



SHEFFIELD CITY COUNCIL

Cabinet Highways Committee Report

9

Report of: Simon Green, Executive Director, Place

Date: 10th March 2011

Subject: Building Schools for the Future - Forge Valley Community School results of public consultation and traffic regulation order consultation

Author of Report: James Burdett, Traffic Management Engineer

Summary:

This report is to inform Members of representations received following public consultation on proposed highway works in the Walkley, Stannington, Wisewood and Malin Bridge areas, for the new Forge Valley Community School, together with Council officer responses and recommendations about the proposals.

Reasons for Recommendations:

The comprehensive public consultation in respect of the Forge Valley Community School proposals helped to steer the Consultants' development of the Transport Assessments. That documentation was instrumental in defining the highway-related conditions on the planning consent. The measures which were developed for the Walkley, Stannington, Wisewood and Malin Bridges areas to address the relevant planning conditions have been further consulted upon throughout the immediate area. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents. Additionally, revisions have been made to some of the proposals (where practicable) to address issues and concerns raised by respondents.

Recommendations:

The objections to the Traffic Regulation Orders as discussed in Appendices A to E be overruled in the interests of road safety, and the Orders made in accordance with the Road Traffic Regulation Act 1984

The scheme designs as shown in Appendices A to E be approved and constructed on site
The proposed waiting restrictions on Stannington Road are re-investigated in Autumn 2011 and an ETRO be advertised if considered necessary

The scheme described in Appendix G be dropped from the overall proposals

Inform all objectors of the decisions made

Inform the Lead Petitioners on Stannington Road and Bole Hill Road of the decisions made

Background Papers: Previous report to Cabinet Highways Committee 9th September 2010

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Final approval awaited
Legal Implications
YES/NO Cleared by: Julian Ward 12/02/11
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw 10/02/11
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
Various roads in Stannington, Walkley, Wisewood
Relevant Cabinet Portfolio Leader
Councillor Ian Auckland
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

BUILDING SCHOOLS FOR THE FUTURE – FORGE VALLEY COMMUNITY SCHOOL RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of representations received following public consultation on proposed highway works in the Walkley, Stannington, Wisewood and Malin Bridge areas, for the new Forge Valley Community School, together with Council officer responses and recommendations about the 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 for the new Forge Valley Community School which was granted on 12th January 2010. Officers have developed measures with a view to satisfying “City of Opportunity” priorities to empower residents by incorporating their aspirations in the design of their streets. The report contributes to “putting the customer first” by responding to the views expressed during the comprehensive public consultation exercises undertaken during the compilation of the Transport Assessments which accompanied the planning application.
- 2.2 The report will also contribute to the “Protecting and Enhancing the Environment” objective of the Council’s Corporate Plan “A City of Opportunity”, particularly the “Reducing Congestion” priority, with proposals that aim to better manage traffic flows through and around the area, in particular at Malin Bridge.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The main outcome will be addressing the issues outlined in the Transport Assessments which were produced in respect of Forge Valley Community School. This will be achieved by the development and implementation of measures conditioned in the planning consent.
- 3.2 The proposed measures are designed to mitigate the effects of the additional traffic expected to be generated by the new school. It is anticipated the various proposals in the vicinity of Malin Bridge and the wider area will help to minimise any delays resulting from increased traffic volumes.
- 3.3 The proposals are also aimed at improving road safety for students walking and cycling to the new school with a view to further encouraging a shift away from dependency on the private car, whilst encouraging more healthy physical activity amongst the school students.

4.0 REPORT

- 4.1 Planning consent has been granted for proposals to redevelop the existing Myers Grove secondary school at Wood Lane, Stannington. The redevelopment of the site will facilitate the school’s merger with Wisewood School and Community Sports College. The development will create a new school to be known as Forge Valley Community School. The location is central to the area to be served by the new

school, with 70% of pupils of the two existing secondary schools (Myers Grove and Wisewood) living within a mile of the site.

- 4.2 The proposed school is being built as part of Building Schools for the Future (BSF) which was launched by the Department for Children, Schools and Families in February 2003.
- 4.3 The Transport Assessment (TA) submitted with the planning application identified a number of routes to school that pupils would be likely to take to the new school. Improvements were then identified along each of these to ensure that pupils could safely walk and cycle to school. Particular focus was given to Malin Bridge where proposals were developed to restrict any effect on traffic flows as a result of increased journeys to the new school. The highway-associated conditions are fairly wide ranging and address travel-related issues throughout the entire catchment area of the new Forge Valley School. All improvements identified in the TA were conditioned subject to consultation and detailed design issues.
- 4.4 Given the size of the area and scope of the measures outlined in the Transport Assessments for the new school, the proposals were developed in 4 specific area-based packages – Malin Bridge, Stannington, Walkley, and Wisewood.
- 4.5 A package of improvements for the Malin Bridge area was approved by Cabinet Highways Committee on 9 September 2010, subject to the advertising of Traffic Regulation Orders (TRO's). These improvements had been developed following significant consultation with local people. A general location plan covering the area of the proposals is included in Appendix I.
- 4.6 The remaining areas, Walkley, Wisewood, and Stannington, comprise of a number of small scale, individual schemes, as identified in the Transport Assessments. No consultation with local people had previously been undertaken on these.
- 4.7 In order to obtain the views of residents and businesses potentially affected by each of the proposals, an explanatory letter, together with a plan showing the proposals and a response form, were delivered to all properties in the vicinity of each proposal, in October 2010. A pre-paid envelope was provided for return of the completed forms. All consultation materials, together with proposed areas of distribution, were made available to local Councillors prior to the consultation. No adverse comments were received.
- 4.8 To complement this, street notices were put up, and plans were made available in local libraries and on the Council website. The emergency services, South Yorkshire Passenger Transport Executive, the Northern and Central Community Assemblies, Ward councillors and local groups were also consulted. Officers also wrote to the headteachers of all feeder primary schools, offering them the opportunity to distribute consultation materials to parents. Only Nook Lane and Rivelin schools requested the consultation materials

- 4.9 A further TRO consultation covering all proposed schemes took place over a 4 week period from 14 January 2011 (Rivelin Valley Road excepted – see Appendix F).
- 4.10 Full details of the background to each proposal, consultation, and scheme amendments can be found in the appendices to this report as follows:
- Appendix A – Malin Bridge
 - Appendix B – Stannington Road & Wood Lane
 - Appendix C – Wisewood
 - Appendix D – Walkley Lane/Walkley Road
 - Appendix E – Walkley Lane/Ripley Street
 - Appendix F – Rivelin Valley Road
 - Appendix G – Bole Hill Road/Heavygate Avenue/Walkley Road
- 4.11 Each appendix also offers a recommendation on the proposals contained therein.
- 4.12 There are a number of recommendations in the Transport Assessment that have not been progressed. This is due to the recommendation either not being necessary because suitable facilities already exist, or not deliverable due to design issues. A summary of these can be found Appendix H.

Relevant Implications

- 4.13 A report outlining the overall principle of the re-investment of capital receipts to allow for contingencies in respect of BSF schemes of this nature was approved by Cabinet on 22nd February 2006. The current estimate for the whole of the Forge Valley highways-associated works is in the order of £1.4 million. This figure incorporates the cost of measures throughout the area - (Malin Bridge, Walkley, Stannington and Wisewood).
- 4.14 It is considered that all classes of road user will benefit from the proposed measures. An Equalities Impact Assessment has been undertaken and this indicates that the proposals adhere to stated Council policies as they apply to these types of works in the highway. The disabled, elderly and young children (and their carers) have different needs from a project of this type due to issues of accessibility, usability and road safety. However, these differing needs have been (and will continue to be) fully accounted for as part of the consultation and design of the measures. Therefore the project should be of universal positive benefit to all, regardless of age, gender, ethnicity, sexuality, religion, disability etc. No negative impacts have been identified.
- 4.15 During the preparation of the Supplementary Transport Assessment, an Air Quality Impact Assessment was undertaken to determine the potential impact on air quality as a result of the Forge Valley Community school proposals. Full details of this were included in the Malin Bridge report considered by Cabinet Highways Committee on 9 September 2010.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The Transport Assessments undertaken by external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the Forge Valley Community School development.

5.2 Officers assessed each individual mitigation measure identified in the Transport Assessments to check they were feasible, and also to consider if alternative options may be more suitable. In particular, attention was given to the effect of each scheme on local residents, to try and minimise any inconvenience that may be caused. All the proposals presented to the public were subject to this process. See each appendix for further details.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The comprehensive public consultation in respect of the Forge Valley Community School proposals helped to steer the Consultants' development of the Transport Assessments. That documentation was instrumental in defining the highway-related conditions on the planning consent. The measures which were developed for the Walkley, Stannington, Wisewood and Malin Bridges areas to address the relevant planning conditions have been further consulted upon throughout the immediate area. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents. Additionally, revisions have been made to some of the proposals (where practicable) to address issues and concerns raised by respondents.

7.1 RECOMMENDATIONS

7.2 The objections to the Traffic Regulation Orders as discussed in Appendices A to E be overruled in the interests of road safety, and the Orders made in accordance with the Road Traffic Regulation Act 1984

7.3 The scheme designs as shown in Appendices A to E be approved and constructed on site

7.4 The proposed waiting restrictions on Stannington Road are re-investigated in Autumn 2011 and an ETRO be advertised if considered necessary

7.5 The scheme described in Appendix G be dropped from the overall proposals

7.6 Inform all objectors of the decisions made

7.7 Inform the Lead Petitioners on Stannington Road and Bole Hill Road of the decisions made

Simon Green
Executive Director, Place

28th February 2011

Malin Bridge – Summary of Consultation Results and TRO objections

Scheme information (TM-ED02835-MB-C1A)

A scheme for this area was approved by Cabinet Highways Committee on 9 September 2010, subject to the advertising of Traffic Regulation Orders (TRO's).

Following approval of the overall scheme, two outstanding issues required resolution. Firstly, to provide the new parking lay-bys on Holme Lane, some third party land was required. The acquisition of this land has now been completed and ensures that the bays can be installed as intended. Secondly, the TRO's to alter the various waiting restrictions were required to be advertised.

A plan showing the full scheme is attached to this appendix.

TRO Consultation

The TRO consultation took place for a 4 week period from 14 January 2011. Approximately 550 letters were delivered to properties in the Malin Bridge area, in addition to street notices, and plans being made available in local libraries and on the Council website. The distribution area for the consultation materials were made available to local Councillors prior to the consultation, with no adverse comments being received.

Local residents

A total of 2 objections were received in relation to the TRO proposals for Malin Bridge.

The first objection related to the removal of the parking bay on Loxley Road adjacent to Bolers Hardware shop. The objector has limited mobility and uses blue badge to park. Unfortunately the removal of the parking bay is essential to maintain two lanes of traffic around the gyratory. The removal of the bay also ensures that a shared footway for both pedestrians and cyclists can be provided, an essential part of the changes to enable children to walk or cycle to the new Forge Valley School. This will also help to offset the anticipated increase in school generated traffic.

In terms of parking, outside the clearway times (Mon-Fri, 7.30am – 9.30am and 16.00pm – 18.30pm) a blue badge holder will still be able to park on the proposed double yellow lines as long as they are not causing an obstruction to traffic. It is however recommended that the new parking bays on Holme Lane are utilised as well as the parking bay opposite the Hardware shop. These bays would ensure that anyone with limited mobility can alight from their vehicles on to a pavement and not into the middle of the road if parking on the hardware shop side of Loxley Road.

The second objection related to the new Toucan Crossing on Rivelin Valley Road, and suggested that the crossing will make exiting Watersmeet Road increasingly difficult. The respondent indicates that the crossing would be

better located to the other side of the Watersmeet Road junction. They request that the give way markings be made more visible to vehicles approaching Watersmeet Road from Rivelin Bank Road as there is currently confusion over priority at this junction.

The approved toucan crossing is considered to be in the best proposed location on Rivelin Valley Road, linking the shared footways for cyclists and pedestrians. The crossing is also on the desire line for children making their way to and from the new school. To move the crossing to the other side of the junction would mean that the facility is significantly away from the desired walking route resulting in a crossing which would be infrequently used which wouldn't help pedestrians or traffic flows. The suggested location would also mean that parking for houses on Rivelin Valley Road would be lost due to the zig-zag markings required on both approaches. The approved position will also be of benefit to children and many other pedestrians crossing Rivelin Valley Road when walking along Holme Lane.

It is considered that visibility when exiting Watersmeet Road will be improved as no vehicles should be parked to the crossing side of Watersmeet Road due to the zig zag lines and only a limited number will be parked towards Rivelin Valley with the new location of the new bus stop (which is only used infrequently by the No.64 bus stopping six times a day, Monday to Friday).

It is proposed to refresh all junction markings in the area as part of the scheme including the give way markings at the junction of Watersmeet Road and Rivelin Valley Road.

Other Issues

It should be noted that one alteration to the approved scheme was required on road safety grounds. The proposed puffin crossing on Loxley Road has been moved to a new position to the west of Dykes Lane. There were concerns that drivers approaching from Dykes Lane would pull out onto the crossing putting the safety of pedestrians at risk. The new location will also ensure that vehicles approaching from the gyratory have better visibility of the crossing, and the effect of any queuing traffic on the gyratory will also be reduced. No parking is lost as a result of the relocation.

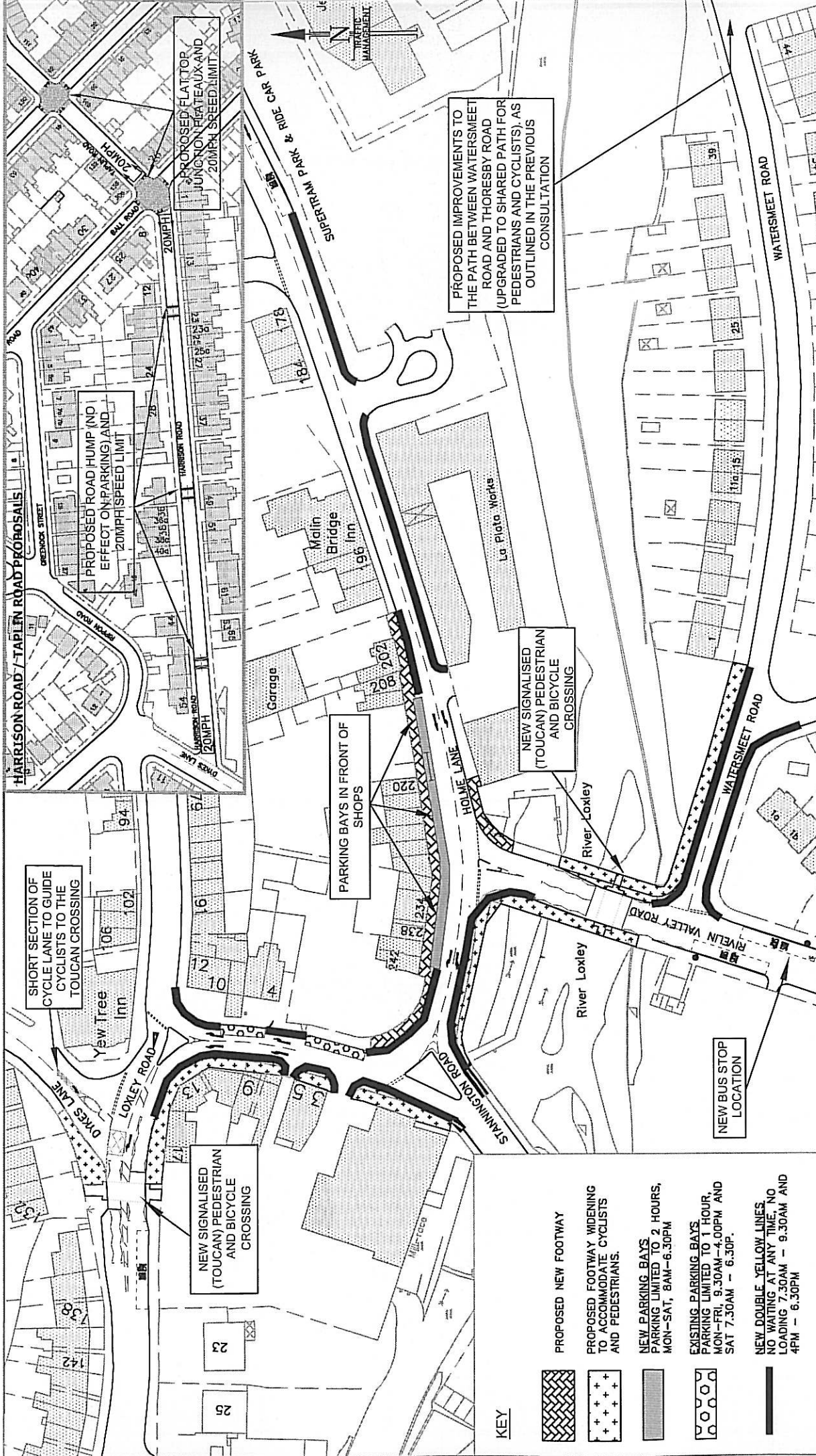
Another part of the proposed scheme involves the conversion of the existing public footpath between Watersmeet Road and Thoresby Road in to a shared footpath/cyclepath. Due to the profile of the existing ground, which comprises steep slopes either side of the footpath, a minimum width facility of 3.0m has to be provided. Three of the existing five lighting columns along the length of the footpath will be replaced to facilitate the widening and also to bring the lighting up to an acceptable standard. The undertaking of a legal 'Conversion Order' will be required for this proposed shared facility.

Recommendations

In view of the discussion above, it is recommended that:

APPENDIX A

- The Traffic Regulation Orders be made in accordance with the Road Traffic Regulation Act 1984.
- The Conversion Order for the shared cycle facility be progressed



PROPOSED IMPROVEMENTS TO THE PATH BETWEEN WATERSMEET ROAD AND THORESBY ROAD (UPGRADED TO SHARED PATH FOR PEDESTRIANS AND CYCLISTS), AS OUTLINED IN THE PREVIOUS CONSULTATION

PROPOSED ROAD HUMP (NO EFFECT ON PARKING) AND 20MPH SPEED LIMIT

PROPOSED FLAT TOP JUNCTION HEATEUX AND 20MPH SPEED LIMIT

SHORT SECTION OF CYCLE LANE TO GUIDE CYCLISTS TO THE TOUCAN CROSSING

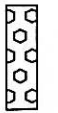
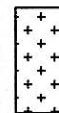
PARKING BAYS IN FRONT OF SHOPS

NEW SIGNALISED (TOUCAN) PEDESTRIAN AND BICYCLE CROSSING

NEW SIGNALISED (TOUCAN) PEDESTRIAN AND BICYCLE CROSSING

NEW BUS STOP LOCATION

KEY



PROPOSED NEW FOOTWAY

PROPOSED FOOTWAY WIDENING TO ACCOMMODATE CYCLISTS AND PEDESTRIANS.

NEW PARKING BAYS. PARKING LIMITED TO 2 HOURS, MON-SAT, 8AM-6.30PM

EXISTING PARKING BAYS. PARKING LIMITED TO 1 HOUR, MON-FRI, 9.30AM-4.00PM AND SAT 7.30AM - 6.30P.

NEW DOUBLE YELLOW LINES. NO WAITING AT ANY TIME, NO LOADING 7.30AM - 9.30AM AND 4PM - 6.30PM

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Director: I. Sturch. M.R.T.P.I.
Development Services

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Client SHEFFIELD CITY COUNCIL		Scheme APPENDIX A		Drawing Title Building Schools For The Future Forge Valley Community School	
Drawing No. TM/ED02835/MB/C1a		Scale 1:1000		Date February 2011	
Sheffield City Council Development Environment & Leisure		A3		50 0 10 20 30 40 50 Metres DEVELOPMENT SERVICES	

Stannington – Summary of Consultation Results and TRO objections

Scheme information (TM-ED02835-S-C3)

The proposals in the Stannington area are intended to provide improved pedestrian and cycle access to the new school, and to address any potential congestion that may occur. The proposals comprise of:

- Wood Lane – relocated road hump and revised waiting restrictions adjacent to the school entrances
- Stannington Road – new pedestrian crossings and waiting restrictions between Wood Lane and Malin Bridge
- Area-wide – lowered kerbs and tactile paving

The final proposals can be found at the end of this appendix.

Consultation Results

Consultation on the above schemes (excluding lowered kerbs) took place in October 2010. Consultation documents were sent out to approximately 280 properties in the local area, with a total of 67 responses received.

Wood Lane

The proposals on Wood Lane were generally well received, with the following results:

Question	Fully Support	Partly Support	Don't Support	Not Sure	No Box Ticked
Overall, to what extent do you support the revised parking restrictions on Wood Lane?	39%	21%	9%	17%	14%

The generally positive response from local people perhaps reflects the relatively minor nature of the proposals on Wood Lane. As a consequence, no changes have been made to the original proposals on Wood Lane. Comments were generally of a minor nature and unable to be addressed, or were unrelated to the actual proposals.

Stannington Road

The proposals on Stannington Road comprised of four main elements – a zebra crossing outside the Anvil pub, a puffin crossing further down Stannington Road, near the dentist, waiting restrictions in the vicinity of Malin Road, and a new parking lay-by. People were asked to indicate their views on each element of the scheme, with the following results:

APPENDIX B

Question	Strongly agree	Agree	Disagree	Strongly disagree	Other
"The proposed zebra crossing will make it easier and safer for pedestrians to cross Stannington Road near to the Anvil P.H"	40%	40%	6%	4%	9%
"The proposed puffin crossing will make it easier and safer for pedestrians to cross the lower part of Stannington Road on the approach to Malin Bridge"	33%	37%	6%	9%	15%
"The proposed waiting restrictions on Stannington Road (near to Malin Road) will help to reduce local traffic congestion"	22%	31%	12%	21%	13%
"The lay-by proposed on Stannington Road (further investigation required) will reduce congestion and assist residents to park when the single yellow line is in operation (7.30 – 9.30 and 4.00pm – 6.30pm)"	28%	22%	10%	16%	22%
"The proposed lay-by (further investigation required) will help provide additional parking at all times on Stannington Road"	39%	25%	7%	12%	16%

There was clear support for the proposed crossings, although some comments were made suggesting the proposed crossing near the dentist should be located elsewhere. Officers had previously considered other locations for the crossing, considering that the proposed location was the best compromise. Further west, towards Stannington, a crossing would significantly reduce residents' parking. Further east, towards Malin Bridge, the crossing could only be positioned close to the gyratory and its effect on traffic flows would be significant. On this basis, the proposed crossing is retained in its proposed location.

There was less support for the proposed waiting restrictions. Further analysis of the responses showed that of those residents directly affected by the restrictions, 52% disagreed or strongly disagreed that they would help reduce congestion. In addition, a petition with 75 signatures was received objecting to the restrictions, with the majority of signatures being from residents of Malin Road and Stannington Road. A number of telephone calls were also received on this matter alone. The main concern of residents was the loss of parking outside their homes. It should be noted however that many of those respondents not directly affected did generally support the proposal. Many people also expressed comments and a number of issues and concerns were raised.

The waiting restrictions were intended to keep congestion on Stannington Road to a minimum at peak times. At present, double parking often occurs close to Malin Bridge, with an informal 'give way' system tending to operate as vehicles wait for an opposing vehicle to pass. Although this does not cause significant problems at present, the Transport Assessments submitted with the planning application for the school indicates that it is possible that an additional 300 vehicles may travel up Stannington Road at peak times once the school is open, and recommended that waiting restrictions were introduced to prevent further congestion and delay.

Officers cannot be certain that the trip generation identified in the Transport Assessments will occur. Additionally, the proposed parking lay-by was unable to be progressed. Although feasible, a new box serving fibre optic cables was installed at this location during in autumn 2010 and the costs related to moving this and other underground utilities were prohibitive. The lay-by was not a planning condition but was developed to help off-set the loss of parking caused by any new waiting restrictions. Some respondents did suggest a parking area should be constructed on nearby land to address parking issues, but this was not a planning condition and cannot be progressed as part of this scheme.

In view of the negative feedback, and the lack of alternative parking for affected residents, it was considered that the most appropriate solution would be to postpone the introduction of any waiting restrictions until the school is open and any problems are clearly identifiable. On this basis, it is intended that new traffic counts will be carried out on Stannington Road in March 2011, with further counts to be undertaken in the autumn once the school is open and traffic patterns have had time to settle. Together with site observations, traffic counts will establish any increase in traffic along Stannington Road. In particular, attention will focus on any effect on Malin Bridge as a result of additional queuing related to parking on Stannington Road. A decision can then be made as to whether the restrictions are necessary.

Should the restrictions be felt necessary, these could be introduced quickly through the advertising of an Experimental Traffic Regulation Order (ETRO). This approach complies with the planning conditions which required that the recommendations in the Transport Assessment be implemented subject to consultation.

TRO Consultation

Following the October consultation, and the subsequent scheme alterations on Stannington Road, the final scheme proposals for both Stannington Road and Wood Lane were distributed to local people over the weekend of 15/16 January 2011. This included the consultation on the various Traffic Regulation Orders (TRO's) that are required and to relocate the road hump on Wood Lane. No new TRO's are required to introduce the pedestrian crossings on Stannington Road.

Objections

No objections to the actual TRO were received, however two representations were received objecting to the removal of the proposed waiting restrictions on Stannington Road. The representation argues that:

1. The lack of funds to construct the parking lay-by on Stannington Road should not determine whether parts of the planning consent are complied with or not
2. Why not provide parking for residents on land near Mousehole Forge?
3. Delaying a decision on the yellow lines on Stannington Road is non-compliance of the planning condition
4. The crossing near to number 22 Stannington Road is a waste of money – children do not cross here
5. The plans make no recognition of the planning application on the car sales business near to Malin Bridge

Points 1, 2 & 3 have been discussed above. The puffin crossing addresses the planning condition and is located in the most appropriate location, also as discussed above. The provision of the crossing should assist pedestrians crossing the lower part of Stannington Road and improve safety.

With regard to the planning application for the car sales site, it is understood that the Transport Assessments and thus the recommendation did take into account the expected traffic generation of this application.

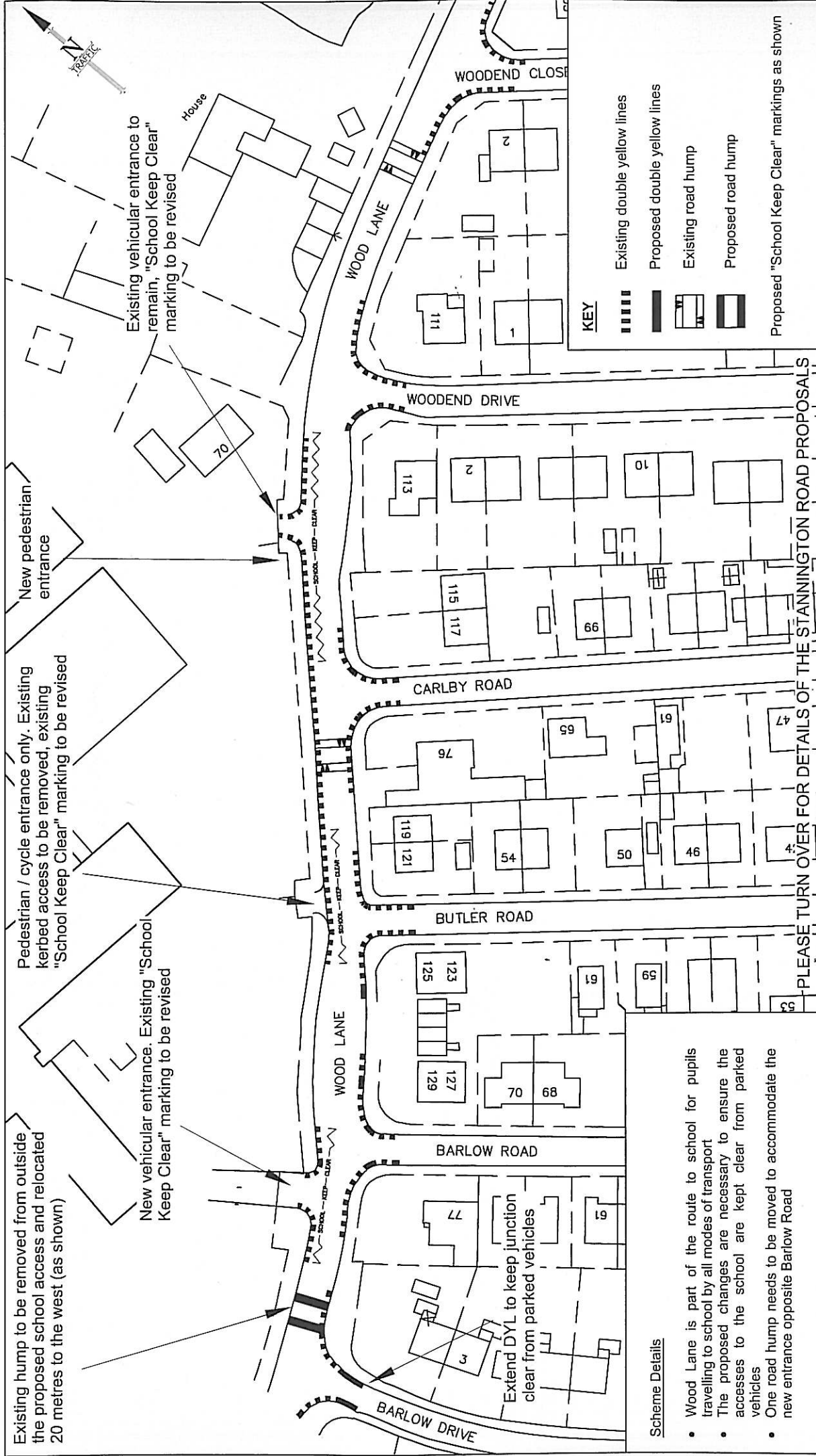
The second representation was from First South Yorkshire, who indicated that parked vehicles on Stannington Road already cause congestion by preventing the free flow of traffic in both directions, and that the development of the new school would make this significantly worse. They have suggested that the restrictions should extend between Wood Lane and Malin Bridge.

Clearly such a course of action would involve in significant objection from local people, and therefore is not recommended at this time. The installation of a crossing facility near to the dentists on Stannington Road should help ease traffic flows in this area. When vehicles are parked outside the dentist, larger vehicles cannot pass each other and often end up mounting the kerb adjacent to the Mousehole Forge access road. The crossing facility will prevent parking at this location and vehicles should no longer be driven on the footway.

Recommendation

In view of the discussion above, it is recommended that:

- The two proposed pedestrians crossings on Stannington Road are approved for implementation
- The TRO's with respect to Wood Lane be made in accordance with the Road Traffic Regulation Act 1984.
- The proposed waiting restrictions on Stannington Road are re-investigated in Autumn 2011 and an ETRO be advertised if considered necessary by the Head of Transport & Highways in consultation with Ward Members



TRAFFIC MANAGEMENT

APPENDIX B

Scale: **NOT TO SCALE A3**

Date: **February 2011**

SHEFFIELD CITY COUNCIL

APPENDIX B

Building Schools For The Future
Forge Valley Community School

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **APPENDIX B**

Drawing Title: **Building Schools For The Future Forge Valley Community School**

Checked: **James Burdett February 2011**

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Development Services

A Service Area of Place
Sheffield City Council

- Scheme Details**
- Wood Lane is part of the route to school for pupils travelling to school by all modes of transport
 - The proposed changes are necessary to ensure the accesses to the school are kept clear from parked vehicles
 - One road hump needs to be moved to accommodate the new entrance opposite Barlow Road

PLEASE TURN OVER FOR DETAILS OF THE STANNINGTON ROAD PROPOSALS

Do not scale from this drawing
Any errors/omissions to be reported immediately
If in doubt, ask
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Pedestrian / cycle entrance only. Existing kerbed access to be removed, existing "School Keep Clear" marking to be revised

New vehicular entrance. Existing "School Keep Clear" marking to be revised

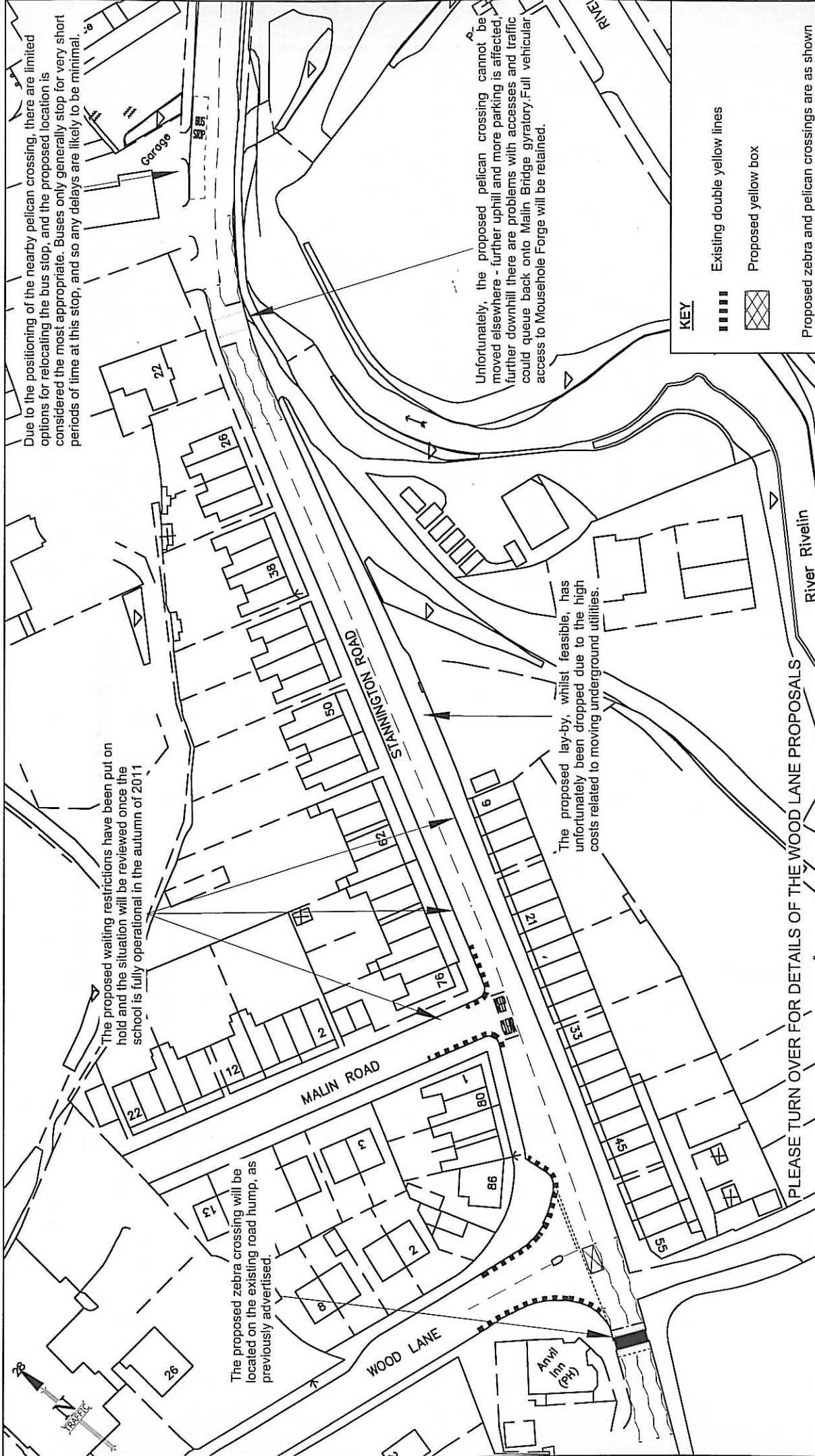
Existing vehicular entrance to remain, "School Keep Clear" marking to be revised

New pedestrian entrance

KEY

- Existing double yellow lines
- Proposed double yellow lines
- Existing road hump
- Proposed road hump

Proposed "School Keep Clear" markings as shown



Due to the positioning of the nearby pelican crossing, there are limited options for relocating the bus stop, and the proposed location is considered the most appropriate. Buses only generally stop for very short periods of time at this stop, and so any delays are likely to be minimal.

The proposed waiting restrictions have been put on hold and the situation will be reviewed once the school is fully operational in the autumn of 2011

The proposed zebra crossing will be located on the existing road hump, as previously advertised.

The proposed lay-by, whilst feasible, has unfortunately been dropped due to the high costs related to moving underground utilities.

Unfortunately, the proposed pelican crossing cannot be moved elsewhere - further uphill and more parking is affected, further downhill there are problems with accesses and traffic could queue back onto Main Bridge gyratory. Full vehicular access to Mousehole Forge will be retained.

KEY
 Existing double yellow lines
 Proposed yellow box

Proposed zebra and pelican crossings are as shown

PLEASE TURN OVER FOR DETAILS OF THE WOOD LANE PROPOSALS

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 Development Services

A Service Area of Pica
 Sheffield City Council

Client: SHEFFIELD CITY COUNCIL
Scheme: APPENDIX B
Drawing Title: Building Schools For The Future Forge Valley Community School

Drawing No.: TM/ED02835/S/C3
Scale: NOT TO SCALE A3
Date: February 2011
TRAFFIC MANAGEMENT

Wisewood Area – Summary of TRO Consultation Results

Scheme information (Drawing no. TM-ED02835-WIS-C1).

The Transport Assessment did not make any specific recommendations for major changes in the Wisewood area, except for the installation of dropped kerbs along the identified walking routes to school. It did suggest however that waiting restrictions be installed at two locations, at the junction of Bankfield Road / Dykes Lane / Rippon Road, and at the junction of Oakland Road / Meredith Road / Kendal Road / Portsea Road / Rippon Road. The final proposed schemes can be seen on the plan at the end of this appendix.

TRO Consultation

These proposals, which are intended to ensure the junctions are kept clear from parked vehicles, were the subject of a TRO consultation which commenced over the weekend of 14/15 January 2011. A total of 3 objections were received.

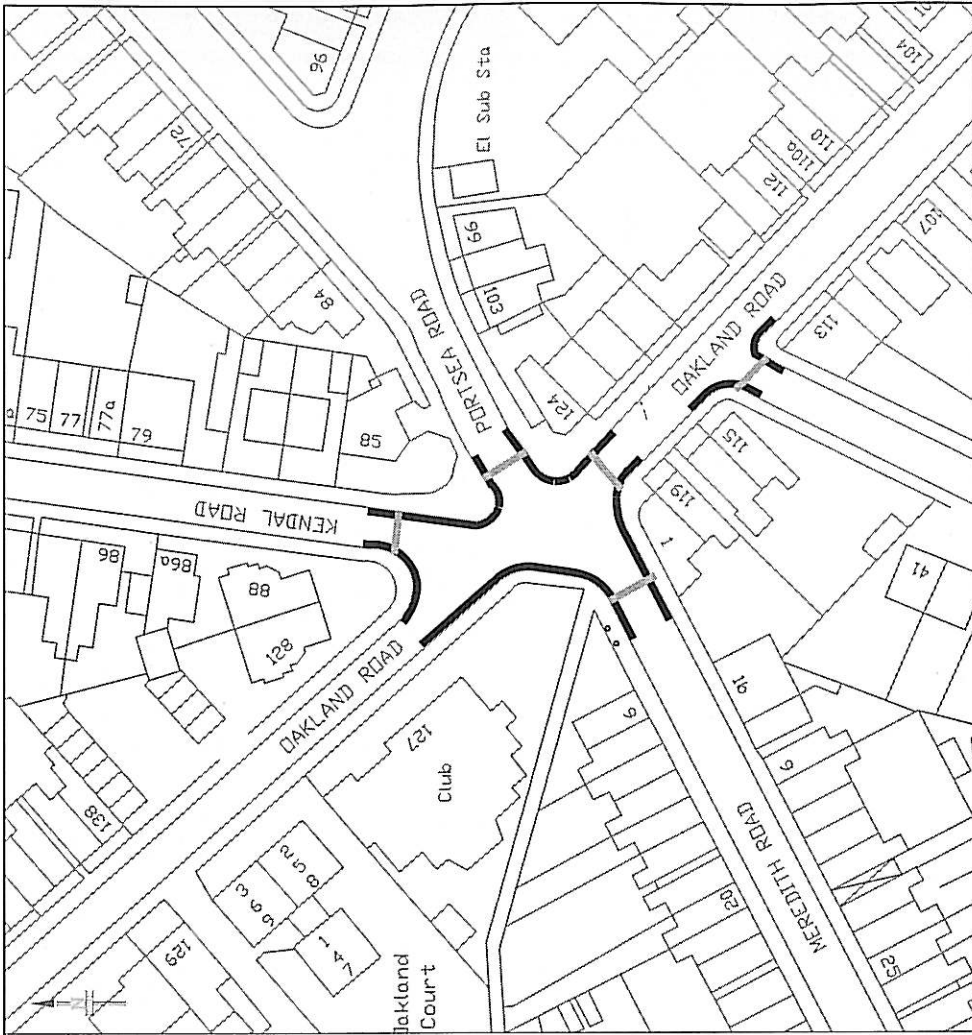
These objections were mainly concerned with the loss of parking caused by the waiting restrictions. Officers always try to keep any required waiting restrictions to a minimum, and in this case they extend only to cover the proposed crossing points. It is acknowledged that some parking spaces may be lost, but it is considered that the yellow lines are required to ensure good visibility for pedestrians. The Highway Code also indicates that vehicles should not be parked within 10 metres of a junction.

With regard to Bankfield Road, officers have received separate requests from residents for yellow lines at the junction with Dykes Lane. Although no letters of support have been received, this would indicate that some residents of Bankfield Road may support the proposal.

Recommendation

In the interests of road safety it is recommended that:

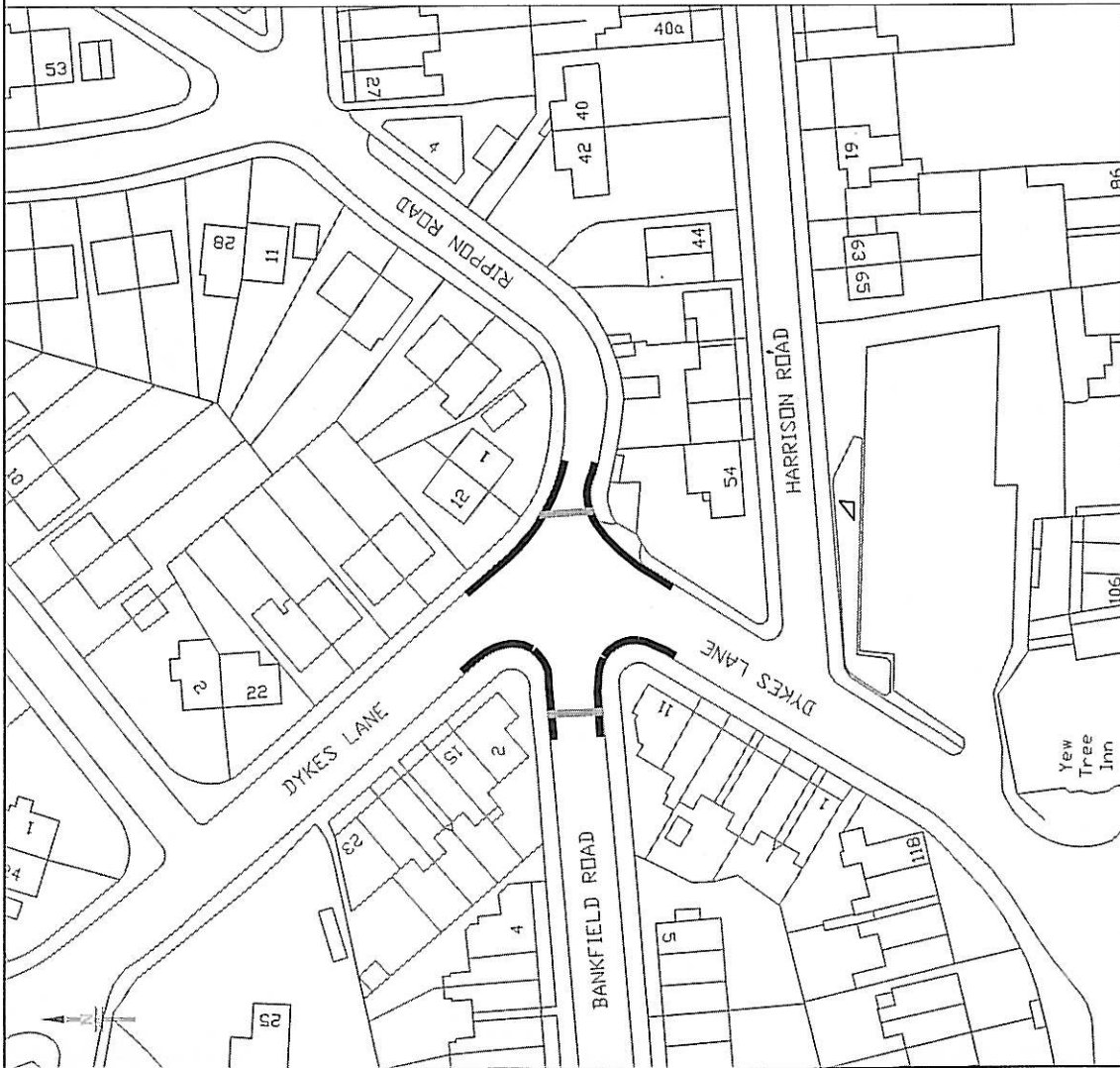
- The proposals be progressed to implementation.
- The TRO's be made in accordance with the Road Traffic Regulation Act 1984.
- The objectors informed accordingly.



KEY

— Proposed double yellow lines

— Pedestrian Crossing Point



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<p>SHEFFIELD CITY COUNCIL</p> <p>APPENDIX C</p> <p>Building Schools For The Future Forge Valley Community School</p>		<p>DRAWN</p> <p>CHECKED</p>
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Walkley Lane/Walkley Road – Summary of Consultation Results and TRO objections

Scheme information (Drawing no. TM-ED02835-WR-C2)

The proposals at the junction of Walkley Lane and Walkley Road, which can be seen on the plan at the end of this appendix, are intended to assist pedestrians across what is a busy junction, particularly at peak times. The Transport Assessment indicated that some children currently attending the existing Myers Grove School live to the south of Walkley Lane, hence the suggestion that improved pedestrian facilities be investigated.

The Transport Assessment recommended that a crossing point be installed on Walkley Road, to the west of the junction with Walkley Bank Road. Upon investigation however, this was considered to be an unsuitable location for two reasons. Firstly, the road width is too narrow at this point to accommodate a refuge island, and pedestrians would have to negotiate the full width of Walkley Road as they do at present. This would not necessarily make it easier to cross the road. Secondly, any crossing point at this location would require double yellow lines to ensure pedestrians have good visibility. Although feasible, any further restrictions would significantly reduce parking close to The Florist public house, something that would have been likely to attract concern.

Officers therefore considered alternatives, but upon further investigation it was clear that the only feasible option was a refuge island located between the junctions of Walkley Bank Road and Walkley Road. This proposal provides good visibility for pedestrians from either side of Walkley Lane, as they cross first to a refuge island and then to the opposite kerb. All manoeuvres would be retained, and traffic flows would be unaffected. Delays are already encountered here as vehicles wait behind those turning right into Walkley Bank Road or Walkley Road, and this situation would remain unchanged despite the introduction of the refuge island. The final proposed scheme can be found at the end of this appendix.

Consultation Results

Six responses to the consultation were received, the majority expressing support for the proposals, as shown in the table below. It should be noted that additional correspondence was received from the Walkley Forum, who were not against the proposal but felt it should be located to the west of Walkley Bank Road, which was unfortunately not possible as discussed above.

APPENDIX D

Question	Strongly agree	Agree	Disagree	Strongly disagree	Other
"The proposed crossing point at the Walkley Lane/Walkley Road junction will make it easier for pedestrians to cross (especially children making their way to and from school)".	60%	20%	0%	0%	20%
"The scheme will improve road safety for all highway users at this location".	60%	0%	0%	0%	40%
	Fully Support	Partly Support	Don't Support	Not Sure	Not stated
Overall, to what extent do you support the scheme?	60%	20%	0%	20%	0%

A further comment was that a one-way system should be introduced on Walkley Road (Carr Road to Palm Street). This suggestion was not recommended within the Transport Assessment and as such cannot be promoted as part of this scheme.

TRO Consultation

Following the October consultation, and the subsequent scheme alterations, the final scheme proposal was distributed to local people over the weekend of 15/16 January 2011. This included the consultation on the various Traffic Regulation Orders (TRO's) that are required to introduce the waiting restrictions.

Objections

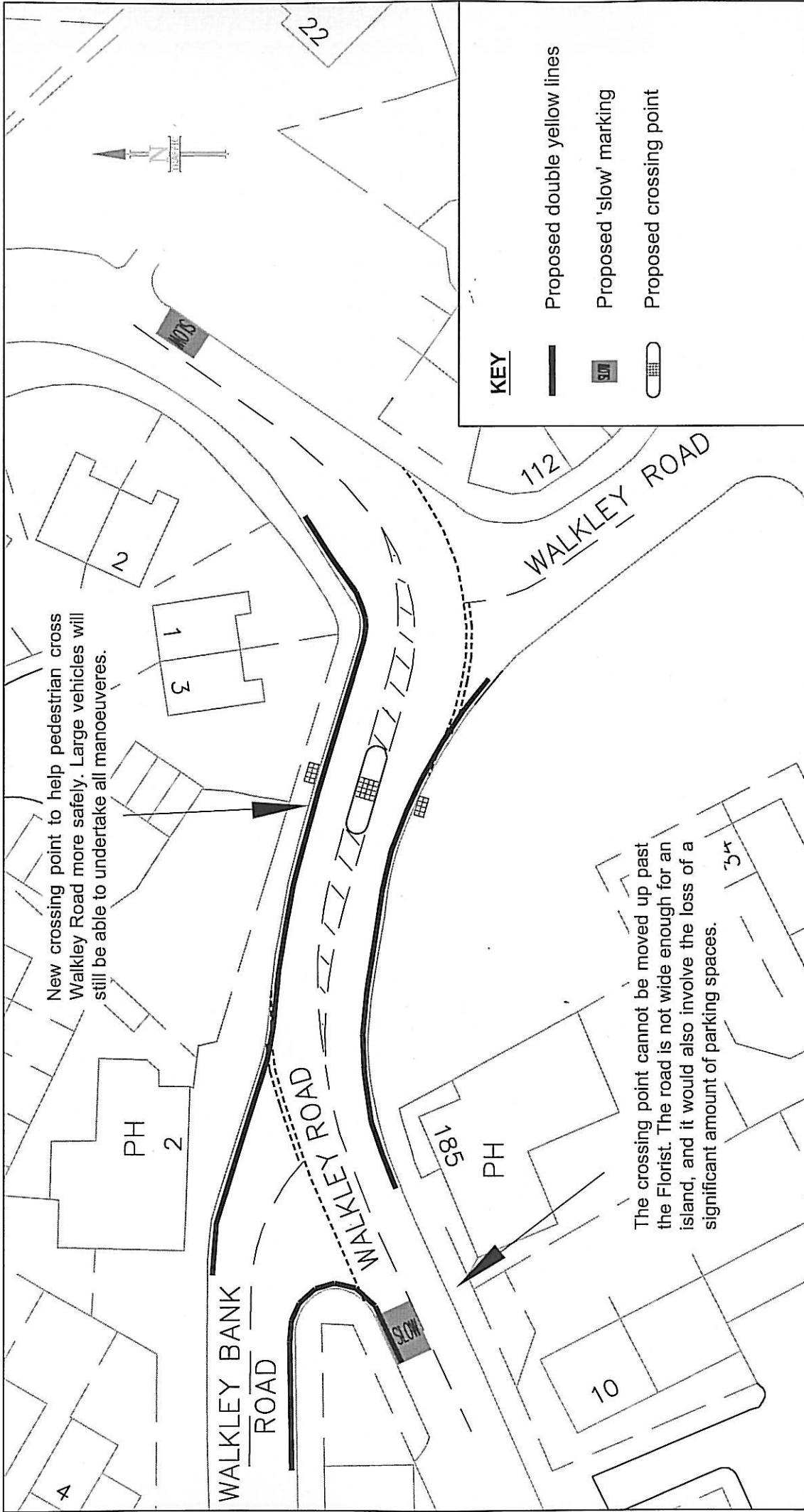
1 objection was received, which was particularly concerned with visibility of the refuge island as drivers come up the hill.

It is considered that visibility will be adequate for vehicles coming up the-hill. White lining in the centre of the road will guide vehicles around the refuge island, which will also accommodate a lit 'keep left' bollard. The majority of drivers using this route are also likely to be local and regular users.

Recommendation

It is considered that the scheme addresses the severe difficulties pedestrians have in crossing at this location and accordingly it is recommended that:

- The proposals be progressed to implementation.
- The TRO's be made in accordance with the Road Traffic Regulation Act 1984.
- The objectors informed accordingly.



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Walkley Lane/Ripley Street – Summary of Consultation Results and TRO objections

Scheme information (Drawing no. TM-ED02835-W-C2)

The proposals at the junction of Walkley Lane and Ripley Street are intended to assist pedestrians across what is a busy junction, particularly at peak times. The Transport Assessment indicated that some children currently attending the existing Myers Grove School live to the south of Ripley Street, hence the suggestion that improved pedestrian facilities be provided. In addition, this junction forms part of a new cycle route between the Hammerton Road area and the new school. The final proposed scheme can be found at the end of this appendix.

Consultation Results

19 people responded to the consultation, with a majority of people in favour. It should be noted that additional correspondence was received from the Walkley Forum, who supported the proposal. See the table below for details. The main issue for people objecting to the proposal was the loss of parking due to the proposed waiting restrictions. People also suggested that a zebra or pelican crossing should be installed further up Walkley Lane.

Question	Strongly agree	Agree	Disagree	Strongly disagree	Other
"The proposed crossing point at the Walkley Lane/Ripley Street will make it easier for pedestrians to cross (especially children making their way to and from school)".	32%	32%	5%	21%	10%
"The scheme will improve road safety for all highway users at this location".	32%	32%	11%	16%	10%
	Fully Support	Partly Support	Don't Support	Not Sure	Not stated
Overall, to what extent do you support the scheme?	47%	21%	22%	5%	5%

Officers always try to keep any required waiting restrictions to a minimum, and, on Singleton Road, the proposed restrictions involve the loss of one space. This is unavoidable if a cycle facility is to be provided at the junction. The restrictions on Walkley Lane are located on the actual bend where people tend not to park for safety reasons, and therefore it is considered that, in reality, no spaces are lost on Walkley Lane. Officers did consider the possibility of providing a zebra crossing on Walkley Lane, as suggested by residents, however this has been discounted for two reasons. Firstly, a crossing of this type would require zig zag markings, which would remove a minimum of 14 parking spaces, something likely be unpalatable to local residents. Secondly, the crossing would have to be positioned away from the

bend to ensure approaching vehicles have suitable visibility of the crossing. It is unlikely the crossing would be heavily used in such a location as it would be away from the position pedestrians wish to cross Walkley Lane.

Some comments were also received indicating that the cycle facilities were not necessary as children do not cycle to school. The recommendations within the Transport Assessments were, in part, developed to encourage walking and cycling to school and reduce the dependency on the car. This proposal forms part of a new route linking Hammerton Road area to Malin Bridge and is required to provide the link across the junction.

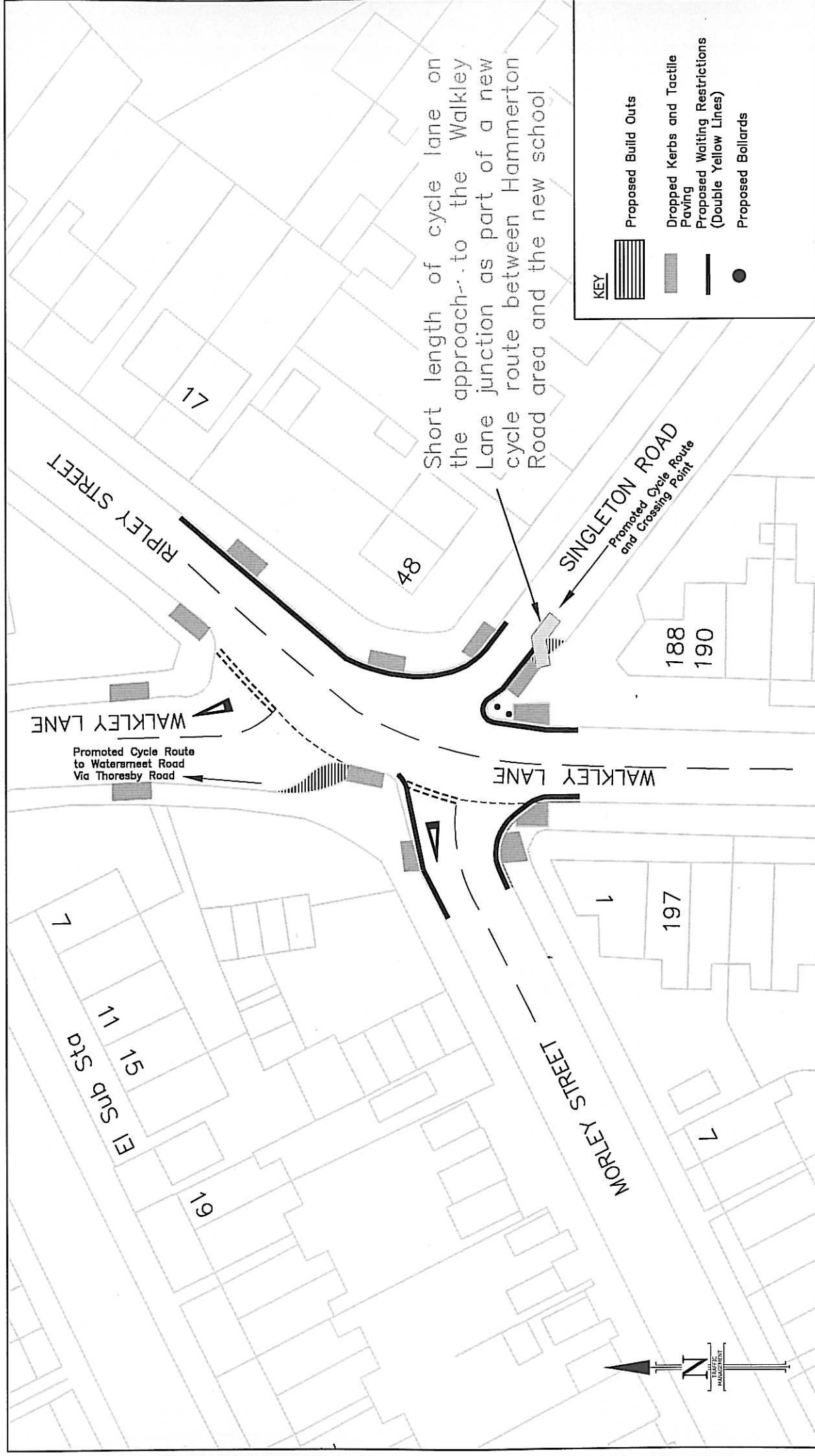
TRO Consultation

In view of the majority support, the TRO consultation commenced on the proposed scheme over the weekend of 14/15 January 2011. No further comments were received.

Recommendation

It is recommended that:

- The proposals be progressed to implementation.
- The TRO's be made in accordance with the Road Traffic Regulation Act 1984.
- The objectors informed accordingly.



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Drawing No. TM/ED02835/W/C2

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Scheme APPENDIX E

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Rivelin Valley Road – Summary of Consultation Results

Scheme information (Drawing no. TM-ED02835-RV1-C1)

The proposals on Rivelin Valley Road are intended to assist pedestrians from the Walkley area across a busy road to the Stannington area. The proposals are located at two places – at the junction with Hollins Lane, and further towards Malin Bridge at Racker Way.

The proposed scheme near to Hollins Lane comprises new road markings to help reduce vehicle speeds near to the junction, together with improved crossing points and the cutting back/removal of overhanging vegetation to increase visibility.

The proposed scheme near to Racker Way involves the installation of a zebra crossing to provide an improved pedestrian link between Walkley and Stannington. Pedestrians would walk down Racker Way, across the new zebra crossing, through the woods, on an adopted lighted footpath, and across the new zebra crossing on Stannington Road.

The final proposed scheme can be found at the end of this appendix.

Consultation Results

The initial consultation in October 2011 showed that of the 46 respondents, the majority were in favour. See the table below for details:

Question	Strongly agree	Agree	Disagree	Strongly disagree	Other
"The proposed zebra crossing will make it easier for people to cross Rivelin Valley Road (especially children on their way to and from school)".	67%	22%	2%	2%	6%
"This scheme will reduce vehicle speeds and make it easier for people (especially children on their way to and from school) to cross Rivelin Valley Road near to the junction with Walkley Bank Road / Rivelin Road".	48%	33%	7%	2%	11%
	Fully Support	Partly Support	Don't Support	Not Sure	Not stated
Overall, to what extent do you support the schemes?	70%	24%	2%	2%	2%

A number of additional comments were made. Some people suggested that traffic calming is required on Rivelin Valley Road and Walkley Bank Road. Traffic calming (road humps) was not recommended within the Transport

Assessment and as such cannot be promoted as part of this scheme. Rivelin Valley Road is also a classified A road, upon which traffic calming is not permitted. The request for traffic calming on Walkley Bank Road (between Rivelin Valley Road and Racker Way) can however be passed to the Central Community Assembly for investigation.

Requests were also made for speed cameras and for 30mph signs on Rivelin Valley Road. Safety cameras are already located further west past Hagg Hill, and a mobile camera often operates further east near the fire station. With regard to 30mph signs, these signs are not permitted on roads that have a system of street lighting. Street lighting is in place along Rivelin Valley Road as such the default speed limit along such a road is 30mph.

There was also a request for formal pedestrian facilities, in the form of a zebra or pelican crossing, across Rivelin Valley Road at the Hollins Lane junction. This proposal was considered prior to consultation, however it was considered that the existing crossing points provide adequate provision and the improved road markings should help to reduce speeds through the junction. It would also be difficult to provide an adequate facility due to the constricted road layout. Additionally, observations at school times showed that a greater number of children were crossing Rivelin Valley Road near to Racker Way and the crossing was more needed at that location.

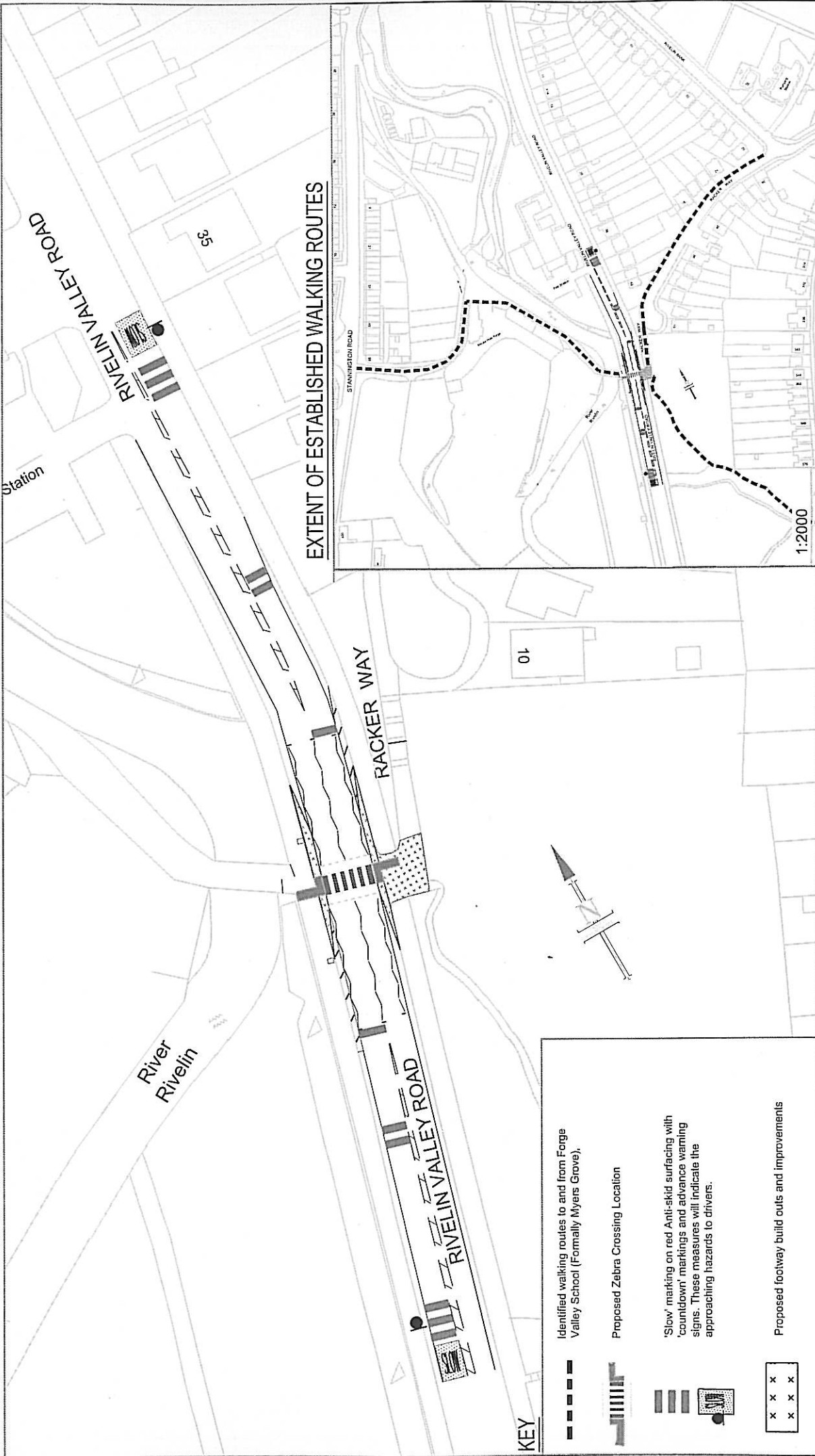
TRO Consultation

No TRO's were required to introduce the measures on Rivelin Valley Road, however correspondence was sent to local people once again to advise of the consultation outcome. No further correspondence was received.

Recommendation

In view of the high level of support it is recommended that:



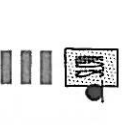
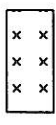
- The scheme be progressed to implementation.



EXTENT OF ESTABLISHED WALKING ROUTES

1:2000

KEY

-  Identified walking routes to and from Forge Valley School (Formerly Myers Grove).
-  Proposed Zebra Crossing Location
-  'Slow' marking on red Anti-skid surfacing with 'countdown' markings and advance warning signs. These measures will indicate the approaching hazards to drivers.
-  Proposed footway build outs and improvements

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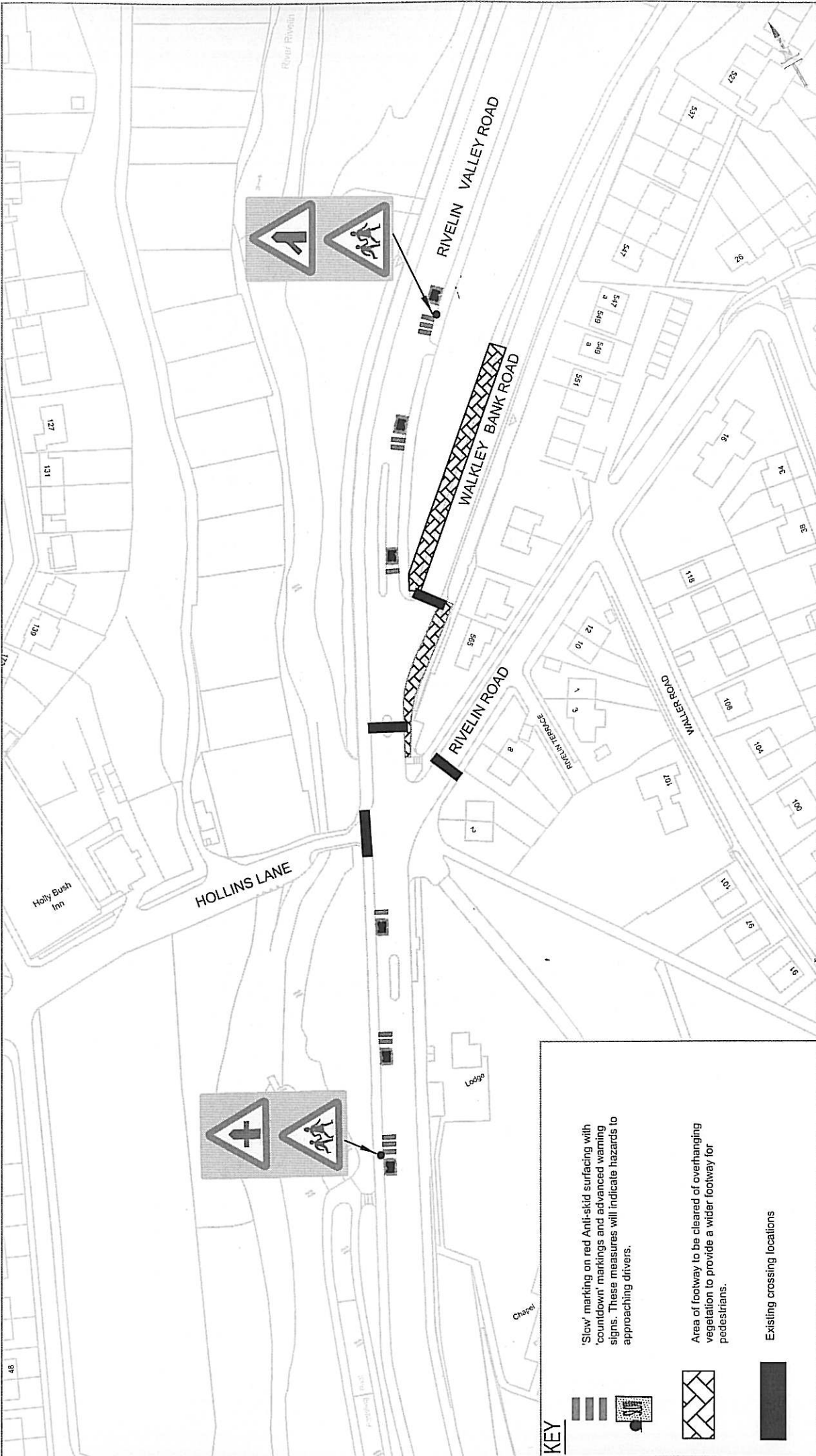
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KEY

- 'Slow' marking on red Anti-skid surfacing with 'countdown' markings and advanced warning signs. These measures will indicate hazards to approaching drivers.
- Area of footway to be cleared of overhanging vegetation to provide a wider footway for pedestrians.
- Existing crossing locations

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Client: SHEFFIELD CITY COUNCIL
 Scheme: APPENDIX F
 Drawing Title: Building Schools For The Future Forge Valley Community School

Drawing No. TM/ED0235/RV2/C1
 Scale: 1:1000
 Date: February 2011

Sheffield City Council
 TRAFFIC MANAGEMENT

Bole Hill Road/Heavygate Avenue/Walkley Road – Summary of Consultation Results and TRO objections

Scheme information (Drawing no. TM-ED02835-BHR-C2)

The proposals at the junction of Bole Hill Road/Heavygate Avenue/Walkley Road are intended to assist pedestrians across what can be a busy junction. The Transport Assessments indicated that a few children currently attending the existing Myers Grove School live to the south of Bole Hill Road, hence the recommendation that improved pedestrian facilities be investigated.

The scheme comprises of new crossing points and associated waiting restrictions, and the final proposed scheme can be found at the end of this appendix.

Consultation Results

The response rate to the consultation was quite low, with only 7 responses received, but with respondents slightly favouring the proposal, as can be seen in the table below. It should be noted that additional correspondence was received from the Walkley Forum, who were against the proposal.

Question	Strongly agree	Agree	Disagree	Strongly disagree	Other
"The proposed crossing points around the Walkley Road/Bole Hill Road junction will make it easier for pedestrians to cross (especially children making their way to and from school)".	43%	14%	0%	43%	0%
"The scheme will improve road safety for all highway users at this location".	43%	14%	14%	29%	0%
	Fully Support	Partly Support	Don't Support	Not Sure	Not stated
Overall, to what extent do you support the scheme?	57%	0%	43%	0%	0%

The main objections to the proposal were that no children cross Bole Hill Road on their journey to school and the proposals were therefore unnecessary, the loss of parking, and the suggestion that the scheme would put pedestrians in danger..

The Transport Assessments stated that at that time approximately 7 children, attending the existing Myers Grove school did live to the south of Bole Hill Road. Accordingly, an improvement was recommended in the Transport Assessments. It is accepted that the situation may have changed since, but it

could also be argued that in the future more children may attend Forge Valley from this area.

With regard to the loss of parking, the scheme was amended following the consultation to retain a space however it is acknowledged that the revised scheme still involves the loss of some parking. Unfortunately for safer crossing facilities to be provided this is an unfortunate but necessary consequence.

It is considered that the scheme would improve pedestrian safety at the junction. The crossing distances over Bole Hill Road, Heavygate Avenue and Walkley Road would all be reduced, either through pavement build-out's or improved pedestrian refuge islands. Vehicle speeds would be unlikely to increase as a result of the proposals, and all existing manoeuvres currently undertaken by buses and larger vehicles would remain possible.

TRO Consultation

Following the October consultation, and the subsequent scheme alterations, the final scheme proposal was distributed to local people over the weekend of 15/16 January 2011. This included the consultation on the various Traffic Regulation Orders that are required to introduce the waiting restrictions.

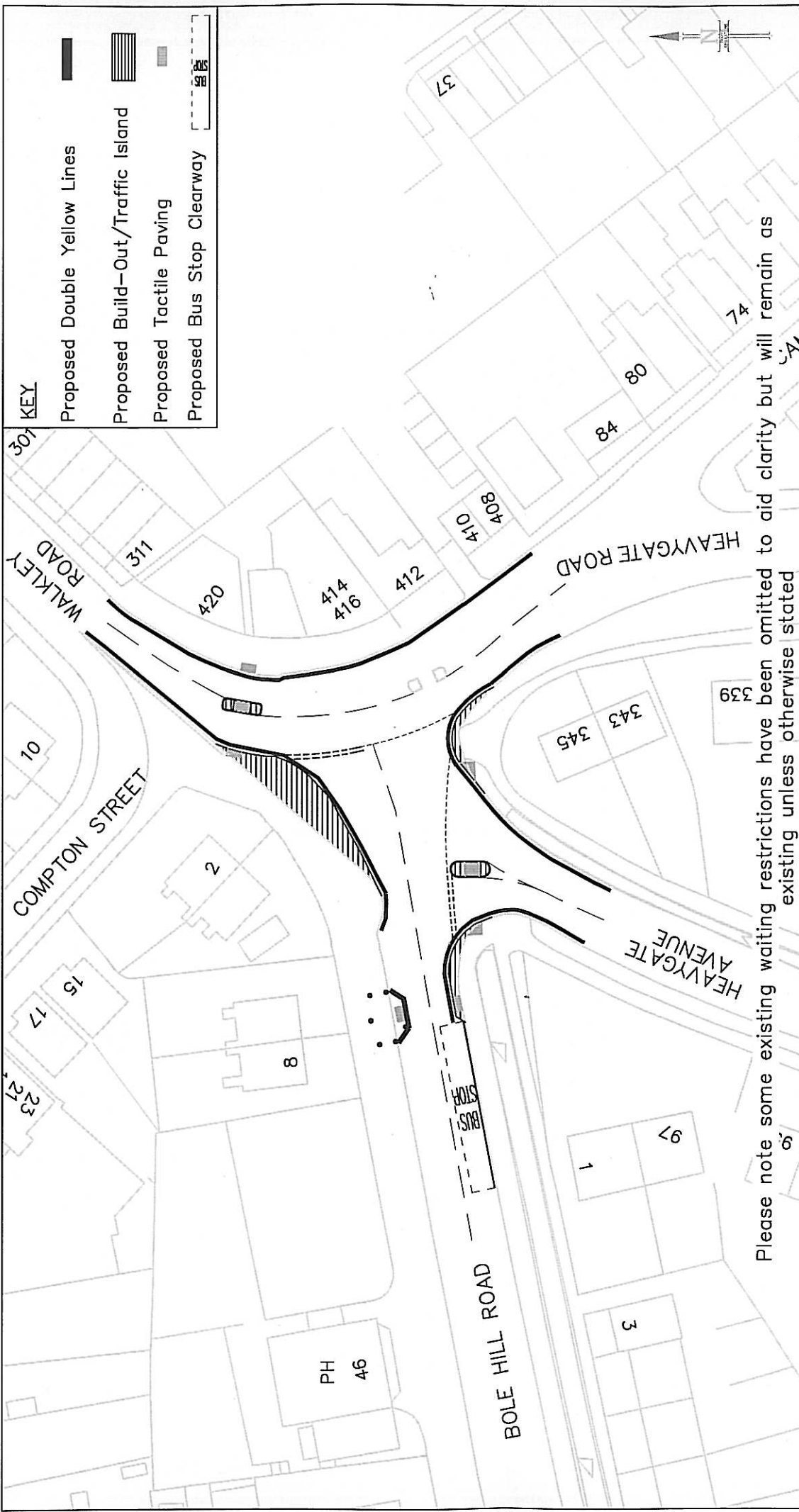
Objections

3 objections were received, which on the whole re-iterated those comments made during the October consultation. One resident has commented that the scheme is "a solution looking for a problem". Additionally, a petition with 7 signatures was received, further echoing the views of the individual respondents.

Recommendation

Although it is considered that the scheme has merit, it is acknowledged that few, if any, school children cross at this location and is clear that there is a strong feeling amongst local people that the scheme is unnecessary. The planning condition for the recommendations in the Transport Assessments is flexible in that they are all subject to consultation, and in view of the negative feedback received throughout it is recommended that:

- The scheme is not progressed.
- The objectors be informed accordingly



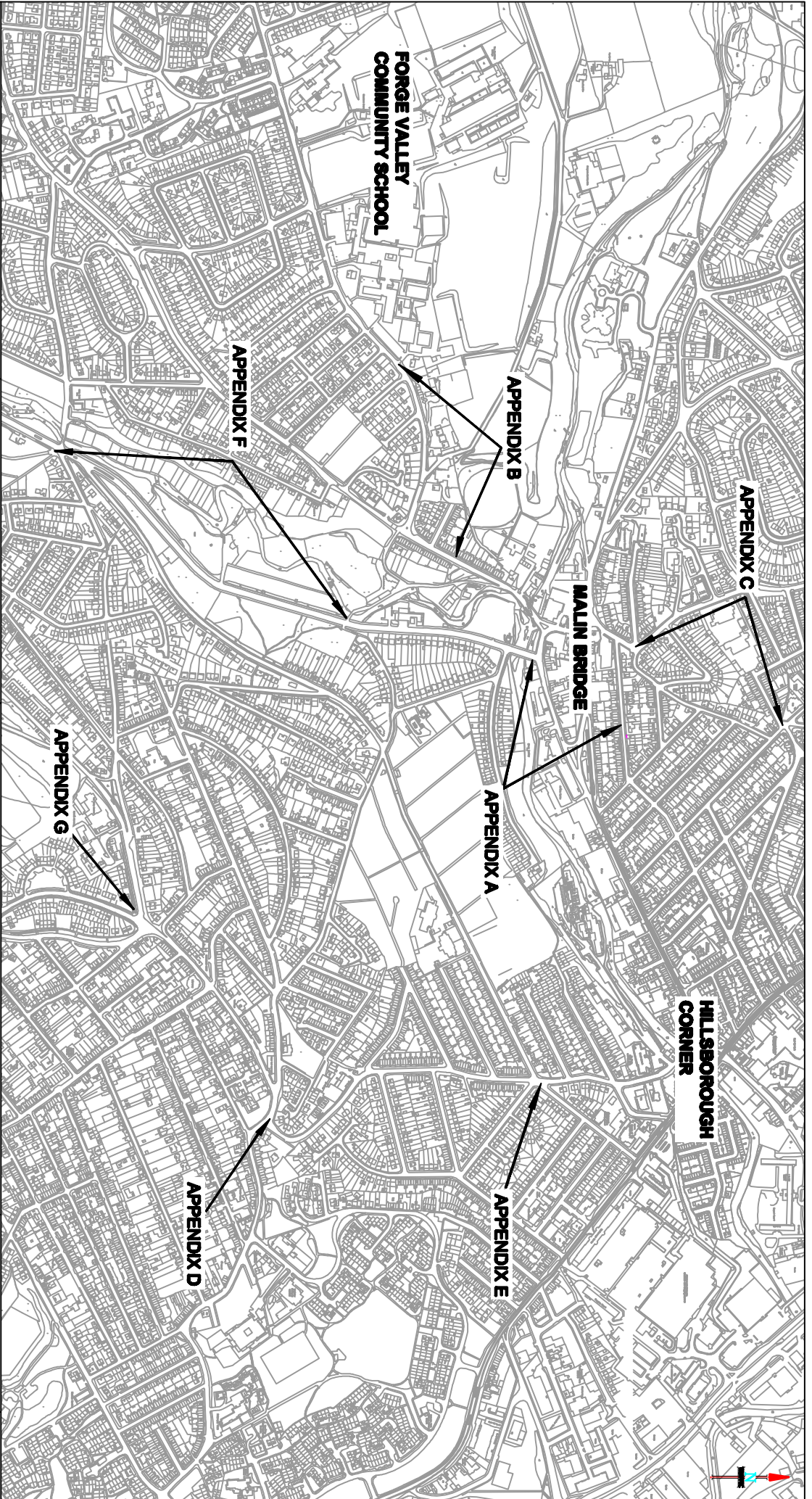
Please note some existing waiting restrictions have been omitted to aid clarity but will remain as existing unless otherwise stated

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Schemes Not Progressed

As discussed in 4.12 of the main report, there were some recommendations in the Transport Assessment that were not progressed, because suitable facilities already exist, or they were not deliverable due to design issues. These are as follows:

Recommendation	Reason for non-progression
Crossing facility to the west of the Stannington Road / Stanwood Avenue junction.	Upon assessment it was considered that this facility was not required as suitable uncontrolled crossing facilities already exist along the identified route to school.
New footpath and footbridge between Rivelin Valley Road and Stannington Road	This scheme was not feasible and as such was discounted as an alternative route is available.
Provision of an uncontrolled pedestrian crossing point on Loxley Road in the vicinity of the Wisewood Lane junction.	Due to site conditions this proposal was not feasible, and furthermore the new toucan crossing on Loxley Road to the west of Dykes Lane will provide an excellent and safer crossing facility.
Provision of an advisory cycle lane along Dykes Lane from Harrison Road to Loxley Road widening existing footway, with an associated kerb build out at the Dykes Lane / Loxley Road junction.	This scheme was not able to be progressed. This was approved by Cabinet Highways Committee on 9 September 2010.
Pedestrian drop off point on Loxley New Road	This scheme was not able to be progressed, as approved by Cabinet Highways Committee on 9 September 2010.
Widen existing westbound carriageway on Holme Lane to 2 Lanes from Wood Road junction.	This was not funded by BSF and the identified funding has since been withdrawn.
Left turn only lane on approach to Rivelin Valley Road on Holme Lane with reshaped traffic island to prevent abuse of this.	This was not progressed at the request of local councillors.
Pedestrian refuge and crossing facilities on Wisewood Lane to the west of Wisewood Road at Wisewood Road / Wisewood Lane junction.	Upon assessment it was considered that this facility was not required as suitable uncontrolled crossing facilities already exist along the identified route to school.
Pedestrian refuge at Ben Lane / Dykes Lane junction with tactile paving introduced on all arms of the junction	Upon assessment it was considered that this facility was not required as suitable uncontrolled crossing facilities already exist along the identified route to school.



**FORGE VALLEY
COMMUNITY SCHOOL**

**HILLSBOROUGH
CORNER**

MALIN BRIDGE

APPENDIX B

APPENDIX C

APPENDIX F

APPENDIX A

APPENDIX G

APPENDIX E

APPENDIX D

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Scheme
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Drawing Title
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