

TRANSPORT PLANNING KIT

Supplement No 5 NORTH SHEFFIELD

(Including: Hillsborough, Stannington, Stocksbridge
Fir Vale, Firth Park, Wincobank, Ecclesfield and
Chapelton.)

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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

This road has very limited capacity and the heavy volumes it carries create considerable severance problems. A principal issue is whether additional road space should be provided, either on Barnsley Road or elsewhere, in order to relieve the congestion, or whether the bottleneck at Barnsley Road should be exploited as a 'control point' protecting the remainder of this corridor, and particularly the inner residential areas, from excessive volumes of traffic.

1.5 Within these inner residential areas Burngreave Road/ Spital Hill is the link which presents the greatest environmental problems. From the point of view of traffic noise and danger, Pitsmoor Road is better suited to carry traffic, as too is Rutland Road.

1.6 Herries Road and Owlser Lane (the "Outer Ring Road") carry high volumes of commercial traffic between the Upper and Lower Don Valley. An important question is whether road investment, along this line or elsewhere, can help to reduce the impact of lorries in the area, and especially in the vicinity of Fir Vale where the road system is in need of rationalisation.

1.7 The route from Crookesmoor Road along Rutland Road and Barnsley Road is an important one, particularly for car traffic, perhaps because of the lack of any ring road around the northern side of the City Centre.

1.8 There are a number of journeys within north Sheffield which it is difficult to make by public transport. Journeys from Crookes, Walkley and Netherthorpe into the industrial valley are examples. Another is the movement from the Southey Green area to Hillsborough shopping centre. Further to the east, steep slopes also prevent buses running directly from Brightside to Firth Park, and prevent a direct service from the Jenkin Avenue area to the City.

2. Options

2.1. Penistone Road is already congested in peak periods, especially the section between Bradfield Road and Herries Road, and much higher pressures are indicated by our forecasts. There is an existing proposal for a new road (the Penistone Expressway) running on an alignment between Infirmary Road/Langsett Road and Penistone Road. This line was tested with a standard of road appropriate to the budget constraints (dual-2 lane carriageway with ground level junctions). A "minimum" investment, just widening Penistone Road between Herries Road and Bradfield Road, was also examined. Another possibility is to link Penistone Road across to Infirmary Road, broadly along the line of High House Road, and to use Penistone Road south of this point for industrial access and as a feeder to Neepsend Lane.

2.2. A desirable objective is to relieve the Hillsborough shopping centre (on Middlewood Road) of through-traffic. This could be done by incorporating a bus gate in Middlewood Road and routing all through-traffic via Catch Bar Lane and Parkside Road, but a better alternative route, from an environmental viewpoint, would be via a new link across the river along the line of Clay Wheels Lane.

2.3. With the anticipated growth at Stannington and Loxley, there are arguments for widening Holme Lane to help the movement of both public and private transport. Because of the topography, no alternative routes or alignments are feasible. However, it is possible to give public transport priority along Holme Lane by means of Area Traffic Control.

2.4. It is very difficult to improve public transport up the valley side into Walkley because of the very steep slopes. Even Minitram was found to be impractical because of the gradients.

2.5. Tramways would be a feasible and attractive proposition from the City Centre to Hillsborough via Langsett Road, and possibly beyond to Middlewood and to Stannington. The number of passengers would be sufficient for trams to show advantages over buses.

2.6. With the expected increase of population in Stocksbridge and Deepcar and the Oughtibridge area, there may be scope for re-introducing local passenger rail services to Sheffield. This would involve use of the existing rail spur into the Stocksbridge Steelworks. An alternative is to invest in express bus services, a course which it would only be sensible to follow if road capacity was increased on Penistone Road.

2.7. In the Barnsley Road corridor there are a number of options for routing main traffic movements. First, there is the question of whether to widen Barnsley Road south of Fir Vale - the 'bottleneck' - or whether to do nothing to Barnsley Road and promote the use of Halifax Road/Penistone Road (A61) and Ecclesfield Road/Barrow Road (with expenditure on the re-alignment of Barrow Road in Low Wincobank). Another possibility is to close Barnsley Road and divert traffic through Fir Vale and on to Petre Street. If Barnsley Road is left open, it is necessary to consider whether both Pitsmoor Road and Burngreave Road need act as major routes into the City Centre.

2.8. There are also options for dealing with orbital traffic through the area. One is to spend money on a northern section of the Inner Ring Road, which should attract some traffic, including heavy lorries, away from Rutland Road and Barnsley Road, Herries Road and Owler Lane. Another is to improve the Outer Ring Road, by re-aligning the junction with Attercliffe Common and building a Fir Vale By-pass.

2.9. As regards public transport, tramways were considered to replace the present 47, 48, 75 and 76 bus routes. The patronage on these routes would be sufficient to make trams an attractive proposition in terms of operating costs. An issue here, as elsewhere, was whether in certain places trams could run on the street rather than on segregated tracks. A segregated track on Barnsley Road, for example, would have involved a similar loss of property to that required for widening Barnsley Road to a dual carriageway.

2.10. For longer journeys into Sheffield by public transport, consideration was given to both rail investment (with feeder bus services and 'Park and Ride') and express buses. These served the Chapeltown, High Green and Elsecar areas. Express buses would have been routed down M1 and A61.

3. Proposals

3.1. The provisional proposals for this area are based on the following conclusions:

- (i) Road investment in the northern section of the Inner Ring Road and Penistone Road helps provide bus priority and improvements to local living conditions.
- (ii) A policy should be to reduce the importance as traffic routes of Middlewood Road and Langsett Road/Infirmary Road, Burngreave Road/Spital Hill and Herries Road/Owler Lane.
- (iii) Traffic management to close roads or discourage their use by through traffic is appropriate in some areas.

However, with one exception, it is not necessary in this sector of Sheffield to extend Area Traffic Control beyond the Inner Ring Road.

- (iv) The areas to the north of Sheffield are best served by an integrated bus and rail system.
- (v) Some re-organisation of the bus services is required in north Sheffield, in particular to improve links to Hillsborough and Ecclesfield shopping centres.

New and Improved Roads

3.2 A new dual carriageway is recommended on the line of the previous proposal for the Penistone Expressway. The scheme would involve ground level junctions controlled by traffic signals and there would be no widening of roads joining Penistone Road - for example, Bradfield Road and Parkside Road - beyond the immediate vicinity of the junction. The new road would extend from the existing dual carriageway at Hillsborough football ground down as far as the Inner Ring Road at Shalesmoor.

3.3 This increase in capacity at Penistone Road would allow traffic to be restricted on Middlewood Road, with a consequent reduction in the importance of Langsett Road and Infirmary Road, which can then be used mainly for buses and access. It also allows part of the existing Penistone Road - between High House Road and Wood Street - to be used solely for access to industrial premises.

3.4 It is proposed to re-align the junction between Ecclesfield Road/Barrow Road and Fife Street and reverse present priorities at the junction in order to promote the use of this route in preference to Barnsley Road. There are relatively few problems of traffic noise or severance along the route at present, and proposed housing

clearance in Low Wincobank will reduce these conflicts further. However, an outstanding problem is the location of the school on Jenkin Road to the south (and 'wrong') side of Holywell Road.

Traffic Management

3.5 There are a number of congestion points in the area where it is necessary to ensure bus priority. Three of these are on the approaches to the Inner Ring Road - at Infirmary Road, Rock Street and Spital Hill, where bus gates are envisaged. On Spital Hill it is not essential to have a bus gate - a bus lane similar to today would be sufficient to give buses priority. The bus gate is suggested in order to effectively sever Burngreave Road and Spital Hill as a through route into the City Centre, with Pitsmoor Road acting as a main road into town through this area. On the whole it is considered that Pitsmoor Road is the less disruptive route, although it is recognised that there are environmental problems here too, particularly at the northern end near the junction with Barnsley Road.

3.6 A bus gate on Spital Hill would also restrict car access to the local shops to some extent - although placing the 'gate' to the south of the centre would not affect the majority of customers. The Spital Hill shops have lost a lot of trade recently because of local housing clearance, and it would probably be sensible to defer the introduction of a bus gate until the local shopping population has built up again, once the new housing is completed. Traffic could then be excluded from the shopping centre - to the advantage of all pedestrians - and the small reduction in car accessibility would have far less impact.

3.7 Another bus gate is proposed on Middlewood Road in Hillsborough shopping centre. This would serve two purposes.

It would provide bus priority at the congested junction with Holme Lane/Bradfield Road, and it would effectively close the shopping street to through traffic (except buses). Hawksley Avenue would have to be closed at one end, and a management scheme would be needed to the west of the centre in order to discourage diverted traffic from cutting through housing areas. The aim would be to throw a major proportion of the diverted traffic on to the widened Penistone Road.

3.8 Bus priority is also a problem on Holme Lane. Here, instead of widening Holme Lane and providing a bus lane, it is proposed to introduce a small traffic control scheme at Malin Bridge. This would involve controlling the rate of flow of traffic from Rivelin Valley Road, Stannington Road and Loxley Road into the one-way scheme at Malin Bridge, so that traffic queues at Hillsborough cross roads were not long enough to delay buses. At Malin Bridge buses would by-pass queues on the approach roads by means of bus lanes.

3.9 Additional schemes designed specifically to exclude or discourage through traffic from vulnerable areas are proposed for:

- (1) The Birley Carr area around Fox Hill Road
- (2) Wordsworth Avenue, Southey Green.
- (3) Longley Avenue.
- (4) Herries Drive.
- (5) Deep Lane/Bellhouse Road.
- (6) Earl Marshall Road.
- (7) Hinde House Lane.
- (8) Brunswick Road.

It will also be necessary to find more effective ways of enforcing the existing restrictions on Scott Road, Pitsmoor.

3.10 The Provisional Plan also includes proposals for heavy lorry restrictions on two sections of road in the area. These are:

- (1) Herries Road between Norwood Road and Longley Lane.
- (2) Lound Side, between High Green and Chapeltown.

The first is intended to discourage the use of Herries Road and Oowler Lane as a lorry route between Hillsborough and Attercliffe. The aim would be to keep lorries in the industrial valleys and promote the use of the proposed northern section of the Inner Ring Road. The second restriction, in High Green, is aimed at preventing the use of this route by lorries travelling between Stocksbridge (and Manchester) and M1. The objective would be to divert heavy traffic on to either A629 through Burncross or A616 into Sheffield via Penistone Road. Neither of the alternative routes is very satisfactory, but they are preferable to the route through High Green.

Public Transport

3.11 Electric train services are proposed from Stocksbridge and Barnsley into Sheffield with trains every 15 minutes during the day. The stations at Stocksbridge and Deepcar, Oughtibridge, Elsecar and Chapeltown would be fed by special local bus services timed to meet trains. These buses would also satisfy local travel needs to shops, schools, etc. Free parking would be provided at Deepcar, Oughtibridge and Chapeltown stations.

3.12 Some re-organisation of bus services is proposed in north Sheffield. Existing services between Chapeltown, Ecclesfield and Sheffield - which are a form of semi-limited stop service would be taken off and journeys into Sheffield served by rail. To serve more local journeys one of the existing urban services to Sheffield Lane Top (75) would be extended to Ecclesfield, Chapeltown

and High Green. Some of the Fox Hill buses (42) would also be extended to Grenoside, Chapeltown and High Green. The Wordsworth Avenue route (53) would be extended to Ecclesfield via Wordsworth Avenue, replacing the present 49 service.

3.13 Orbital bus service to the north of Sheffield would be considerably improved as shown on Map 1 of the Transport Plan Kit.

3.14 In order to improve access to Hillsborough shops, services 42 and 53 would be diverted via Middlewood Road between Leppings Lane and Bradfield Road, and services 79 and 89 would be routed from Herries Road to the City Centre via Bradfield Road and Langsett Road, and would be linked across the City Centre with the Woodhouse circle routes (23.32), rather than terminating at Bridge Street, as at present.

3.15 An extension of the 34/38/39 services from the present terminus at Upwell Street to Sandstone Road/Jenkin Avenue is recommended. This is dependent on construction of a new road between Wincobank Lane and Sandstone Road.