



**SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee**

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 JANUARY 2012

Subject: BUILDING SCHOOLS FOR THE FUTURE – FORGE VALLEY
COMMUNITY SCHOOL - UPDATE ON HIGHWAY WORKS

Author of Report: James Burdett - 0114 273 6170

Summary:

This report is to inform Members of further investigations into the need for waiting restrictions on Stannington Road following the opening of Forge Valley Community School. It also provides a response to a petition asking for changes to the current layout on Malin Bridge.

A progress report is also provided detailing progress on implementing of the measures approved by Cabinet Highways Committee on 10 March 2011.

Reasons for Recommendations

It is considered that the current layout provides the most appropriate balance of for users of Malin Bridge, regardless of mode of transport used.

Recommendations:

Waiting restrictions are not introduced on Stannington Road near to Malin Road at this time.

No changes are made to waiting restrictions at Malin Bridge and that the lead petitioner be informed of this decision.

Note the progress of the highway works related to Forge Valley Community School as set out in Appendix B.

Background Papers: NONE

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
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw
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
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
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 - UPDATE ON HIGHWAY WORKS

1.0 SUMMARY

- 1.1 This report is to inform Members of further investigations into the need for waiting restrictions on Stannington Road following the opening of Forge Valley Community School. It also provides a response to a petition asking for changes to the current layout on Malin Bridge.
- 1.2 This report also provides a progress report on implementation of the measures approved by Cabinet Highways Committee on 10 March 2011.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The schemes approved by Cabinet Highways Committee on 10 March 2011 were developed to address the requirements of certain conditions applied to the planning consent for the new Forge Valley Community School. Officers developed measures with a view to empowering 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 public consultation exercises undertaken when developing the proposals. It also contributes to the “A Great Place to Live” objective of the Council’s Corporate Plan particularly the “sustainable and safe transport” priority.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The main outcome will be to resolve two outstanding issues related to the highways works for Forge Valley Community School, which will allow the future discharge of the relevant planning conditions.

4.0 REPORT

- 4.1 The new Forge Valley Community School opened in September 2011, as part of Building Schools for the Future (BSF) which was launched by the Department for Children, Schools and Families in February 2003.
- 4.2 A Transport Assessment (TA) submitted with the planning application for the new school was produced by consultants to provide an independent assessment of the highway impacts of the new school. The TA identified various highway improvements to address travel-related issues throughout the entire catchment area of the new school. All improvements identified in the TA were conditioned subject to consultation and detailed design issues. Following consultation, a number of schemes were approved by Cabinet Highways Committee on 10 March 2011. A general location plan can be found in Appendix A. Progress on the implementation of the approved schemes is set out in Appendix B. Two issues remain outstanding and are discussed below.

Waiting Restrictions – Stannington Road

- 4.3 The TA recommended the provision of waiting restrictions on Stannington Road, near to the junction with Malin Road, to offset the impact of the expected increase in traffic generated by the new school. This proposal, which is shown in Appendix C,

would have removed the double parking on Stannington Road which results in an informal 'give way' as there is insufficient room for vehicles to pass. The concern highlighted in the TA was that this parking could lead to significant queuing, which could cause delays in the area.

- 4.4 This proposal was the subject of significant objection, including a petition, due to the loss of parking for residents. In view of this discontent, it was recommended and subsequently approved by CHC that this proposal should be re-investigated following the opening of the school, once the impact on traffic could be assessed.
- 4.5 To help make this assessment, traffic counts were carried out in March 2011. These counts covered a Tuesday and Wednesday, on normal school days, and were completed to help provide an indication of the traffic levels on Stannington Road prior to the opening of the school. It was intended that further surveys would be carried out in October 2011, to provide a comparison and help determine if the restrictions were necessary.
- 4.6 Upon the school opening on 5 September 2011, officers monitored the traffic situation for a two week period to determine whether any congestion issues were apparent. These observations showed that few problems, if any, were experienced and that traffic was flowing reasonably well at peak school times. In view of this, officers decided to delay the repeat traffic counts until after the half term break when adverse weather and darker nights might impact on pupils' mode of travel and cause traffic levels to rise.
- 4.7 The traffic counts were carried out again in November 2011, and upon analysis support the site observations made by officers. Traffic levels have remained stable on Stannington Road despite the opening of the new school, with no particular adverse effects at any times.
- 4.8 The site observations have shown that many children are walking to school from the Wisewood area (utilising the new puffin crossing on Loxley Road), and the new bus service provided by Mass Brightbus has been successful with two vehicles used on a daily basis to bring pupils from the Wisewood and Wadsley areas. It is considered likely that these initiatives have helped to ensure that the number of pupils being driven to school is minimal.
- 4.9 Generally it is felt that the measures and initiatives implemented to date have had a positive effect, leading to the expected trip generation not being realised. In view of the lack of additional traffic related to the school, it is recommended that the proposed waiting restrictions on Stannington Road are not progressed.

Petition – Malin Bridge

- 4.10 A petition was submitted to the Council in July 2011 by Mr Wilson Khbo expressing concerns at the approved scheme at Malin Bridge. The main issue raised was that the alterations to waiting restrictions and parking bays would severely affect trade at the small grocery store operated by Mr Khbo.
- 4.11 Unfortunately Mr Khbo opened his store in the spring of 2011, too late to take part in the consultations on the scheme and after it had been approved by Cabinet Highways Committee. Although officers were sympathetic to the petitioners' concerns, the scheme had been fully approved and no changes were possible.

Officers did however promise to re-consider the issue once the school had opened when the impact on traffic at Malin Bridge could be assessed.

- 4.12 Officers visited Mr Khbo on 2 December 2011 to discuss the situation. Mr Khbo's main concerns remained, and he indicated that he has two concerns – that passing trade has been affected due to the removal of the parking bay outside his shop, and that he is experiencing difficulties with the loading and unloading of goods.
- 4.13 A plan showing the current layout is included as Appendix D. Double yellow lines, with accompanying loading restrictions at peak times (7.30am-9.30am and 4.00pm-6.30pm Monday to Friday), are located outside his store. Loading and unloading is permitted on both sides of the road outside of these periods. 4 parking bays are provided, outside of peak hours, on the opposite side of the road.
- 4.14 The pavement outside Mr Khbo's store was widened to provide additional room for the high numbers of pupils expected to walk to the new school and the resulting carriageway width meant that the parking bays could only remain on the opposite side of the road. As discussed in paragraph 4.8, many pupils are walking to school and the widened pavement is considered to be of great benefit, particular as pupils have been seen to congregate outside Mr Khbo's store.
- 4.15 Officers also consider that the revised layout has been successful in allowing traffic to form two queues around the gyratory, compared with the previous arrangement. This ensures that traffic heading for Loxley Road is not generally obstructed by standing vehicles travelling towards Hillsborough. The provision of two lanes at all times at this location was something that the Assembly/local Councillors were happy to see.
- 4.16 Consideration has however been given to the possibility of the parking bays being relocated to the western side of the road, outside Mr Khbo's store, with double yellow lines being installed on the eastern side. Unfortunately however, this arrangement is likely to be problematic for the following reasons:
- Due to accesses to nearby properties only 3 parking bays could be provided, compared with the current 4 on the opposite side of the road
 - Although parking bays would be provided directly outside the store, loading problems may actually be exacerbated as should these bays be parked in there would be nowhere else nearby from where loading could take place
 - As stated in paragraph 4.15, it is considered that the current layout encourages the formation of two queues around the gyratory. Such alterations to the current layout could compromise this, leading to additional delays for traffic
 - A new Traffic Regulation Order would need to be advertised to alter the waiting restrictions, and any revised arrangement could receive objections
 - There is no funding available to cover the additional costs of the TRO and the accompanying consultation

- 4.17 Unfortunately there is no scope to simply alter the loading restrictions outside Mr Khbo's store that currently operate at peak times, allowing greater flexibility. Allowing loading, at peak times, would reduce the ability for vehicles to form two queues and would be likely to cause additional delays to traffic.
- 4.18 Officers do understand the petitioners' concerns, but consider that there is little that can be done to improve the situation without compromising traffic flows around the gyratory. It is therefore considered that the existing layout should be retained.

Relevant Implications

- 4.19 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. There are no new financial implications arising from this report.
- 4.20 An Equalities Impact Assessment for the wider Forge Valley highways works was undertaken and was found to be of universal positive benefit to all, regardless of age, gender, ethnicity, sexuality, religion, disability etc. No new negative impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have looked at all available options to assist the petitioner as discussed in paragraphs 4.10 to 4.18, but consider that the existing layout on Malin Bridge should remain.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 It is considered that the current layout provides the most appropriate balance of for users of Malin Bridge, regardless of mode of transport used.

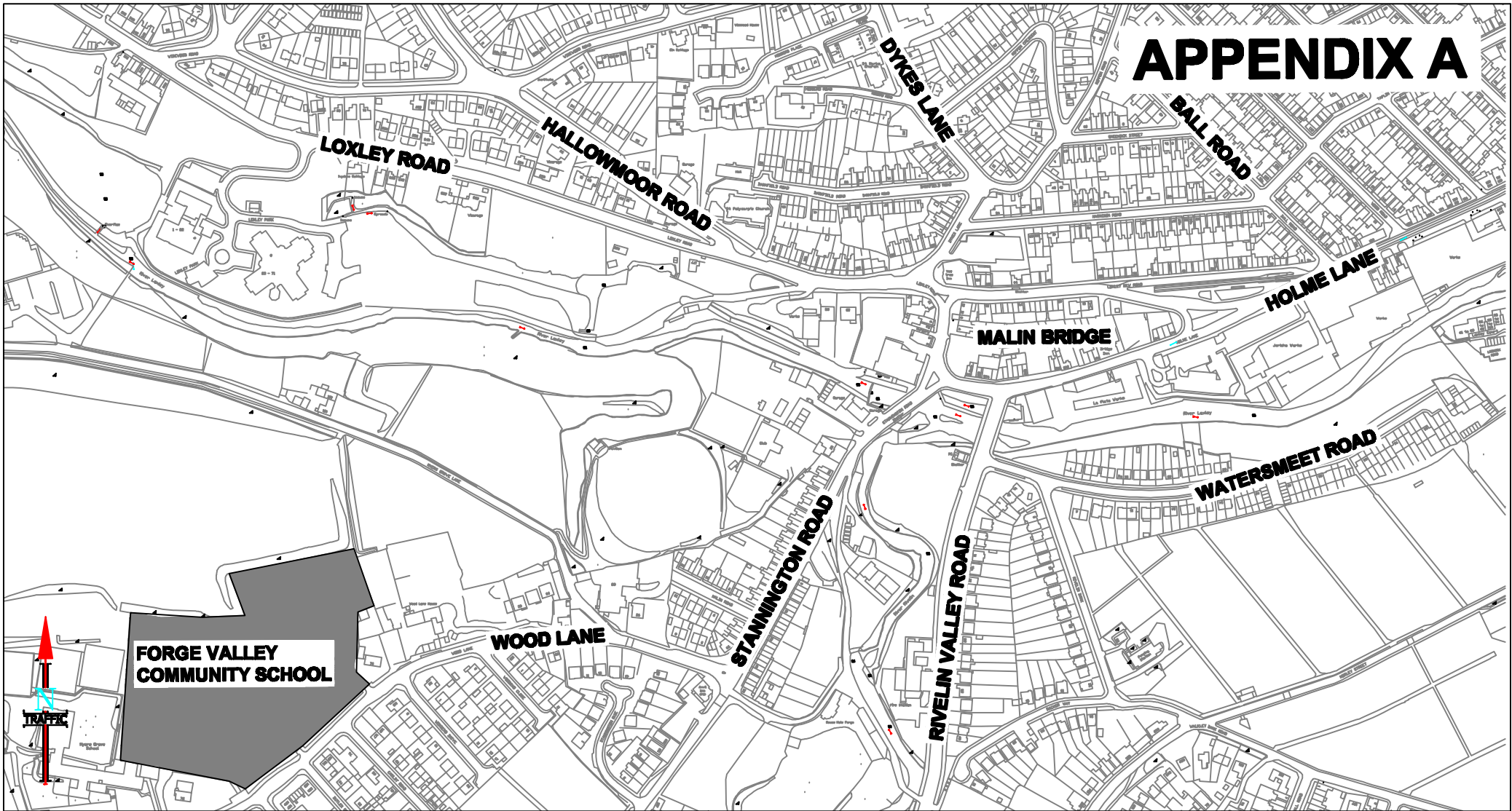
7.0 RECOMMENDATIONS

- 7.1 Waiting restrictions are not introduced on Stannington Road near to Malin Road at this time.
- 7.2 No changes are made to waiting restrictions at Malin Bridge and that the lead petitioner be informed of this decision.
- 7.3 Note the progress of the highway works related to Forge Valley Community School as set out in Appendix B.

Simon Green
Executive Director, Place

12 January 2012

APPENDIX A



DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
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J BURDETT
DEC 2011

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Client
SHEFFIELD CITY COUNCIL

Scheme
FORGE VALLEY COMMUNITY SCHOOL

Drawing Title
LOCATION PLAN

Drawing No.
APPENDIX A

Scale
NOT TO SCALE A4



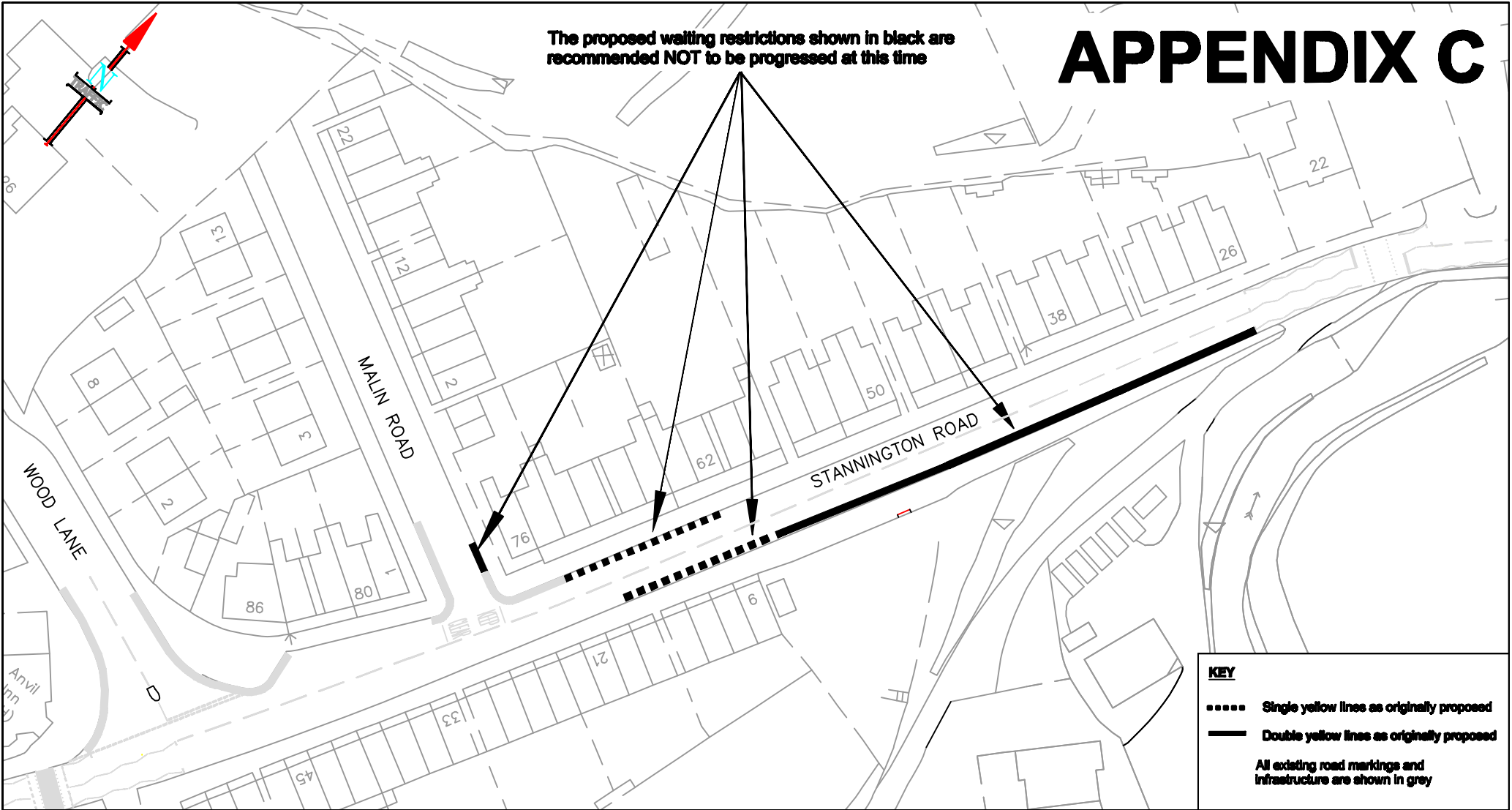
TRAFFIC MANAGEMENT

APPENDIX B

LOCATION	SCHEME	STATUS
Malin Bridge Area		
Loxley Road	Toucan Crossing	Complete
Holme Lane (Stannington Road to Loxley Road)	Footway widening, road marking alterations	Complete
Holme Lane	Sheltered parking bays	Delayed due to land issues but now scheduled for completion late winter 2012.
Holme Lane (Rivelin Valley Road to Stannington Road)	Footway widening & alterations to wall	To follow once sheltered parking bays complete – spring 2012
Harrison Road	Traffic Calming	On site
Rivelin Valley Road	Toucan crossing	Complete
Stannington Area		
Stannington Road	Puffin crossing, Zebra crossing	Complete
Wood Lane	Relocated road hump & associated waiting restrictions	To be completed winter 2012
Walkley Area		
Rivelin Valley Road	Zebra Crossing	Complete
	Road markings	To be completed winter 2012
Walkley Lane/Walkley Road	Refuge Island	Complete
Walkley Lane/Ripley Street	Uncontrolled Pedestrian Facilities	Complete
Watersmeet Road-Thoresby Road	Upgraded shared use cycle/footway	Consultation on Conversion Order (to upgrade footpath to bridleway) almost complete. To be completed late winter if no problems.
Wisewood Area		
Bankfield Road/Dykes Lane & Portsea Road/Rippon Road junctions	New waiting restrictions	To be completed winter 2012

APPENDIX C

The proposed waiting restrictions shown in black are recommended NOT to be progressed at this time



KEY	
.....	Single yellow lines as originally proposed
————	Double yellow lines as originally proposed
All existing road markings and infrastructure are shown in grey	

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A Service Area of Place
 Sheffield City Council

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Client
SHEFFIELD CITY COUNCIL

Scheme
Forge Valley Community School

Drawing Title
**Stannington Road
 Proposed Waiting Restrictions**

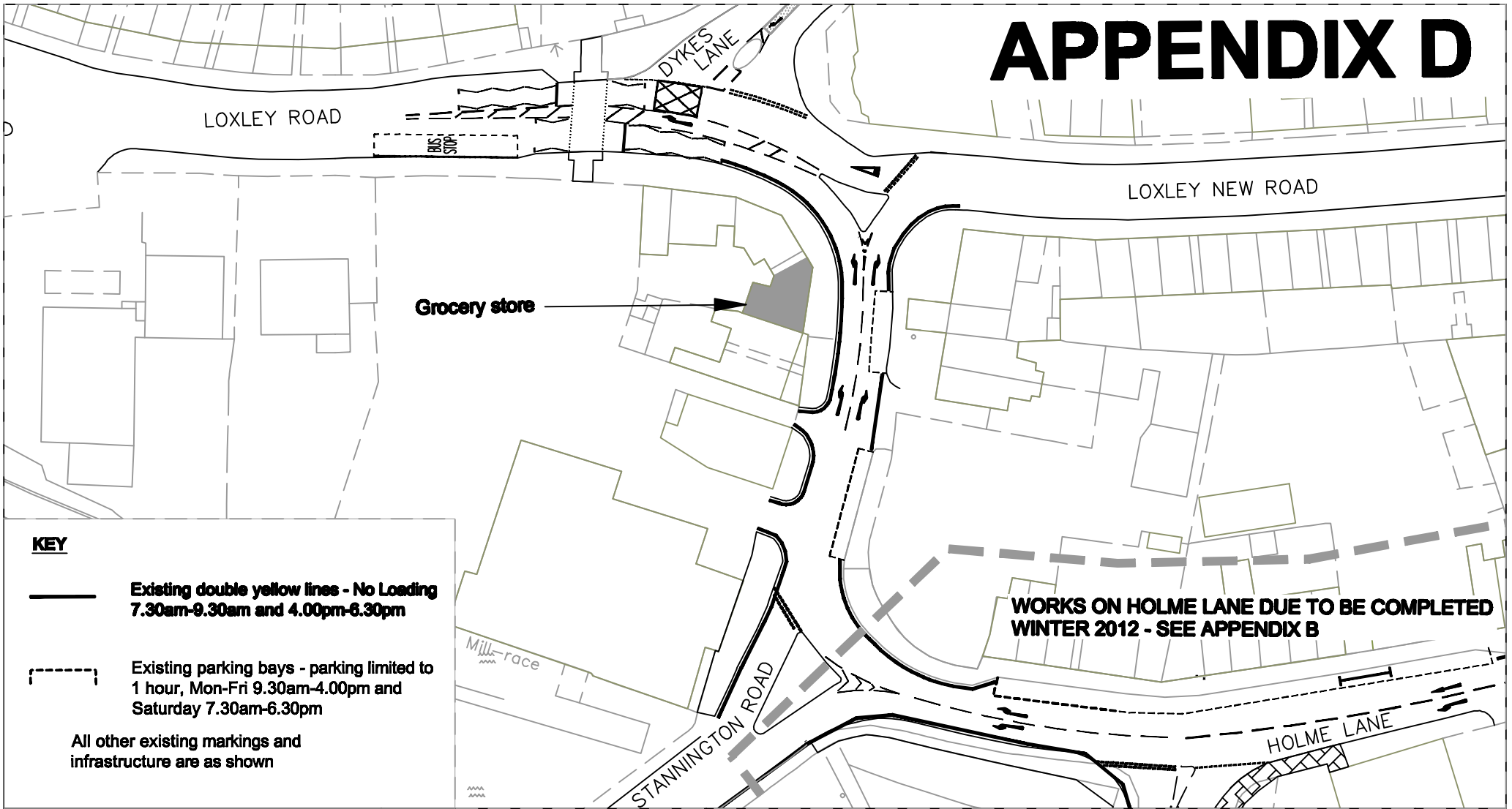
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TM-ED02835-C5

Scale
NOT TO SCALE A4

0 Millimetres 30
 Data Dec 2011

TRAFFIC MANAGEMENT

APPENDIX D



KEY

— Existing double yellow lines - No Loading
7.30am-9.30am and 4.00pm-6.30pm

- - - Existing parking bays - parking limited to
1 hour, Mon-Fri 9.30am-4.00pm and
Saturday 7.30am-6.30pm

All other existing markings and
infrastructure are as shown

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SHEFFIELD CITY COUNCIL

Scheme

Forge Valley Community School

Drawing Title

**Malin Bridge
Existing Situation**

Drawing No.

TM-ED02853-MB-C2

Scale

NOT TO SCALE A4

0 Millimetres 30
Date **Dec 2011**



**TRAFFIC
MANAGEMENT**