

## SHEFFIELD CITY COUNCIL

**Individual Cabinet Member Report**

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**Report of:** Executive Director, Place

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**Report to:** Leigh Bramall, Cabinet Member for  
Business, Skills and Development

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**Date:** 13 November 2014

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**Subject:** Penistone Road Proposed Prohibition of Left Turn  
Into Herries Road South

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**Author of Report:** Ian Taylor                      0114 273 4192

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**Key Decision:** No

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**Reason Key Decision:**

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**Summary:**

This report supplements the ICMD Report dated 10 April 2014 and gives further information on the subject of the proposed prohibition of the left turn from Penistone Road into Herries Road South. The proposal was deferred pending further investigation.

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**Reasons for Recommendation:**

Abandoning the proposal to prohibit the left turn would avoid budgetary issues, address representations made during the Traffic Regulation Order consultation period and negate the issues that would be caused by introducing an additional stage at the busy signalised junction.

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**Recommendation:**

Abandon the proposal to prohibit the left turn from Penistone Road into Herries Road South.

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**Background Papers:**

ICMD Report dated 10 April 2014.

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**Category of Report:**      **Open**

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\* Delete as appropriate

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Damian Watkinson 09 October 2014
<b>Legal Implications</b>
NO
<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>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Penistone Road, Hillsborough
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<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 Cabinet Member for Business, Skills and Development

### Penistone Road: Proposed Prohibition of Left Turn Into Herries Road South

#### 1.0 SUMMARY

1.1 This report supplements the ICMD Report dated 10 April 2014 and gives further information on the subject of the proposed prohibition of the left turn from Penistone Road into Herries Road South. This proposal was deferred pending further investigation.

#### 2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The junction is well used by vehicles, cycles and pedestrians. The prohibition would enable the road layout to be amended so that a pedestrian and cyclist demand-stage could be incorporated into the traffic signals phasing without adversely affecting the main A61 corridor. It would also mean, however, that traffic travelling to businesses on Herries Road South, or wishing to travel back north via Herries Road South and Herries Road, would have to travel a longer and arguably more tortuous route. Without the prohibition the road layout could not be appropriately changed to incorporate an additional demand-stage without adding a signal stage, which would have a negative effect on the operation of the traffic signals. This would lead to estimated increases in journey times of up to an additional 56 second per vehicle. With up to 60,000 vehicles using this road each day the impact on the travelling public would be significant.

#### 3.0 OUTCOME AND SUSTAINABILITY

3.1 The Penistone Road Pinch Point and Better Buses scheme contributes to the Government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. This includes delay, congestion, journey time reliability and air quality.

#### 4.0 REPORT

##### 4.1 Introduction

4.2 In 2010 Sheffield City Council consulted on a 'Smart Route' scheme for improving traffic flow on Penistone Road. Under their Comprehensive Spending Review the Government subsequently withdrew funding for 'major' schemes including the Smart Route so the proposals were shelved.

4.3 The more recent Pinch Point and Better Buses Scheme, derived from the Smart Route scheme, included consideration of prohibiting the left turn from Penistone Road into Herries Road South. The prohibition would enable a pedestrian and cyclist demand-stage to be incorporated into the traffic signals without adversely affecting traffic movement. For efficiency and to minimise disruption the works would be carried out during or immediately after the main Pinch Point and Better Buses programme.

- 4.4 During consultation there were strong representations from a number of local businesses who felt that the prohibited left turn would adversely affect them by increasing people's journey times and distances to the business premises concerned and would make access more tortuous. Some of the representations arrived very near to the end of the consultation period, leaving little time for Officers to meet with the objectors, discuss and options and include their recommendations in the Cabinet Report.
- 4.5 In view of 4.4 above the Cabinet Member for Business, Skills and Development deferred a decision on the matter until it could be given further consideration.
- 4.6 **Results of Further Consideration**
- 4.7 The Penistone Road/Herries Road junction is well used by vehicles, cycles and pedestrians. The prohibition would enable the road layout and traffic signal phasing to be amended so that a pedestrian & cyclist demand-stage could be included in the traffic signals phasing, allowing pedestrians & cyclists to cross Herries Road South under signal control, at the same time as other signal stages were running, thereby not adversely affecting the main A61 corridor.
- 4.8 Discussions have been held with some of the objectors and it is felt that prohibiting the left turn could have a significant adverse effect on some businesses, which would be unfortunate in an area where the Council is specifically seeking to encourage economic regeneration.
- 4.9 The possibility of acquiring land, to construct a slip lane off Penistone Road into Herries Road South, was investigated and discussions were held with local land owners. It was not confirmed that the required land would be available but an assessment of the likely cost was nonetheless undertaken. Using current land values, the amount of land likely to be required and the estimated residual value of the remaining land, it is estimated that land acquisition could cost in the region of £250,000. Currently there are no budgets to fund this level of work. By not introducing the prohibited turn, or the associated works such as new traffic signals, there would be a budget saving of around £40,000.
- 4.10 Investigations were carried out to establish what pedestrian and cycle crossing improvements could be made without prohibiting the left turn or acquiring land. It was found that, without the prohibition, the road layout and traffic signal phasing could not be changed such that an additional stage could be introduced without having a negative effect on the operation of the traffic signals. Traffic modelling, carried out by the Council's Traffic Information & Control Team, shows that to install the pedestrian & cyclist demand-stage without the prohibited turn would increase some journey times by up to an additional 56 seconds per vehicle. With up to 60,000 vehicles using the road each day the impact on the travelling public would be significant.
- 4.11 Consideration was then given to how improvements could be made for pedestrians & cyclists without the demand stage. It was found that it would be possible to increase the size of the splitter island, on Herries Road South at its junction with Penistone Road, without any negative effects on other road users.

4.12 In addition to improving pedestrian & cycle facilities along the A61 Penistone Road, alternative routes on less heavily trafficked routes are already being progressed. One such route, currently under consideration, pending decisions on funding, connects the on/off road facilities from the Middlewood/Beeley Wood area to the city centre via the side of the River Don and Club Mill Road.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The alternatives considered include land acquisition, alternative designs and alternative routes. It was found that the only feasible and affordable option would be to re-design the road layout to provide a larger splitter island on Herries Road South at its junction with Penistone Road. This work could be incorporated into the carriageway widening proposed for Herries Road South on approach to Penistone Road.

## 6.0 REASONS FOR RECOMMENDATION

6.1 Abandoning the proposal to prohibit the left turn would avoid budgetary issues, address representations made during the Traffic Regulation Order consultation period and negate the issues that would be caused by introducing an additional stage at the busy signalised junction.

## 7.0 RECOMMENDATION

7.1 Abandon the proposal to prohibit the left turn from Penistone Road into Herries Road South.

Simon Green, Executive Director, Place

13 November 2014