



## SHEFFIELD CITY COUNCIL South West Community Assembly Report

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**Report of:** Director of Development Services

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**Date:** 24 January 2013

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**Subject:** South West Community Assembly Highways Update

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**Summary:** The purpose of the report is to update the Assembly with progress on highway schemes

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**Reasons for Recommendations:**

To keep Members and the public informed of progress.

**Recommendations:**

That the South West Community assembly note the progress with the various highway schemes and requests included in this report.

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**Background Papers: No**

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**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
NO
<b>Legal Implications</b>
NO Passed by Deborah Eaton 15/01/13
<b>Equality of Opportunity Implications</b>
NO
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
South West Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Cllr Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Cabinet Highways Committee
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **REPORT TO THE SOUTH WEST COMMUNITY ASSEMBLY**

### **1.0 SUMMARY**

- 1.1 To update the Assembly with progress on requests for highways work.

### **2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH WEST COMMUNITY ASSEMBLY AREA**

- 2.1 The local highway schemes discussed in this report will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.

### **4.0 REPORT**

- 4.1 Small Highways schemes for 2012/13 – meetings have taken place with Members to prioritise requests, these were followed by site visits to confirm their feasibility. These are listed below by Ward.
- 4.2 Crookes
- 4.3 Coldwell Lane, west side from its junction with Sandygate Road - To extend the existing double yellow lines on the west side of the road as far as the north end of the long grass verge to prevent parking on the verge (Approximately 10 metres). Estimated cost is £400.
- 4.4 Cross Lane, at its junctions with Arran Road, Forres Avenue, Forres Road, Mulehouse Road, St Thomas Road, Truswell Avenue, and Truswell Road - Provide double yellow lines to keep the above junctions clear (total length of approximate 140 metres. Estimated cost is £1500.
- 4.5 Ivy Park Road, near its junction with Carsick Hill Road - Proposed 10 metres length of double yellow lines on opposite

side of carriageway to the driveway for 106 to provide a passing place. Estimated cost is £400.

- 4.6 Ryegate Road, outside No.1, Tapton Hill Road outside No.48 and around the traffic island at the Ryegate Road/Tapton Hill Road junction - Proposed double yellow lines around the junction and traffic island to prevent obstruction. An estimated cost is £2000.
- 4.7 School Road and at its junction with Sackville Road - Proposed double yellow lines at the School Road/Sackville Road junction. Estimated costs is £600.
- 4.8 Ecclesall
- 4.9 Hastings Mount - Proposed 50 metres of Double Yellow lines on the west side of Hastings Mount. An estimated cost is £200.
- 4.10 Tullibardine Road, zig zag markings outside Greystones Primary School - Proposed TRO so that no parking on the zig zags can be legally enforced. An estimated cost is £1400.
- 4.11 Woodholm Road, at it's junction with Button Hill – To extend the existing double yellow lines further along Woodholm Road as far as No.7 on the odd side and ideally, on the even side as well to resolve access issues. An estimated cost is £150.
- 4.12 Greystones Road - Outside Highcliffe Public House at junction with Greystones Drive - Provide 2 Sheffield Cycle Stands. An estimated cost is £800. Agreement is still required with the Pub Landlord but discussions are ongoing.
- 4.13 High Storrs Drive/Falkland Road, North east side of the junction - Provide handrail at the back edge of the footway on High Storrs Drive and around the corner on to Falklands Road (Outside Falklands House Surgery). Estimated cost is £1000.
- 4.14 Sunningdale Mount, footpath to Button Hill - Provide pair of baffle barriers. Estimated cost is £400.
- 4.15 Fulwood
- 4.16 Blackbrook Avenue, at it's junction with Blackbrook Road and adjacent to Doctor's surgery. Proposed double yellow lines to stop parked cars blocking sight lines around one side of the junction to match the same on the other side, and around the junction with Blackbrook Drive. Estimated cost is £1200.
- 4.17 Endcliffe Grove Avenue, from it's junction with Endcliffe Vale Road - Proposed extension of double yellow lines along Endcliffe

Grove Avenue to just past the driveway of the first house on the left. This is to prevent commuter parking that block sight lines and creates access problems for residents. Estimated cost is £1800.

- 4.18 Hallam Grange Crescent/Hallam Grange Croft Junction - double or single yellow lines around the junction and on one side of the bend on Hallam Grange Crescent to prevent hazardous parking at School start and finish times and/or Alto Grenadier bollards to prevent parking on footways and grass verges around the junction. Estimated cost is £2900.
- 4.19 Stumperlowe Lane, between Fulwood Road and the stop line at the junction with Slayleigh Lane, east side of the road, outside Newfield Court flats - Proposed Double Yellow lines, approximately 50 metres in length, to prevent parked vehicles obscuring the access into the flats. Estimated cost is £1000.
- 4.20 Douse Croft Lane, either side of the 'S' bends - Provide 2 Bend signs with 'Slow' plates. Estimated cost is £1000.
- 4.21 Dore and Totley
- 4.22 Devonshire Street - Provide 'H' bar markings across the driveways of 6, 8/10, and 12/14. Provide bollards on each side of the dropped crossing for Nos. 2 and 4. Estimated cost is £2000.
- 4.23 Ecclesall Road South - Steps at side of inbound Bus stop, on the west side of Whirlow Lane - Provide 2 metres of handrail including Stats check. Estimated cost is £300.
- 4.24 Prospect Place - North east side outside No 9 - Provide 1.2 metres of handrail including stats check. And Prospect Place - At the side of No.150 Prospect Road - Provide 2 metres of handrail including stats check. And Prospect Road - At its junction with Prospect Place outside 150 Prospect Road - Provide 1.5 metres of handrail including stats check. Estimated cost for the above 3 is £800.
- 4.25 Totley Brook Road - Eastbound before the bend (outside 26-36) - Provide 'Slow' marking on Red surfacing on carriageway. Estimated cost is £800.
- 4.26 Kalman Walk - Provide Street name plate. Estimated cost is £400.
- 4.27 Mickley Lane, at it's junction with Lemont Road - Proposed double yellow lines around the north side of the junction, extend the existing DYL on the south side of the junction from Lemont Road to just past the entrance to the Green

Oak recreation Ground on Mickley Lane to improve sight lines and prevent parked cars obstructing buses exiting Lemont Road. Estimated costs is £600.

- 4.28 Summary of the completed 2011/12 carry forward schemes:
  
- 4.29 Crookes
  
- 4.30 Manchester Road at the former exit at Crosspool Tavern car park  
- Provision of 3 planters to prevent vehicles using this access.
  
- 4.31 Dore & Totley
  
- 4.32 Main Avenue/Baslow Road junction - Double Yellow Lines to protect the junction.
  
- 4.33 Totley Brook Rd/Bushley Wood/Baslow Road - Double Yellow Lines to protect the turning circle.
  
- 4.34 Baslow Road adjacent to the Cross Scythes PH - Amended waiting restrictions to reduce traffic hold ups.
  
- 4.35 Vicarage Lane close to the Savage Lane junction - Double Yellow Lines to protect the junction.
  
- 4.36 Little Common Lane at the Dickfield Farm entrance – Issued but not confirmed if completed.
  
- 4.37 Ecclesall
  
- 4.38 Latham Square/Tap Lane junction - Double Yellow Lines to protect the junction.
  
- 4.39 Fulwood
  
- 4.40 Brooklands Avenue/Crimicar Lane outside the Co-op shop - Alteration of the existing bus bay to provide a loading only bay.
  
- 4.41 Oakbrook Road/Westwood Road junction - Double Yellow Lines to protect the junction and Keep clear markings to protect accesses.

- 4.42 Dore Village Parking Report – The request for a "time limited parking" scheme in Dore Village centre has been added to the list of scheme requests. This is for a time limit of two hours applicable between 8 am and 6 pm Monday to Saturday. The time limited zone would encompass the village centre including all marked bays, out along Church Lane to Cat Croft Green and out along Causeway Head Road and Townhead Road to the limit of the commercial premises. Funding for such initiatives for the 2013/14 financial year has not yet been identified.
- 4.43 Speed Indication Devices (SIDs) - a report about this is included on the agenda for this meeting.
- 4.44 Storth Park junction with Fulwood Road – The request is for measures to improve visibility for drivers leaving Storth Park. The identified solution is to move the junction slightly forward into Fulwood Road by widening the footway on both sides at this point. This would involve altering the kerb lines and the centre line on Fulwood Road with the associated traffic management. It follows that this would fall outside the scope of a small highways scheme and would be more appropriate as a PFI enhancement scheme to coincide with Amey's work in that area in 2015. It has been added to the list of scheme requests and has been highlighted as an enhancement scheme.
- 4.45 Ringinglow Road near Bents Green Special School – The school is aware of the on-street parking issues and has been actively pursuing a solution. Use of the car park on Common Lane would involve a lease agreement costing £250 to set up and annual costs up to £5,000. The access to the car park is in private ownership and they are likely to request some form of recompense to cover wear and tear caused by the increased use. The school has no additional budget to meet any of these costs.
- 4.46 Dobcroft School Petition – a report about this is included on the agenda for this meeting.
- 4.47 Millhouses Traders – The group wish to improve parking at the shops to encourage more residents to use the local facilities. They have raised a number of requests:
- 4.48 • Whirlowdale Road - The traders requested the waiting restrictions in the turning head be removed to allow shoppers to park. The double yellow lines at the bottom of Whirlowdale Road are to keep the turning head clear so cars and large vehicles (refuse and recycling) have somewhere to turn round. Without the lines, vehicles would be forced to either reverse a long way back down the road to the next junction or use driveways to turn around. In the past 5 years there have

been 85 recorded accidents where pedestrians were knocked down and injured by vehicles reversing down such residential streets. It follows that the removal of the waiting restrictions in the turning head to create extra parking would not be recommended. However, there is scope to provide 3 or 4 more spaces by removing the small trees and some of the paved areas. This would be expensive, unlikely to be cost effective and it is doubtful that funding would be found for this in the foreseeable future.

- 4.49 • Double yellow lines on Abbeydale Road outside Vets4Pets - The traders would like this restriction removed to allow parking outside the shops. TTAPS would not support the relaxation of the waiting restrictions as on-street parking here would create a bottleneck on this strategic route and would affect bus reliability.
- 4.50 • Hastings Road - The traders would like the one-way "plug" at the junction with Abbeydale Road removed to give drivers a local route round when looking for a parking space near the shops. The one-way "plug" was introduced about 10 years ago as a Planning condition for a large supermarket and was part of a wider strategy to prevent drivers diverting along Hastings Road to avoid the signals. The school on Hastings Road influenced this decision but was not the only factor. The school is now gone. This request may be feasible but needs to be included in a strategic review of the area to ensure it would not create problems elsewhere; also residents may not want more traffic on Hastings Road.
- 4.51 • Clearway on Abbeydale Road - The traders asked if the clearway times could be relaxed to allow more parking time outside the shops at the start and end of the day. This was reviewed across the City about 3 years ago and changes were made citywide to reflect that the peak has grown by about half an hour in the morning and evening. It is unlikely that TTAPS would support a local relaxation of this restriction on this part of the Principal Road network.
- 4.52 • Parking Meters - The traders would strongly oppose any proposal to introduce parking meters. There is no proposal to do this and it is acknowledged that the traders are raising their concerns about this as they perceive that meters affect trade in places where they have been introduced.
- 4.53 • Parking in the Millhouses Pub Car Park - This has been agreed as a short term solution between the traders (mornings only), signs have gone up in local shops to promote this.



- 4.54 • Abbeydale Grange School Site - The school has been demolished and the traders wanted it to become a temporary Christmas car park, and in the longer term request that part of the site is considered as a permanent car park for the shops. This is linked to the Hastings Road request. Property Services raised a number of practical concerns about health and safety, insurance liability and lighting the site together with issues about staffing costs associated with opening and securing the site and attendance during the day. Perhaps the main reason for not supporting the car park proposal is that it is to be sold as a residential development site in the near future. Site investigations will be complete in January 2013, a Planning and Design Brief will be published for consultation in February 2013 and consultation will end in March 2013.
- 4.55 Carr Bank Lane – a site meeting took place on 20<sup>th</sup> November 2012. Agreement was reached about the way forward; this was to introduce an H marking around the radius of the junction between Carr Bank Lane and Carr Bank Close together with two “SLOW” markings on the carriageway and “Give Way” markings to encourage better driver behaviour at the junction. Unfortunately, the Design Team advise that an H marking would be inappropriate at this location so an alternative road marking around the radius is proposed instead and will produce the same results. This will be issued to Amey during the week commencing 14<sup>th</sup> January 2013.
- 4.56 Dore Park and Ride – Construction work has started within the site boundary. Consultation with Members about the crossing, the bus stop relocation and the associated waiting restrictions is planned for the week commencing 21<sup>st</sup> January 2013 with a view to undertaking public consultation during the first week in February 2013. The traffic regulation Order is to be advertised at the same time. The delivery of the crossing scheme is planned to coincide with the Streets Ahead programme in the area which is due to start in June 2013.
- 4.57 Riverdale Road – The planning conditions related to the Notre Dame School BSF redevelopment were installed in December 2012. This consisted of double and single yellow lines on parts of Riverdale Road and associated junctions; double yellow lines on parts of Ranmoor Park Road and Graham Road and a 3 hour maximum stay on part of Ranmoor Park Road.

With respect to the planning conditions for the Merlin Development, they went into liquidation. The SCC Planning Department have been in contact with the Receivers in October 2012 and had positive discussions about fulfilling the planning conditions but there has been no further progress since then.

- 4.58 City Wide Review Of Heavy Goods Vehicle Routes
- 4.59 On the 13 December 2012, the Executive Director, Place submitted a report to Cabinet Highways Committee that gave an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield.
- 4.60 A formal response from the South West Community Assembly had been expected but was not received; however, officers had knowledge of the Assembly's view.
- 4.61 Officers were aware of the concerns relating to Twentywell Lane and Prospect Road. The prominence of signing on Twentywell Lane would be examined.
- 4.62 When determining what to do about the Mayfield Valley, officers considered introducing an HGV ban but it could not be justified in terms of the numbers and frequency of incidents involving HGVs. However, advisory route signing is being investigated.
- 4.63 The following recommendations were made by the Cabinet Highways Committee:
- 4.64 • the HGV Route Network (included in Appendix A of this report);
- 4.65 • the process and criteria for determining the suitability of roads for use by HGVs and the Hierarchy of Measures for progressive action to deal with HGV problems (included in Appendix B of this report);
- 4.66 • the modification of the Key Diagram in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- 4.67 • the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
- 4.68 • the engagement with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement; (Post meeting note – this meeting has been arranged)
- 4.69 • the development of proposals 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.

## **5.0** Financial Implications

5.1 There are no financial implications associated with this report.

## **5.2** Legal Implications

5.3 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 road users. In reaching decisions of this nature the Council must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully.

## Equality of Opportunity Implications

5.4 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. Also, this supports the Equality Impact Assessment associated with the SWCA Plan.

## Human Resource implications

5.6 No significant implications are identified

5.7

## Environmental and Sustainability Implications

5.8

5.9 There are no environmental and sustainability implications associated with this report.

## **6.0 REASONS FOR RECOMMENDATIONS**

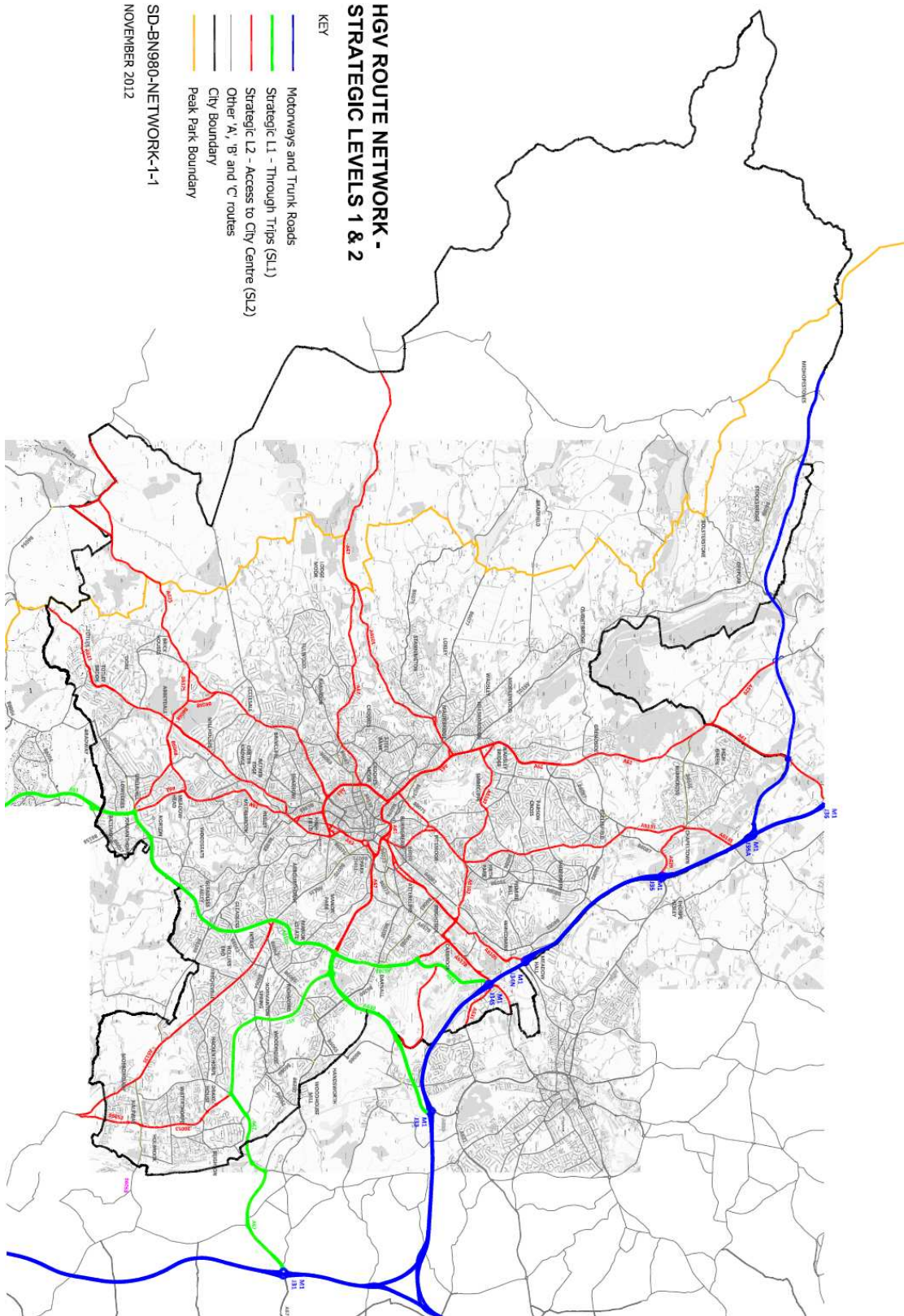
6.1 To keep Members and the public informed of progress.

## **7.0 RECOMMENDATIONS**

7.1 That the South West Community Assembly notes the progress with the various schemes and requests included in this report.

**HGV ROUTE NETWORK**

**APPENDIX A**



## SUITABILITY OF ROADS TO BE USED 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?