments have been received as part of the ongoing HGV Review
SW12	Whirlowdale Road	South West	Concern that the route is used by lorries from quarries in Derbyshire	Apr-06	
SW13	Mickley Lane	South West	Hgvs using it as an alternative to Bocking Lane		

Item	Location	Assembly	Problem	Date	Comments
SW14	Archer Road	South West & South	Complaint that HGVs are using the residential end of the road to gain access to businesses in the area.		
SW15	Psalter Lane	South West & South	Complaint received that HGVs are using the road as a "rat run".	Apr-11	

Appendix E: SUITABILITY OF ROADS FOR USE BY HGVS - PROCESS AND CRITERIA

The process of how to deal with problems will involve an investigation and assessment against criteria. Any action considered appropriate would then need to be approved by Cabinet Highways Committee. To reach a balanced decision on what this should be we will consult with the relevant Community Assembly, residents, South Yorkshire Freight Partnership, Freight Operators, Sheffield Chamber of Commerce & Industry and Police.

The **investigation** will seek to establish if HGVs are using the most appropriate and suitable route for their journey based on the HGV Route Network.

If they are, officers would determine what remedial action is necessary or possible to minimise their impact.

If not, officers will determine

- just what and how much of a problem it is against the criteria;
- why it is happening; and
- what and if any action is required, using the hierarchy of measures below, to get them onto a suitable route and what the implication for the rest of the network would be of doing so.

Criteria used to determine suitability of a route for HGVs

- For the journey they are undertaking are they on the right part of the HGV Route Network?
- Is there a better alternative?
- Is the route of a suitable engineering standard for use by HGVs?
- Are there any restrictions, regulatory or geometric that would prevent the safe passage of HGVs?
- What, if any record of accidents involving HGVs has there been, and were any accidents specific to issues with HGVs.
- Does it pass through an area where an air pollution standard is breached or is close to being breached?
- Does it significantly impact on the health and environment of those living and working along the route?
- Should usage be limited to certain times/days of the week?

Appendix F: Hierarchy of Measures

There are a number of measures that can be taken which are either passive or prescriptive.

Passive measures can be used to influence a change in driver behaviour by providing information on our preferred alternative routes by:

- “Talking” directly to the HGV operators concerned;
- Erecting signs at the turn into a route saying it is “unsuitable for HGVs”
- Erecting signs to indicate routes that are suitable for HGVs.

Prescriptive measures prevent a route from being used by a Traffic Regulation Order. This is costly in terms of the legal process and the signs required making it legally enforceable. For the restriction to act as a deterrent it would need to be enforced. This is currently done by the police but it isn't a high priority for them so we are effectively left with voluntary compliance.

We would recommend taking the passive approach in the first instance; this is usually cheaper and is supported by the SYFP, freight operators, and businesses reliant on them.

APPENDIX G: ENFORCEMENT OF HGV RESTRICTIONS

Whilst we want to encourage drivers to use the HGV Route Network we realise that restrictions may have to be introduced. These will only be effective if enforced and could prove problematic.

Where HGV restrictions are being used for environmental reasons they must allow deliveries to properties along the restricted route, it is not possible to prevent legitimate access. This means that any HGV can travel along a restricted route as long as it is making a delivery or collecting goods from a property situated along that route. If it travels the whole length of the restricted route without accessing a property it has used it as a through route and the driver has committed an offence.

Enforcement of HGV restrictions is normally carried out by the Police. It involves an officer observing an HGV travelling along a restricted route, checking that it does not stop to access any property on that route, and if necessary stopping the vehicle and issuing a fixed penalty notice. This type of measure generally has a low priority in relation to other calls on police resources. It is usually the case that the Police will react to complaints about abuse of an HGV restriction by carrying out a period of enforcement. Such cases are few and far between as far as we are aware. Although enforcement by the Police is a low priority, it should be noted that enforcement has been "purchased" in the past by the PTE for bus lane abuse. This work is carried out as overtime by officers.

There are a number of authorities in the country that enforce weight restrictions using their Trading Standards Teams. Similar to Police enforcement this involves an officer observing an HGV using a restricted route as a through route i.e. not taking access to premises. Trading Standards officers cannot stop vehicles but make notes of the incident and subsequently request vehicle and owner details from VOSA and the DVLA. A warning letter is later sent to the owners reminding them of their responsibilities with regard to HGV restrictions and warning them of the penalties should they continue to offend.

Evidence from other authorities suggests that this approach has a very high success rate in deterring re offending. However, if necessary, court proceedings can be instituted through the Magistrates' Court. These are generally against the driver as most companies give instructions to their drivers (through contract of employment etc) that they are to comply with all road traffic regulations. I understand an operator could be proceeded against if, for example, their drivers were regularly breaching a restriction.

Offences are contained in Section 5(1) of the Road Traffic Regulation Act 1984 for permanent restrictions and Section 16(1) for temporary Orders. The maximum fine is £1000 per offence.

Whilst other authorities use Trading Standards officers to enforce HGV restrictions presumably the power to do this could be delegated to any officer.

If we follow the Trading Standards route there a number of Local Authorities that undertake enforcement in this way, including Derbyshire. There are also schemes that involve the public in reporting details of HGVs that contravene a restriction. Cambridgeshire and Gloucestershire CCs run such schemes which involve:

- Local observers noting details of vehicles, i.e. the registration mark, date and time of sighting, vehicle type, and direction of travel, which may be misusing the route.
- Details are then handed to the parish or town co-ordinator for administration.
- The co-ordinator sends details to Trading Standards.
- Trading Standards will then obtain details of the owners of the vehicles from the Driver and Vehicle Licensing Agency in Swansea.
- Once the vehicle type has been confirmed a letter will be sent to the owner to determine whether the driver was in contravention of the Order when observed (there are exemptions).
- A decision as to what action is necessary is then made.

What is common across all such schemes is that they take a “softly softly” approach to enforcement. Court action is only taken as a last resort.

This scheme has the benefit of empowering local communities by providing local residents with the opportunity to report examples of inappropriate driving of HGV’s via a local coordinator and for the Council to work in partnership with the community to jointly combat concerns regarding illegal lorry movements. It is pertinent to note that this scheme will not be self financing and all officers time would have to be met from Revenue Budgets.

The Government is currently looking into increasing the number of moving traffic offences that can be enforced under the Traffic Management Act 2004. This includes the enforcement of environmental weight restrictions. Although further work to determine what is best for Sheffield is required, the Council and its partners in the City Region want to include the ability to enforce lorry restrictions (as part of Part 6 of the Traffic Management Act 2004) within their toolbox.

APPENDIX H: SAT NAV

The Government's current view is that the most practical approach to improving the use of SAT NAV devices is to achieve greater data-sharing between highway authorities (including the Highways Agency) and mapping providers. As such, they intend to follow the suggestion of several respondents and organise meetings in which these two groups, together with SAT NAV companies and central government, can discuss ways in which data sharing can be improved. ITS UK, the umbrella body for the SAT NAV industry, and ADEPT2, a local government association, have agreed to co-chair the session. The first meeting will take place early March.

To complement this officers propose that the City Council produces a database on all restrictions relating to movement of traffic in a format that they can easily use. We already have all the restrictions on parking, loading and waiting on a system called Parkmap and this can be expanded to include the other restrictions e.g. speed limits, one-ways, weight and width, bus gate etc so we are well placed to supply the industry with the information they need.

The Government is already taking steps to reduce misdirection by SAT NAV devices. This new sign has been made available as part of the revisions to the regulations on traffic signs. It is an informative sign, intended to be placed where there are problems with drivers using satellite navigation, which does not require a formal traffic order to be made to be placed.

We have already made use of this sign (approx £500/sign excluding commuted sum) on the route over the Strines at the A57 end. It's too early to judge how effective it has been but the police have reported a lorry becoming stuck. It is not clear which direction it was travelling but inquiries are in progress.



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