

Highway Cabinet Member Decision Session

Thursday 9 May 2013 at 1.30 pm

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 attend 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, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

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

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 MAY 2013**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude press and public
- 2. Declarations of Interest**
To receive any declarations of interest
- 3. Highway Improvement Scheme, Sainsbury Superstore, Wadsley Bridge**
Report of the Executive Director, Place
- 4. Highway Improvement Scheme, Retail Park, Stocksbridge**
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 11 July 2013 at 10.00 am

This page is intentionally left blank



SHEFFIELD CITY COUNCIL Individual Cabinet Member Report

Report of: Simon Green Executive Director, Place

Date: 9th May 2013

Subject: New junction design and Highway Improvements associated with a new Sainsbury's superstore – Wadsley Bridge

Author of Report: Steve Robinson, Head of Highways Maintenance Client

Summary:

This report gives details of the highway improvement works associated with the new Sainsbury store, which is to be built off Clay Wheels Lane.

It informs members of the public consultation that has been undertaken associated with these works.

Approval is sought for the design and implementation of the highway improvement proposals.

Reasons for Recommendations:

To facilitate the construction of the new retail store, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning and Highway Board.

Recommendations:

Approve the highway improvement works shown on drawing number VD12024-D111 revB

To delegate authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary section 278 Highways Act agreement to secure the construction of these works.

Background Papers: Previous report to North & West Planning and Highways Committee presented on 21st June 2011

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Deborah Eaton
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
North Area of Sheffield
Relevant Cabinet Portfolio Leader
Councillor 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?
NO
Press release
NO

HIGHWAY WORKS FOR THE PROPOSED SAINSBURY'S SUPERSTORE

1.0 SUMMARY

1.1 This report gives details of the highway improvement works associated with the new Sainsbury store, which is to be built off Clay Wheels Lane Wadsley Bridge. It informs members of the public consultation that has been undertaken. Approval is sought for the design and implementation of the highway improvement proposals.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent (10/03381/FUL) for the new Sainsbury superstore which was approved by planning board on the 21st June 2011.

3.0 OUTCOME & SUSTAINABILITY

3.1 The main outcome will be addressing the issues outlined in the Transport Assessments which was produced in respect of Sainsbury development proposals. This will be achieved by the implementation of measures conditioned in the planning consent.

3.2 The measures are aimed at accommodating the additional traffic predicted to be generated by the new store and also providing safe access into the site. It is anticipated the various proposals in the vicinity of the site will help to minimise any delays resulting from increased traffic volumes to avoid compromising the Council in meeting its congestion target.

3.3 Following completion of the scheme and the opening of the new store, the effectiveness of these measures will be closely monitored.

3.4 The proposals are also aimed at improving road safety for those people who choose to walk or cycle to the new store, and both this scheme together with complimentary measures within the new store will help to encourage the use of public transport along this major transport corridor.

4.0 REPORT

4.1 Planning consent has been granted for proposals to develop a new Sainsbury superstore on the former Fletchers Bakery site off Penistone Road North, Wadsley Bridge. Construction of the new store is due to commence this month, with the proposed highway works programmed to start in June with completion in October/early November. A plan showing the proposed improvement scheme is provided in appendix A of this report.

4.2 The highway-associated conditions are fairly wide ranging and address travel-related issues associated with the development. The key highway elements of the scheme are:

- New signalised site access off Clay Wheels Lane
- New signalised junction to Clay Wheels Lane / Penistone Road North
- Removal of vehicle access from Penistone Road North onto Beeley Wood Road

- Conversion of the roundabout at Penistone Road North / Leppings Lane / Herries Road into a signalised junction
 - Segregated new service access to the store from Penistone Road North
 - Provision of additional dedicated pedestrian crossing facilities through each signalised junction
- 4.3 A Traffic Regulation Order (TRO) will be required in conjunction with certain elements of these proposals, and the general requirements of these restrictions are shown on the attached improvement plan. Any objections received to this TRO will be reported to a future Cabinet Highways meeting.
- 4.4 As part of the planning process extensive public consultation on these development proposals was undertaken. Following on from obtaining full planning consent, the detailed design of the this scheme has been subject to a further public consultation exercise, which was undertaken by the developers transport consultants Vectos, with local residents and business operators which took place in January 2013 where 66 questionnaires were sent out and a total of 13 responses were received. A copy of the consultation questions and details of responses received are provided in appendix B.
- 4.5 Overall the responses concluded that the local residents / businesses within the area are in support of the highway improvement proposals, with 62% of respondents in agreement with the scheme, 15% opposed the scheme and 23% of respondents were unsure.
- 4.6 As can be seen within appendix B a number of queries were raised, and where possible these concerns have been addressed with amendments to the design as indicated. No significant outstanding concerns now exist, although it can reasonable be anticipated that some further queries will be raised during the construction period, procedures do exist within section 278 agreement with the developer, for any new concerns (especially any based on highway safety) to be investigated and remedial action undertaken by the developer.
- 4.7 The A61 Penistone Road / Halifax Road corridor is designated as a high quality public transport route into the City Centre, and is subject to a number of proposed improvements to help promote this aim. The junction improvements being promoted by Sainsbury are largely based on draft designs produced by the City Council for this route, and are therefore fully compliment with Council's transport aims.
- 4.8 It is recommended that the scheme as now detailed should be approved for construction.
- 4.9 From an Equality and Diversity perspective these highway works will be of positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, they will particularly benefit more vulnerable pedestrians including the elderly, the disabled, families with children and also carers. No negative equality impacts have been identified.

5.0 LEGAL IMPLICATIONS

- 5.1 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.
- 5.2 The Council also has a statutory duty to promote road safety and to ensure that any measures it approves are reasonably safe for all road users.
- 5.3 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 Members are satisfied then it is acting lawfully and within its powers.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 In the Transport Assessments(TA) undertaken the external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.
- 6.2 As part of the planning approval process a number of alternative access layouts were considered including alternative access arrangements to the new store and retaining the existing roundabout, following a detailed review of these options it was concluded that the signalised junction arrangements shown in appendix A do offer the best all round solution.

7.0 FINANCIAL IMPLICATIONS

- 7.1 Sainsbury's will be letting a contract for the construction of these highway improvement works directly themselves, so all the risk of increased works costs will rest with Sainsbury. To safeguard the City Council's position should the developer have financial difficulties, the works will be financially bonded by the developer to enable the Council to step in and complete works but at no cost to the Council.
- 7.2 Sainsbury's will also be paying the City Council's reasonable costs in carrying out a detailed design check of the scheme. Co-ordinating and managing the implementation of the works and site inspection of the works as they progress. Sainsbury have also agreed to pay a commuted sum to cover the future maintenance of the new additional highway infrastructure.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 To facilitate the construction of the new retail store, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning Board.
- 8.2 The provision of this store is fully supported by the City Council, and is viewed as an essential element of the regeneration proposals for the Clay Wheels Lane area.

9.0 RECOMMENDATIONS

9.1 Approve the highway improvement works shown on drawing number VD12024-D111 revB.

9.2 To delegate authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary section 278 Highways Act agreement to secure the construction of these works .

Simon Green
Executive Director, Place

**APPENDIX A - PLAN SHOWING THE SITE WITH THE ADJACENT
HIGHWAY IMPROVEMENTS**

APPENDIX B - CONSULTATION MATERIAL/RESPONSES

Proposed Sainsbury's Store, Clay Wheels Lane/ Penistone Rd Associated Highway Works – Public Consultation

Below is a summary of the results, as a percentage, obtained from the Public Consultation undertaken in January 2013.

Response Rate – **13/66 Questionnaires Issued**

Q1.	"The proposed junction arrangement will be less restrictive for vehicles accessing Clay Wheels Lane from Penistone Road?"	Strongly agree 1/13 8%	Agree 3/13 23%	Disagree 2/13 15%	Strongly disagree 3/13 23%	Not sure 4/13 31%	Total 13 100%
Q2.	"The controlled crossing alterations to the Clay Wheels Lane junction will enhance and make safer pedestrian and cyclist movements around the junction."	Strongly agree 1/13 8%	Agree 6/13 46%	Disagree 0/13 0%	Strongly disagree 1/13 8%	Not sure 5/13 38%	Total 13 100%
Q3.	"The controlled crossing alterations to the Leppings Lane junction will enhance and make safer pedestrian and cyclist movements around the junction."	Strongly agree 1/13 8%	Agree 3/13 23%	Disagree 2/13 15%	Strongly disagree 1/13 8%	Not sure 6/13 46%	Total 13 100%
Q4.	"The re-sited bus-stops are situated in reasonably accessible locations."	Strongly agree 1/13 8%	Agree 5/13 38%	Disagree 1/13 8%	Strongly disagree 0/13 0%	Not sure 6/13 46%	Total 13 100%
Q5.	"The new access for delivery vehicles is unlikely to cause any significant problems for other road-users, including pedestrians."	Strongly agree 1/13 8%	Agree 6/13 46%	Disagree 0/13 0%	Strongly disagree 2/13 15%	Not sure 4/13 31%	Total 13 100%
Q6.	"The lengths of shared pedestrian/ cycle routes will address safety issues for cyclists negotiating the roundabouts."	Strongly agree 0/13 0%	Agree 6/13 46%	Disagree 1/13 8%	Strongly disagree 0/13 0%	Not sure 6/13 46%	Total 13 100%
Q7.	To what extent do you support the scheme?	Fully support 0/13 0%	Partly support 8/13 62%	Don't support 2/13 15%	Not Sure 3/13 23%		Total 13 100%

PUBLIC CONSULTATION RESPONSE NOTES:

PROPOSED Sc278 WORKS AT FLETCHERS BAKERY, SHEFFIELD

1. Query – Access to Clay Wheels Lane for 27 metre HGV.
Resident - Niagra Forge
Response – Standard HGV can access Clay Wheels Lane junction. A 27m abnormal load cannot. However, a 27m abnormal cannot access CWL through the existing situation through Beeley Wood Rd. Clarification is required on this. The signal poles located in the Clay Wheels Lane refuge islands will be fitted with demountable signal poles to allow abnormal vehicles to use this route to access the industrial park to the west.
2. Query - Access to driveways on Beeley Wood Rd to be maintained
Resident - no1 Beeley Wood Rd
Response – Access to all driveways on Beeley Wood to be maintained following highway improvement works. Alterations to one-way system and road marking to be altered.
3. Query - Access to Carphone Warehouse Car Park to be redesigned
Resident - Carphone Warehouse
Response – Noted. SCC to liaise with Carephone Warehouse to agree access/egress arrangements. Vectos to assist in design where possible.
4. Query – Parking on the carriageway a problem during construction
Resident - no8 Niagra Rd
Response – Full traffic management proposals to be agreed with SCC prior to Contractor commencing on site. No construction traffic or otherwise will be allowed to park on the carriageway and restrict vehicular movements in the vicinity.
5. Query – Residents turning right onto Clay Wheels from 33-41 Beeley Wood
Resident – no33 Beeley Wood
Response – Possible introduction of ‘Keep Clear’ or yellow box to enable vehicles from Beeley Wood to egress onto CWL during peak times.
6. Query – HGV movements being restricted at Leppings Lane and Clay Wheels Lane
Resident – Norfolk Estate (Letter 8th Jan 2013)
Response – All movements at each junction have been subject to swept path analysis using a 16.4m articulated HGV. All manoeuvres are shown to works comfortably using this vehicle.
7. Query – Right hand turn into Leppings Lane from Penistone Rd South
Resident – (Unknown)
Response – Traffic flows have been modelled and show this movement is possible, even during peak times. The signal timings will be optimised to ensure that all significant movements are given enough green time. A filter arrow will be included at this location so right turning vehicles will be able to get onto Leppings Lane without waiting for gaps in opposing traffic.

8. Query -
- a. Sequencing of lights not shown – Junction modelling discussed and currently being agreed with SCC.
 - b. Banning left turn on Herriers Rd South concern for Wardsned Rd – Vehicles are able to access Penistone Rod by travelling east up Herriers Rd and then right down Herriers Rd South.
 - c. Queuing from Herriers Rd causing traffic to back up to Clay Wheels Ln Modelling shows that this will not be the case. The introduction of the traffic signals is to control the flow of traffic and optimise the operation of the 2 junctions.
 - d. Request for signalised junction between Herriers Rd South and Herriers Rd
 - e. Congestion caused by prohibition of left turn on Herriers Rd Vehicles are able to access Penistone Rod by travelling east up Herriers Rd and then right down Herriers Rd South.
 - f. Congestion caused during school pick up time with parents visiting SSL prior to pick up – travel times along Penistone Rd have actually been reduced by the introduction of the highway works.
 - g. Consideration given to vehicle movements on match days. – possible match day signal programme can be incorporated?

Resident – Jenx, Wardsend Rd (letter 10th Jan 2013)

Response – as above.

9. Query – Consideration for HGV's and abnormal loads turning left into Clay Wheels Lane
Resident – William Hague, Hague Plant Hire, Claywheels Lane
Response – Standard HGV can access Clay Wheels Lane junction. A 27m abnormal load cannot. However, a 27m abnormal cannot access CWL through the existing situation through Belley Wood Rd. Clarification is required on this.
10. Query – Beeley Wood Rd currently used as works entrance.
Resident – Hillfort Multi Metals, Herriers Rd
Response – Works entrance can be accessed from CWL once the new junction is in place. A HGV can access Beeley Wood Rd from Clay Wheels Lane.
11. Query -
- a. Ahead/right movement from Leppings Lane too wide at 5.5m – This can be reviewed at detailed design stage but hatching can be applied to stop this developing into two lanes.
 - b. Central reservation on north side of junc encroaches into carriageway – To be reviewed at DD stage but it was locally widened to fit on signal heads.
 - c. Right turning vehicles into Clay Wheels Lane may go into CWL egress by mistake – correct bollards to be placed on CWL egress. However this island can now be lengthened now that ped crossing has been removed.
 - d. No ped facilities on Penistone Rd north of CWL junction – This has been discussed at some length and the ped facilities have been moved to the south side. This is seen to be sufficient given the likely pedestrian movements.
 - e. Radius tightened on Carwell Ln – radius has been designed with HGV's in mind and this movement can be made comfortably.

Resident – Britt Birch, South Yorkshire Police (email 14th Jan 2013)

Response – As above.

Sainsbury Superstore – Wadsley Bridge Additional comments

Recent discussions have now also taken place with Hillfoot multimetals who lease the large building/storage yard on the east side of Penistone Road opposite Clay Wheels Lane.

There were concerns expressed by this company, that the new signalised junction at Clay Wheels Lane could have a detrimental impact on access to their site as some of the turning manoeuvres that can presently take place would be removed by the improvement scheme.

Response

A number of alternative suggestions were discussed as to how this issue could be resolved, and it has now been agreed that the proposed junction layout will be amended to allow the right turn from Penistone Road into the site to take place, and there existing access point opposite Clay Wheels Lane will also be signalised to allow vehicles to turn right, with appropriate vehicle detection incorporated to ensure this additional phase within the signals is only called when vehicles are waiting.

The company have now confirmed via e-mail that they now have no objection to these improvement works.

This page is intentionally left blank



SHEFFIELD CITY COUNCIL Individual Cabinet Member Report

Report of: Simon Green Executive Director, Place

Date: 9th May 2013

Subject: Highway Improvements associated with a new retail development off Manchester Road/Hunshelf Road - Stocksbridge

Author of Report: Steve Robinson, Head of Highways Maintenance Client

Summary:

This report gives details of the highway improvement works associated with the new retail development, which is to be built off Hunshelf Road - Stocksbridge. It informs members of the public consultation that has been undertaken associated with these works. Approval is sought for the design and implementation of the highway improvement proposals.

Reasons for Recommendations:

To facilitate the construction of the new retail development, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning and Highway Board.

Recommendations:

Approve the highway improvement works shown on drawing number W50498/100/36

To delegate authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary section 38 and 278 Highways Act agreement to secure the construction of these works .

Background Papers: Previous report to North & West Planning and Highways Committee presented on 16th June 2009

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Deborah Eaton
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
North Area of Sheffield
Relevant Cabinet Portfolio Leader
Councillor 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?
NO
Press release
NO

HIGHWAY WORKS FOR THE PROPOSED RETAIL DEVELOPMENT

1.0 SUMMARY

1.1 This report gives details of the highway improvement works associated with the new retail development, which is to be built off Hunshelf Road, Stocksbridge. It informs members of the public consultation that has been undertaken. Approval is sought for the design and implementation of the highway improvement proposals.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The proposals have been developed to address the requirements of certain conditions applied to the planning consent (08/02703/FUL) for the new retail development which was approved by planning board on the 16th June 2009.

3.0 OUTCOME & SUSTAINABILITY

3.1 The main outcome will be addressing the issues outlined in the Transport Assessments which was produced in respect of these development proposals. This will be achieved by the implementation of measures conditioned in the planning consent.

3.2 The measures are aimed at accommodating the additional traffic predicted to be generated by the new development and also providing safe access into the site. It is anticipated the various proposals in the vicinity of the site will help to minimise any delays resulting from increased traffic volumes to avoid compromising the Council in meeting its congestion target.

3.3 Following completion of the scheme and the opening of the new stores, the effectiveness of these measures will be closely monitored.

3.4 The proposals are also aimed at improving road safety for those people who choose to walk or cycle to the development, and both this scheme together with complimentary measures within the new store will help to encourage the use of public transport along this major transport corridor.

4.0 REPORT

4.1 Planning consent has been granted for proposals to develop a new retail park including shops, food & drinks outlets, leisure, office and health centre uses. Construction of the development is due to commence in July/August 2013, with the highway works presently programmed to commence towards the end of 2013. A plan showing the amended highway layout is provided in appendix A of this report.

4.2 The highway-associated conditions are fairly wide ranging and address travel-related issues associated with the development. The key highway elements of the scheme are:

- New traffic signals to Manchester Road/ Hunshelf Road junction;
- Improvements to the existing roundabout on Hunshelf Road to form the main site entrance;
- Improvements to the signal controller at Vaughton Hill;
- Improvements to bus shelters and provision of new/amended bus services to help link the new site with the local community;

- Improved pedestrian links from the development site through to the existing shops on Manchester Road
 - Traffic management measures including new TRO's to compliment the above measures;
- 4.3 A TRO will be required in conjunction with certain elements of these proposals, and a copy of the TRO requirements is shown on drawings that will be on display at the meeting.
- 4.4 As part of the planning process extensive public consultation on these development proposals was undertaken. Following on from obtaining full planning consent, the detailed design of the associated highway works was completed, and a further round of public consultation on the detailed design of the highway improvements was carried out by the developer between the 18th March 2013 and 8th April 2013, a total of 13 responses were received from 51 questionnaires that were sent out. A copy of the consultation questions and the responses we received are included within Appendix B as are detailed responses to a number of specific questions that were received as part of this process.
- 4.5 Overall the responses concluded that the local residents / businesses within the area are in support of the highway improvement proposals, with 77% of respondents in agreement with the scheme, and 23% opposed to the scheme.
- 4.6 As can be seen within appendix B a number of queries were raised, and where possible these concerns have been addressed with amendments to the design as indicated. No significant outstanding concerns now exist, although it can reasonable be anticipated that some further queries will be raised during the construction period, procedures do exist within section 278 agreement with the developer, for any new concerns (especially any based on highway safety) to be investigated and remedial action undertaken by the developer.
- 4.7 The provision of this retail development is seen as an essential element in helping to regenerate Stocksbridge and is fully supported by both the City Council and Stocksbridge Town Council, these highway works are an important element of this scheme which now only provide a suitable means of access to the development, but also bring complementary benefits by providing an additional public highway link to the Stocksbridge By-Pass to help minimise HGV movements through the existing town centre.
- 4.8 It is recommended that the scheme as now detailed should be approved for construction.
- 4.9 From an Equality and Diversity perspective these highway works will be of positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, they will particularly benefit more vulnerable pedestrians including the elderly, the disabled, families with children and also carers. No negative equality impacts have been identified.

5.0 LEGAL IMPLICATIONS

- 5.1 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.
- 5.2 The Council also has a statutory duty to promote road safety and to ensure that any measures it approves are reasonably safe for all road users.
- 5.3 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 Members are satisfied then it is acting lawfully and within its powers.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 In the Transport Assessments(TA) undertaken the external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.
- 6.2 During the development of the TA, a significant level of traffic modelling was undertaken using the City Council's SATURN and AIMSUM models, to identify the optimum arrangement in and around the surrounding highway network. This modelling included some testing with alternative access arrangements, and using just one access point. The conclusion of this testing was the current proposed access arrangements provided the optimal solution.

7.0 FINANCIAL IMPLICATION

- 7.1 The developer is in the process of letting a contract for the construction of the highway improvement works directly themselves, so all the risk of increased works cost will rest with them. To safeguard the City Councils position should the developer have financial difficulties, the works will be financially bonded by the developer so the Council could step in to complete the scheme but at no cost to the Council.
- 7.2 The developer will be paying the Councils reasonable costs in carrying out a detailed design check of the scheme, co-ordinating and managing the implementation of the highway works and inspection of the work itself. The developer has also agreed to pay a commuted sum to cover the future maintenance of the new highway infrastructure.

8.0 REASONS FOR RECOMMENDATIONS

- 8.1 To facilitate the construction of the new retail store and office complex, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is

reasonably practical. The proposals address the requirements of the planning consent granted by the Planning Board.

8.2 The provision of this retail park is fully supported by the City Council, and is viewed as an essential element of the regeneration of the Stocksbridge area.

9.0 RECOMMENDATIONS

9.1 Approve the highway improvement works shown on drawing number W50498/100/36.

9.2 To delegate authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary section 38 and 278 Highways Act agreement to secure the construction of these works .

Simon Green
Executive Director, Place

**APPENDIX A - PLAN SHOWING THE SITE WITH THE ADJACENT
HIGHWAY IMPROVEMENTS**

APPENDIX B - CONSULTATION MATERIAL/RESULTS

Fox Valley Retail Development, Stocksbridge Town Centre

Associated Highway Works – Public Consultation

Below is a summary of the results as a percentage obtained from the Public Consultation undertaken in March/April 2013

Response rate 13/51 – **25 per cent response**

Q1	“The proposed junction arrangement at Hunshelf Road with Manchester Road should help traffic movements to turn safely in this location.”	Strongly Agree 1/13 7 per cent	Agree 8/13 61 per cent	Disagree 1/13 7 per cent	Strongly Disagree 1/13 7 per cent	Not Sure 2/13 15 per cent
Q2	“The push-button pedestrian crossings on Manchester Road and Hunshelf Road together with the enhanced pedestrian link between the Britannia Building Society and Steps will provide a convenient walking link between Stocksbridge Centre and the Development Site.”	Strongly Agree 2/13 15 per cent	Agree 8/13 61 per cent	Disagree 1/13 7 per cent	Strongly Disagree 1/13 7 per cent	Not Sure 1/13 7 per cent
Q3	“Bus Stops are situated in reasonably accessible locations.”	Strongly Agree 2/13 15 per cent	Agree 3/13 23 per cent	Disagree 3/13 23 per cent	Strongly Disagree	Not Sure 5/13 42 per cent
Q4	“The new access for delivery vehicles (directly to/from the by-pass) is unlikely to cause any significant problems for other road users, including pedestrians.”	Strongly Agree 0/13 0 per cent	Agree 4/13 30 per cent	Disagree 2/13 15 per cent	Strongly Disagree 4/13 30 per cent	Not Sure 3/13 23 per cent
Q5	“The lengths of new bridleways, pedestrian and cycle routes around and through the development site will safely address the issue of accessibility for these types of travel.”	Strongly Agree 3/13 23 per cent	Agree 4/13 30 per cent	Disagree 2/13 15 per cent	Strongly Disagree 3/13 23 per cent	Not Sure 1/13 7 per cent

PTO

Thinking about the proposals overall...

Q6	To what extent do you support the scheme?	Fully Support	Partly Support	Don't Support	Not Sure
		3/13	7/13	3/13	
		23 per cent	54 per cent	23 per cent	

Queries

1. The road from the Hunshelf Road leading up to the bypass is for public as well as delivery vehicles but only delivery vehicles referred to in the questionnaire. Can we have notification when this road can be accessible. Disagree with retaining bus stop and provision of new one directly opposite on Manchester Road.

The road leading up to the Bypass will be available as a public highway for all road users upon completion of the development. We are currently looking at re-location of the westbound bus stop such that it will not be directly opposite the eastbound bus stop.

2. Nothing on the form asks about the junction in front of The Works Lunchbox. Has the volume of traffic been underestimated. There is no official PROW stated on the drawings

The scheme has been developed in accordance with an approved Transport Assessment and adequately deals with the predicted volumes of traffic. All PROW will become official routes once the necessary Stopping Up Orders are in force upon completion of the scheme.

3. The bridle way stops in the middle of no-where. Concern about traffic queues on Manchester Road

The Bridleway will continue through to Manchester Road as part of the proposed housing development to the east of the retail park. The scheme has been developed in accordance with an approved Transport Assessment and adequately deals with the predicted volumes of traffic.

4. Residents of Hunshelf Park would like to see their road upgraded as part of the development

There is no proposed development traffic along Hunshelf Park and as such this road does no merit any improvements under the S278 Agreement with the developer.

5. Is it a good idea to have bus stops opposite each other with a push button crossing?

We are currently looking at re-location of the westbound bus stop such that it will not be directly opposite the eastbound bus stop.

6. It is unclear how cycle ways link once the (light blue solid) route is removed

The cycleway will be provided alongside the existing road within the proposed housing development for part of its length where it will then travel around the perimeter of the housing development to meet up with the existing routes.

New Retail Park – Stocksbridge

Specific questions raised within the consultation

Four specific responses were received that raised a number of issues concerning this scheme and details of questions and the response to each issue are listed below.

Stocksbridge Town Council

1. There are already 3 pedestrian crossings in close proximity to each other along Manchester Road, these proposals will add one further set on new signals on Manchester Road and a further new set of signals on Hunshelf Road. Will all these signals cause additional delays/congestion through the town centre.

Response

The existing crossing outside the Town Hall will be removed. A new crossing will be provided by the Britannia Building Society. An existing zebra crossing will be retained to the west, by the precinct. Operation of the new signal controlled junction with Hunshelf Road has been simulated using computer software and found to perform satisfactorily when subjected to the development traffic, combined with a significant amount of traffic transferring to the through movement up to the A616. Pedestrian crossings will only stop traffic on demand, by a pedestrian. The timings/phasing of the signals will optimize the smooth passage of traffic as best they can. The option of transferring to this new route to the A616 offers the potential for less traffic passing through Vaughton Hill, freeing up congestion along the valley bottom through Deepcar

2. The existing junction on Hunshelf Road outside the “lunchbox” will see a large increase in traffic, will the junction operate without congestion and will there be pedestrian safety issues.

Response

Hunshelf Road currently accommodates two-way traffic, which will continue to be the case. The proposed junction arrangement by the Lunchbox is considered a safe one, and has passed an independent Stage 2 Road Safety Audit. Once the scheme has been constructed, a further Stage 3 Road Safety Audit will be undertaken. If additional safety features are deemed appropriate, they'll be added to the scheme. The provision of a pedestrian refuge in this location should hopefully assist pedestrian crossing movements.

3. The junction of the link road with the service access (and future residential access) this will be a busy junction that may not be big enough to accommodate right turning vehicle.

Response

Swept-path analysis has been undertaken for all turning maneuvers, which can be undertaken simultaneously without collision

4. Are the new/diverted footpath routes to be public.

Response

The cycleways & footpaths will be public and in some instances adopted.

Comments from PC Britt Birch

5. The position of the pedestrian controlled crossing on Manchester Road directly adjacent to the walkway. Pedestrians especially children emerging from between the two buildings on the walkway may continue straight onto the crossing headless of traffic. This crossing also appears to be very close to the proposed traffic light junction with Hunshelf Road. This could result in vehicles blocking the crossing whilst waiting at the traffic light junction causing a danger to pedestrians.

Response

The gradient of the walkway and steps should prevent young children getting too far ahead. If when we undertake the RSA3, this is a problem, we can look to add some chicane type pedestrian rails/barriers at the top of the walkway. In terms of traffic blocking back, the sequencing of the signals should prevent this.

6. The positioning of opposing bus stops and within the confines of a pedestrian controlled crossing. Should two buses be at the stops at the same time, this could result in traffic delays on a very busy main route. This could also lead to vehicles overtaking a waiting bus within the approach confines of the crossing, resulting in conflict between vehicles and pedestrians using the crossing.

Response

The bus stop within the confines of the crossing will be moved to the west.

7. The proposed uncontrolled crossing close to the junction of Hunshelf Road and Ford Lane. This crossing very close to a blind bend on a downhill section of the road. This could result in conflict between vehicles and pedestrians.

Response

The existing boundary wall will be demolished, opening up the junction. You'll be able to see across the land to the rear of units A & F, as it slopes away from the rear of the bridleway. A sight line in the order of 85 metres is achievable. Vehicles will be travelling slowly round the bend. The pedestrian refuge and bollards will also help to highlight the likelihood of pedestrians crossing in this location.

8. There does not appear to be any traffic calming features to slow vehicles down when exiting the Stocksbridge Bypass, especially on approach to the uncontrolled crossings, especially as this road will probably become a rat run for the people travelling between Manchester Road and the Stocksbridge Bypass

Response

Where the road leading to the by-pass isn't lit, 30 mph roundels will be provided. If it's evident that speeding is a problem approaching the above-mentioned pedestrian refuge, this will be addressed within the RSA3, with the provision of signs/lines/coloured surfacing.

St Mattias Church

9. The provision of double yellow lines outside the church will restrict access especially for the disabled to the church on a daily basis and for Funerals and weddings.

Response

The TRO proposals have yet to be advertised. If we can reduce the amount of double yellows we will. However, provided a road safety issue isn't being created, some loading and parking is permitted from double yellow lines.

37 Hunshelf Park

10. Have the traffic implications of these proposals been properly considered, are the roads designed to an appropriate standard and will they work satisfactorily when complete, also concerned about access and parking needed for the "Lunchbox"

Response

Some short-stay on-street parking (15 mins) will be provided on-street just above the roundabout for customers of The Lunch Box, who can also use the car park within the development. With regard concerns relating to volume of traffic and highway geometry, these have been considered within the Traffic Impact Assessment submitted with the planning application. The junctions perform satisfactorily when subjected to the development traffic, and even with 50% drive through traffic traveling to the A616. The highway geometry complies with national design standards.