

Mrs Collett.

Supplement No 4

WEST SHEFFIELD

(Including Ecclesall, Fulwood, Broomhill,
Crookes and Walkley)

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INTRODUCTION

This supplement should be read in conjunction with the Transport Planning Kit. The plan which is described in the Kit and the supplements is provisional; it can be changed. As yet, the local authorities are not committed and they and the Study Team are anxious to assess public reaction to the proposals.

Neither the Kit nor this supplement go into very great detail. This is not a detailed plan, it is aimed at providing the strategy or the bones of the transport system. It is the responsibility of the County Council together with Sheffield and Rotherham District Councils and the Passenger Transport Executive (PTE) to work out the details. We ask you to consider the strategy. However, if you have detailed comments to make, please do so. These will help the Local Authorities and the P.T.E. to provide the service which you desire and require.

The first page of this supplement shows the three alternative strategies which were examined in formulating the provisional plan. Study of this table should clarify the references to the various policies and projects examined.

Summary of Measures and Policies in Alternative 1986 Transport Plans for Detailed Testing

Measures and Policies	Economic Base	Alternative 1	Alternative 2	Alternative 3
Principal Objective	No transport investment beyond that already committed	Minimum restraint of private and commercial traffic	Maximum improvement of public transport throughout study area	Maximum protection of the environment
Highway Schemes	Committed schemes only (£20.6m)	Widespread investment to provide balanced strategic network by 1986	Minimal investment over that committed, aimed at improved bus operation	Substantial additional investment to provide acceptable lorry network
Car Parking	Committed additions only	Satisfy full demand, additional commuter parks on C. A. fringe	Committed additions only	Maximum practical reduction of C. A. parking
Public Transport	Reduction of un-economic services, fares set to cover full operating cost, committed priority schemes	Minitram system serving Sheff. Centre and fringe car parks, express buses using new road investments, no subsidy.	Wide-ranging improvement to bus and rail services throughout study area, subsidy to keep fares down	Modern tramway system to efficiently carry heavy loads due to traffic restraint in most environmentally acceptable way. revenue surplus
Environmental Measures	Only noise compensation required, committed pedestrianisation	Treatment of road schemes to minimise impact, district centre by-passes, pedestrianisation in Sheff. Centre	General reduction in traffic due to better public transport and limited car parking	Heavy traffic restraint in both peak and off-peak periods, high quality public transport, extensive remedial measures to reduce noise and pedestrian delay
Traffic Management	As today	Conventional measures as today	Comprehensive ATC system to effect bus priorities in peak periods	Comprehensive ATC system to effect tram and bus priorities and divert traffic away from sensitive areas

1. Problems/Issues

1.1. The area to the west of Sheffield is generally relatively affluent, with high car ownership. It also contains the highest concentration of 'white collar' employment outside the City Centre, in the University/Hospitals/Office developments between the City Centre and Broomhill.

1.2. There is at present considerable peak period congestion in this sector of the City - Hunters Bar, Clarkehouse Road and Broomhill are the major bottlenecks. The indications are that the situation will continue to worsen due, in particular, to the continued expansion of the University, and the imminent opening of the main block of the Hallamshire Hospital, in addition to the predicted increase in office jobs in the City Centre.

1.3. Car parking causes difficulties in the University area and in Broomhill, leading to the use of residential streets. Substantial areas of valuable land are presently used for off-street ground level parking.

1.4. Bus services in the area suffer from this congestion along with other traffic, with the exception of the Ecclesall Road services which have benefited considerably from the bus lanes at Hunters Bar. There is a very 'peaked' demand for public transport in west Sheffield. This is particularly the case with Service 60 (City-Broomhill-Fulwood), due to the high concentration of schools, further education establishments and 'white collar' workers (who tend to travel at peak times).

1.5. Orbital bus services in the area are rather unsatisfactory. The Inner Circle bus route does not serve the University very well, and is rather infrequent. (At many times of the day journeys which could be made on the Inner Circle route are quicker by using two buses and changing in the City Centre). There is no direct orbital bus service

between the Broomhill area and Hillsborough, due partly to the difficult bends and steep hills between Walkley and Hillsborough.

1.6. Environmental conflicts between vehicular traffic and pedestrians in shopping centres are particularly acute in Broomhill and also to a lesser extent on Ecclesall Road and in Crookes. In residential areas poor environmental conditions caused by through traffic are found on Lydgate Lane, Crookesmoor Road and in Broomhill.

2. Options

2.1. Due to the nature of development in west Sheffield, scope for road improvement schemes without major disruption is very limited. There are no 'soft' alternative alignments for major roads through derelict land or slum clearance areas. Road schemes which were given detailed consideration included Broomhill By-Pass (in several forms), widening of Brocco Bank and Clarkehouse Road, a major improvement between Crosspool and Rivelin Valley Road approximately on the line of Hagg Lane, and the widening of Ecclesall Road between Pear Street and the Inner Ring Road.

2.2. The main roads in the area are, with the exception of Ecclesall Road, only two lanes wide. Therefore, possibilities for long lengths of bus lane on main roads is limited. The achievement of priorities for public transport in west Sheffield has, therefore, been based on a more sophisticated approach involving Area Traffic Control.

2.3. Improvement of orbital bus services has been investigated and has shown up as worthwhile in terms of passenger benefits, although some subsidy would be required for such services. A strengthening of bus services to the University, particularly from the Ecclesall area was investigated in conjunction with a policy of car parking restraint in the University/Hospitals area.

2.4. The modern tramway system examined included lines to Bents Green via Ecclesall Road, to Lodge Moor via Broomhill and Nether Green, and a Crookes/Walkley 'loop' via the present 52 and 95 bus routes. Tramways would be very suitable for the high demands predicted for the Ecclesall Road and Broomhill/Lodge Moor routes. Demands predicted for the Crookes/Walkley loop were not so high, and severe controls of parking on these routes would be necessary. Priority for trams on the west Sheffield lines would be achieved by Area Traffic Control rather than by physical segregation (although the latter method is preferred in other parts of the City).

3. Proposals

3.1. Provisional Plan Proposals for west Sheffield are based on the following conclusions :

- a) It is not sensible to attempt to cater for unrestrained use of motor cars at peak periods from west Sheffield.
- b) The policy of commuter parking restraint proposed for the City Centre, will also have to be extended to the University/Broomhill area.
- c) Despite the parking controls proposed, peak period traffic congestion will still be a problem in this area. Some form of control of traffic is, therefore, necessary in order to ensure that buses, at least, can avoid the main delays, and to prevent environmental problems caused by motorists 'rat-running' via residential areas to avoid main road queues.
- d) Complementary to car parking restraint, it is necessary to improve bus services, particularly to the University area.

Road Schemes

3.2. Proposed road improvements are:

a) Widening of Ecclesall Road (Pear Street to Inner Ring Road)

Together with the widening of Pear Street, this scheme would relieve the 'bottleneck' at the Inner End of Ecclesall Road. Traffic from Hunters Bar and Psalter Lane/Montgomery Road would all use this widened section to reach the Inner Ring Road.

b) Widening of Fulwood at Broomhill

The construction of a Broomhill By-Pass has not been included in the recommendations. Although such a scheme would enable very considerable improvements to be made to the environment in the shopping centre, the high capital cost involved in providing an acceptable route (in cutting) was not justified. Due to the heavy traffic overloads in this corridor it is, however, recommended that Fulwood Road should be widened to 4 lanes between Manchester Road and Crookes Road. This will involve taking some pavement, part of the garden of a Bank building, and the removal of car parking from the front of the 'Mac Market' shopping precinct.

c) Inner Ring Road

The completion of the Inner ring road to the west of the City Centre (at dual 2 lane ground level standard) will provide some relief to the Crookes-moor Road - Rutland Road route.

d) Hagg Lane

Minor junction improvements on this useful outer orbital route between Crosspool and Rivelin Valley Road are proposed. This would become an alternative route to Walkley Bank Road, which it is proposed should be closed to through traffic for environmental reasons, by means of suitable traffic management measures.

e) Clarkson Street/Glossop Road

Junction improvements are proposed to allow buses to use Northumberland Road (see section 3.7)

Car Parking

3.3. Limitations on all day parking are proposed in the University/Hospitals area as well as in the City Centre. These measures are intended to discourage work journeys by car which contribute to congestion and are capable of being reasonably well served by public transport.

Area Traffic Control

3.4. Despite the road schemes and restraint on commuter car parking recommended, it is forecast that peak period demands for road space will be well in excess of that which will be available. In order to prevent 'rat-running' through residential areas, and to give buses priority, it is proposed that traffic should be monitored onto the main radial roads (Ecclesall Road, Fulwood Road) by means of a coordinated system of traffic lights. Buses get onto the main roads at points separate from cars and other private vehicles. The queueing resulting from too many cars is therefore made to take place on the side roads rather than on the main roads where congestion would interfere with buses. Map 2 of the Transport Plan Kit shows the Area Traffic Control System.

Environmental Improvement Measures

*at Crookes/Walkley
depending where they
are going.*

3.5. A heavy goods vehicle ban is proposed for Crookesmoor Road (the alternative route being via the Inner Ring Road). Traffic management measures to prevent through traffic are recommended for the Broomhall area, Westbourne Road near Broomhill, and at Walkley Bank Road. A bus only section of road is proposed on Glossop Road at its junction with Fulwood Road in Broomhill shopping centre.

Bus Priority

3.6. The main instrument used to achieve bus priority in west Sheffield is the Area Traffic Control System. Priority entry for buses onto the controlled radial roads would be achieved by bus lanes at Nether Green, Ecclesall Road, Rustlings Road and Bolsover Street. Other bus services would get priority by being exempt from peak period banned turns at Crookes Junction in Broomhill. On the approaches to the Inner Ring Road a 'bus gate' is recommended on Glossop Road at the Inner Ring Road, the alternative route for other traffic being Clarkson Street and Western Bank.

Bus Route Changes

- 3.7. The following alterations to bus routes are proposed:
- a) Much improved orbital bus services are proposed, as shown in Map 1 of the Transport Plan Kit. The present Inner Circle bus route would be increased in frequency to every 15 minutes, and would be diverted to serve the University. A new 20 minute frequency service via Carterknowle Road, Ecclesall Road, Brocco Bank, University, Netherthorpe Road and Infirmary Road to Hillsborough, and a new 30 minute frequency route via Millhouses, Ecclesall, Rustlings Road,

Gladstone Road, Crosspool and Crookes to Hillsborough via Walkley Lane are proposed. These orbital routes will not fully cover their costs, but the annual subsidy required is thought justified in view of the benefits to passengers.

- b) Service 60 (Crimicar Lane - City) should be limited 'across town' with present route 41 (Hackenthorpe), which would also be extended to Mosbrough district centre.
- c) During peak periods the bottom end of Manchester Road would be a 'queueing point' in the Area Traffic Control System. In order to avoid this queue, and also to better serve the residential area around Lydgate Lane, it is recommended that Service 51 be diverted from Manchester Road via Lydgate Lane and Crookes Road to Broomhill, or alternatively via Tipton Crescent Road, Lydgate Lane and Crookes Road. This service should also be diverted from Whitham Road via Northumberland Road, Glossop Road and West Street rather than the present Western Bank/Broad Lane route. This would take full advantage of the bus priority route provided, and would avoid a queue on Western Bank in peak periods.
- d) Service 52 (Crookes) should be similarly diverted via Northumberland Road and Glossop Road rather than the present Western Bank route. Stops could be provided on Northumberland Road at the back of the Childrens Hospital, and on Glossop Road near the Students Union, to replace the existing stops on Whitham Road and Western Bank.
- e) Service 50 (Dore) would also be routed via Glossop Road and West Street rather than Clarkson Street, Western Bank and Broad Lane. It is also proposed that this service be extended at the City Centre end

via High Street to terminate at the Central Bus Station (as opposed to the present terminus at Pinfold Street). At the outer end of the route it is proposed that it should be extended from Dore Village to Dore Station via Furness Avenue, to serve proposed new development at Totley Brook, and act as a local service to Dore Station. Consequent upon these proposed extensions, the growth of demand for travel to the University/Hospitals area, and the proposed car parking restraint, this service should be increased in frequency to every 15 minutes during the day.

- f) In order to serve the area at the top end of Broad Lane which 'looses' the 50 and 51 services under the above proposals it is recommended that the 95 service (Walkley) be re-routed between Bolsover Street and West Street via Brook Hill, Broad Lane and Mappin Street (or possibly Rockingham Street, dependent on final details regarding University redevelopment in the area).