



Author/Lead Officer of Report: Chris Galloway –
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Report of: Edward Highfield
Report to: Councillor Jack Scott
Date of Decision: June 2018
Subject: Programme of 7.5t Environmental Weight Restrictions for 2018/20

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>		
- Affects 2 or more Wards		<input type="checkbox"/>		
Which Cabinet Member Portfolio does this relate to? Transport and Sustainability Which Scrutiny and Policy Development Committee does this relate to? Economic and Environment Wellbeing Scrutiny and Policy Development Committee.				
Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given. 262				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

To accept the technical evaluation of the top 5 HGV Hot Spots in Appendix A and approve a programme over two years to introduce 7.5t Environmental Weight Restrictions to address HGV issues at 4 of them, i.e. The Wheel, Twentywell Lane, Psalter Lane and Beighton Road (Woodhouse).

Further reports will be submitted for a decision by the Cabinet Member for Transport and Sustainability when the legal orders for the weight restrictions are advertised.

Recommendations:

- That the findings of the Technical Evaluation of the top 5 HGV Hot Spots 2017 be accepted in full;
- That 7.5t Environmental Weight Restrictions schemes be developed and implemented 2018/20,
 - The Wheel (including Whitley Lane and adjacent streets);
 - Twentywell Lane (including Prospect Rd, Queen Victoria Rd and surrounding streets);
 - Psalter Lane (and Boston Street);
 - Beighton Road, Woodhouse (including Market St, Beaver Hill Rd, Station Rd and surrounding streets).
- That the traffic regulation orders for the individual schemes be advertised at the same time in August 2018 and funding is reallocated in the 2018/20 LTP programmes for their implementation in the following priority
 1. Psalter Lane;
 2. Twentywell Lane;
 3. The Wheel;
 4. Beighton Rd, Woodhouse.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Technical Evaluation of the top 5 HGV Hot Spots 2017

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Gaynor Saxton</i>
		Legal: <i>Richard Cannon 9/4/18</i>
		Equalities: <i>Beth Storm 28/3/18</i>
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	EMT member who approved submission:	Lorraine Manley
3	Cabinet Member consulted:	Councillor Jack Scott
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Chris Galloway</i>	Job Title: <i>Principal Engineer – Scheme Design & Assurance</i>
	Date: <i>June 2018</i>	

1. PROPOSAL

1.1 After completion of schemes listed in the 2012 HGV routing report, the next top 5 HGV hot spots

- Twentywell Lane
- The Wheel
- Psalter Lane
- Beighton Road, Woodhouse
- Archer Road

have been evaluated to see what schemes should, if any, be developed for implementation. See Appendix A - Technical Evaluation.

1.2 The main points from the evaluation are,

- The numbers of HGVs observed over a 24 hour period at all the locations were low, less than 2% of total traffic;
- There were no reported injury accidents involving HGV's other than one slight injury accident on the Wheel;
- Twentywell Lane and The Wheel achieved the highest score in comparison with the other three locations, partly due to width of some of the roads being used which has led to some damage to boundary walls and a parked vehicle;
- Displacement of HGV's onto other roads as a result of introducing EWRs would generally be low given the numbers involved but in the case of Psalter Lane could incrementally add to the air quality concerns that already exist on Ecclesall Road;
- Whilst HGV's should not be using any of the roads under investigation for through traffic, access would still need to be maintained for those who do have to make deliveries or pick-ups within the area covered by the restriction.
- Even with an Environmental Weight Restriction (EWR), enforcement would be problematic for the police since the numbers of HGVs are low and they would have to follow vehicles through the area to determine if they made any deliveries or pick-ups.

- 1.3 Possible schemes were drawn up for the hot spots to provide budget estimates. These were used in the evaluation and to decide which should be implemented.

Proposed Scheme	Cost Estimate
Twentywell	£53.5k
The Wheel	£42.55k
Psalter Lane, Nether Edge	£48.25k
Beighton Road, Woodhouse	£50.2k
Total	£194.5k

The cost estimate for a possible scheme on Archer Road scheme is £28.4k. However, it is not proposed to recommend that this is developed at this time.

- 1.4 The Council is not required to do this work but has chosen to do so to alleviate problems for local residents.
- 1.5 A reallocation of funding within the LTP programmes for 2018/19 and 2019/20 is required to cover the estimated shortfall of £144k.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The schemes may help everyone living in these areas to a small degree whilst still permitting legitimate access and so will foster good relations. It won't make things worse but hauliers currently routing their HGVs through these areas will have to use longer alternative routes which are deemed to be suitable for this purpose. This will add to their operating costs and time for their journeys.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There has been no consultation on any of the proposed schemes at this time. A briefing with Labour councillors on the Technical Evaluation has been held and all agreed with its findings and the potential schemes to address the issues.
- 3.2 A meeting with the Psalter Lane Residents Group has been held to discuss the HGV issues in the area and measures to address them. Further consultation on the scheme to take forward will take place before the Traffic Regulation Order is advertised.
- 3.3 All these schemes will require a Traffic Regulation Order which is subject to a legal advertisement whereby the public is invited to comment and or object. Further reports would then be the subject of an Individual Cabinet Member Decision before a scheme can be progressed to implementation.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

- 4.1 Equality of Opportunity Implications

4.1.1 Overall there are not significant differential, positive or negative, equality impacts. The proposed schemes will to some extent benefit local residents by reducing the impact HGV's have on their perceptions of safety, noise and air quality.

4.2 Financial and Commercial Implications

4.2.1 An IBC has been approved to complete the Feasibility Design of all four EWR's including the advertising of the associated Traffic Regulation Orders. This will use £12k allocated from within the 2018/19 LTP programme for HGV routing.

A reallocation of funding within the LTP programme is required to cover the full cost of implementing the EWR's and this will be identified in the OBC & FBC when submitted for approval.

4.3 Legal Implications

4.3.1 The Council has the power to create a Traffic Regulation Order (TRO) under section 1 of the Road Traffic Regulation Act 1984 ("the Act") for reasons that include the avoidance of danger to people or traffic, for preventing the likelihood of such danger arising or for facilitating the passage on the road of any class of traffic. Section 122 of the Act imposes a general duty on the Council to exercise its functions under the act to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". Collectively, these criteria may be referred to as "traffic management purposes". Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper.

4.4 Other Implications

4.4.1 The schemes will be developed using existing staff resources.

4.4.2 Currently in Sheffield, the enforcement of this type of restriction can only be undertaken by the police.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Advisory signing has been tried but has proved ineffective. Only a legal prohibition which could be enforced is likely to be effective.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposed measures will address complaints received regarding the impact HGVs are having on the lives and wellbeing of local residents.

