

BRADWAY TRAFFIC AUDIT – September 2008

This process began with a commitment in Feb 2007 at a South West Area Panel meeting to undertake an overview of traffic issues in Bradway. Cllr Keith Hill, the Chair sought advice on process from the then Link Officer on transport matters, Richard Day.

Through Bradway Action Group and articles in the “Bradway Bugle”, local people were invited to make contributions. Casework data from councillors was also added in.

The process was delayed for a period at the request of a group of residents on St. Quentin Drive who had launched an initiative to combat perceived “rat-runs” locally.

The report below lists (in no particular order) the issues which have been raised, and includes a commentary from Highways officers. The South West Area Panel meeting on September 24th 2008, at Sir Harold Jackson School, Bradway, will give an opportunity to discuss these issues and responses in more detail, and to identify any further action required.

ISSUES :

A)- St Quentin Drive/Twentywell Road

Concerns

- Has developed into a rat-run
- Increased traffic
- Speeding vehicles
- Hazardous to pedestrians
- Numerous vehicle shunts claimed
- School parking congestion in morning and evening

Comment

- Requests access only restrictions for local residents and service vehicles only
- Child Safety Zone (20mph limit?)

Whilst it is true that these roads are being used as a rat-run to some extent, this is also true of many roads in Sheffield. It would be difficult to justify access only restrictions here without also considering all the other roads with similar problems. Were the Council to go down the route of providing such signs some sort of prioritisation method would be needed to determine the best location for such measures. It is the opinion of Highway Officers that such signage would be ineffective against drivers who already know the route.

Child Safety Zones are prioritised on the basis of the number of child pedestrian casualties. Currently there have been no such accidents on St Quentin Drive and Twentywell Road or the surrounding residential roads. Speed surveys have been carried out on both these roads. The average speed on both roads was 28mph.

B)- Prospect Road pedestrian safety

Concerns

- HGV usage
- Speeding traffic
- School children endangered (Sir Harold Jackson, Meadowhead)

Comment

- Pedestrian crossing point, preferably controlled and a pedestrian refuge required?.....at a point near Bradway Drive?

A zebra crossing scheme at this location is included in the 2008/9 LTP programme
Construction is expected in the first half of 2009.

C)- Tinker's Corner

Concerns

- Unclear right of way

Comment

- Would a mini-roundabout help/ (as in Chesterfield?)

Not clear what benefits a mini-roundabout would provide. I agree that the junction layout is odd given that 3 roads converge but I don't believe that the layout is confusing. A mini roundabout would do nothing to address the concerns about who has priority at this junction. There does not appear to be sufficient room to provide a mini roundabout here without setting back the give-way lines. Such a move would have a detrimental effect on intervisibility and would therefore make the situation worse rather than better.

D)- Bradway Grange Road

Concerns

- Double parking on Bradway Grange Road at junction with Bradway Road and opposite.
- overly sharp left turn onto Bradway Road for service vehicles.

Comment

- double yellow lines at junction?

These appear worthwhile. It is planned to implement these using funds from the Area Panel Small Schemes budget. The request for double yellow lines has been forward to Traffic Regulations (Eric Wilson) at Carbrook June 08

E)- Hemper Lane

Concerns

- Rat-run to Bocking Lane for inbound commuters in the morning
- Excessive speeding

Comment

- Pinch points to minimise speeding?

Pinch points are unlikely to be sufficient by themselves to reduce speeding, unless the speeding is occurring on small sections of the road – a full traffic calming scheme is likely to be needed. Such schemes are prioritised on the history of injury accidents

F)- Parking problems in the Sir Harold Jackson School vicinity

Concerns

- Excessive parking clogs highway and properties e.g. St Quentin Drive, Prospect Road, Totley Hall Lane

Comment

- Particularly evident at school peak times

This is a common problem near most schools in the city. There are already waiting restrictions on St Quentin Drive and Prospect Road. The Council and schools are actively promoting

School Travel Plans to encourage travel to school by other means than the car. Sir Harold Jackson School has an approved School Travel plan. The zebra crossing on Prospect Road may also, by improving the safety of the pedestrian route, encourage more people to walk. Any further ideas from local residents at improving this situation would be welcome.

G)- Parking around Twentywell/Bradway Road junction

Concerns

- Insufficient parking for shoppers accessing local retail outlets
- Long-term parking, allegedly by city commuters accessing buses into the city, which takes out parking slots
- Near-by street parking circumscribed
- Untidy/inefficient parking

Comment

- would limited waiting restrictions be worthwhile?
- Parking bays?..... using pavement space?

The implementation of waiting restrictions (limited waiting) would require the implementation of proper marked out parking bays. Currently the area available is insufficient to accommodate even the smallest allowable parking bay. Such parking could therefore only be provided if the parking area were widened by narrowing the footway. This would be expensive and, whilst there are obvious benefits to the shopkeepers, LTP funding could not be justified.

H)- Twentywell Lane/Bradway Road junction

Concerns

- Congestion
- Pedestrian crossing too close to T-junction
- Excessive speeds on Bradway Road between Tinkers Corner and Twentywell Lane

Comment

- Better lighting, signage and rumble strips on the approaches to the junction
- Is it possible to relocate the zebra crossing further back from the junction?

Better signage and improved road markings are being provided on the approaches to the junction. Rumble strips are not being implemented due to the noise disturbance to residents. Rumble strips are usually only provided in rural locations because of this factor. Speed surveys will be carried out after the improvements have been carried out to determine their effectiveness and to see whether any additional measures are needed. The zebra crossings were provided at these current locations because these locations were where most people were already crossing. Providing crossings elsewhere would mean that the crossings were unlikely to be well used. Moving the crossing on Twentywell Lane is practicable from an engineering point of view, but moving the crossing further from the junction would remove the car parking outside the shops and threaten the viability of the local shopping centre.

I)- Twentywell Lane

Concerns

- A priority for highway resurfacing/rebuilding
- Subject to speeding
- Frequent and growing traffic queues
- Allegations that it is regularly used by HGV's
- Unduly narrow single pavement for much of it hazards pedestrian safety

Comment

- Reconsider the existing plan for traffic calming via pinch points etc.
- HGV ban
- See below for zonal approach

Will carry out a traffic survey on Twentywell Lane to investigate the HGV issue, although counts carried out on Bradway Road after the implementation of the HGV ban in Holmesfield indicated that the number of HGVs had dropped significantly. Whilst it is accepted that some speeding does occur on some sections of Twentywell Lane, the twisty layout of the road and its narrowness means that high speeds are not constant. The only reported injury accident during the last five years, on the whole length of Twentywell Lane between the shops and Abbeydale Road South, was the recent pedestrian accident. Traffic calming cannot be justified on this road given the low injury accident rate, although localised signing improvements in the vicinity of the recent accident are under investigation.

J)- Twentywell Lane/Abbeydale Road South junction

Concerns

- Significant queues out of Twentywell Lane (especially if park 'n' ride facility on 20well Lane is progressed)
- Excessive speed on ARS.

Comment

- Traffic lights required!

A junction improvement at Abbeydale Road / Twentywell Lane involving signalling is still plausible, but expensive and would restrict main road flows if we're not careful. Road widening to create a right turn lane into Twentywell Lane is also plausible, again expensive as it would need the acquisition of a considerable amount of privately owned land, but would free up the main road and provide a refuge to help pedestrians cross the road. This is the preferred way to tackle both issues, but no LTP funding exists at present, we need to explore what funding blocks might 'fit'.

K)-Parking issues ref. Dore station (20well Lane, Dore Road, Abbeydale Road South)

Concerns

- Insufficient station parking for train commuters
- Dore Road properties suffer from hazardous egress/access
- Dore Road (bottom end) constricted into single lane - impedes emergency vehicles
- Uncoordinated and inefficient use of incidental parking

Comment

- A dedicated park 'n' ride facility and controlled parking arrangements required
- Must be related to the Twentywell Lane traffic management measures and the "triangle" parking option

SYSTE and SCC have been investigating park and ride options for Dore station for some time. The outcomes of the investigations are to be known this Autumn 2008.

Cllr Mike Davis has been involved with this issue. We have learnt recently that the 'triangle' is inalienable parkland, so could not be used for a park and ride facility. Further information will be made available later in the year.

L)- Pedestrian safety across Abbeydale Road South (opposite station/garden centre)

Concerns

- "Sheffield Round Walk" crossing point
- Pedestrian access to station/garden centre etc.

Comment

- Petition submitted following pedestrian injury incident

A report regarding this request is currently being prepared and will be submitted to the City Centre, South and East Planning Area Board in due course. There is insufficient road width for a refuge island here, and speeds are too fast for a zebra crossing. Therefore a light controlled crossing appears to be the only option at this location, and this will be dependant on funding and relative priority

M)- Abbey Lane/Abbeydale Road South junction

Concerns

- Limited filtering opportunities
- Undue prioritisation of bus lanes?

Comment

- Inefficient junction – fewer traffic movements than before?

Alternative layouts at this junction were looked at in considerable detail when the scheme was designed back in 2002. The scheme that was built was the best layout that could be achieved without the need for major demolition works e.g. knocking down the Beauchief Hotel. A FAQ sheet providing further information is appended.

N)- The area overall

Concerns

- Parking and Congestion
- Speed
- Pedestrian Safety

Comment

- A 20mph speed limit throughout Bradway, or at least in the most vulnerable areas
- Traffic Cameras
- Ban on HGV's
- Improved street lighting throughout

The Government is preparing a road safety strategy for the next decade and will publish proposals in a consultation document this year. It is expected to include a specific target to reduce road deaths and a series of tough measures. Studies are ongoing with regard to a blanket 20mph restriction on residential urban roads.

There are strict government guidelines regarding the implementation of cameras. These are based on the history of accidents that have to be adhered to before a camera can be provided. Individual requests from the public will be assessed on their merits.

As mentioned earlier in the report, a survey is to be carried out to monitor the number of HGV's using Twentywell Lane as a through route. The findings will be reported back to the Area Panel.

Improvements to street lights will come through the Street lighting PFI.