

**whose main purpose will be to carry large volumes of both public and private traffic. These roads form the Strategic Road Network.**

**The Strategic Road Network will be designed to balance the need to:**

- (a) create priority routes for through traffic; and**
- (b) remove through traffic from the City Centre; and**
- (c) accommodate large volumes of local traffic; and**
- (d) encourage greater use of public transport; and**
- (e) protect and enhance the environment.**

### **Reasons for the Policy**

A thriving, successful, regenerated City needs an effective road system.

The underlying principle is to provide for traffic where it is needed but to restrict it in areas where it does not need to be. This approach has been used in traffic calming in residential areas and the City Centre (see Policy T13, page 267). For instance, many people want to get into the City Centre but others simply want to get across from one side to the other as part of a longer journey. They do not need to be in the Centre itself, where they come into conflict with pedestrians and detract from the environment of the City Centre.

The Strategic Road Network (see the Proposals Map and Map 25 opposite) consists of roads whose main purpose is to carry large volumes of traffic.

It provides the links between Sheffield and the national road network. It also includes the major bus corridors so measures may be proposed which will enable public transport to make fuller use of the Network. This may mean giving buses priority over other road users (see Policy T2, page 254).

Large volumes of traffic on Strategic Roads may cause safety and disturbance problems to people who live along these roads. In assessing proposals which would increase traffic flows on Strategic Roads, the Council will take into account the effects on residents and will consider measures which could be taken to reduce harmful impacts when this would not prejudice the main purpose of the Network.

### **Other information**

*For other information on the Strategic Road Network, see the Proposals Maps and Map 25 opposite.*

### **How it will be put into practice**

#### **By:**

Reviewing the Strategic Road Network regularly.

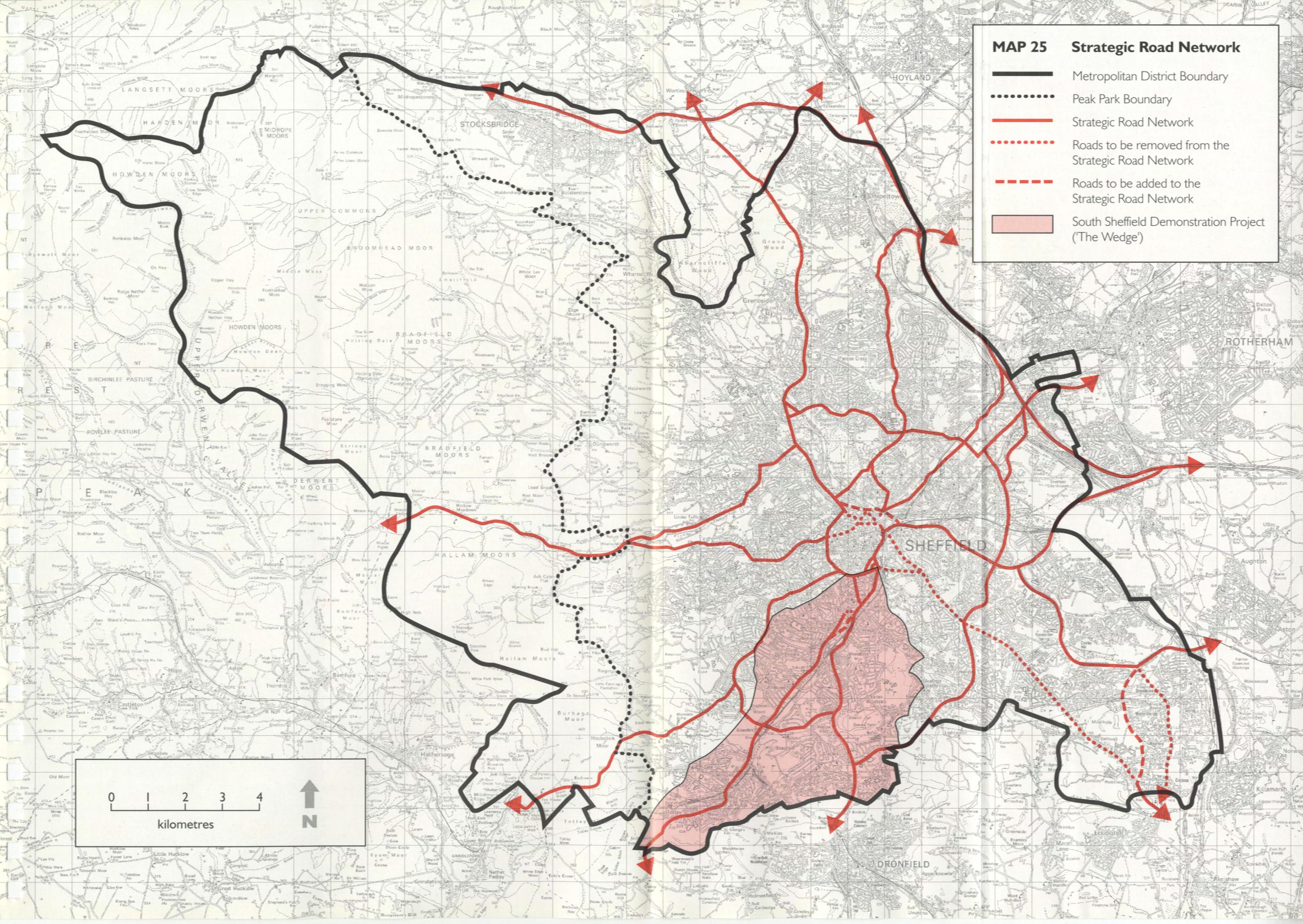
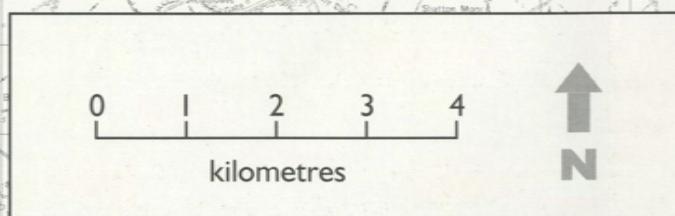
Incorporating bus-priority measures as appropriate (see Policy T2, page 254).

Improving the Network for through traffic as appropriate (see Policy T17, page 271).

Identifying parts of the Network with particular environmental and safety problems and dealing with these. This may include diverting parts of the

## MAP 25 Strategic Road Network

- Metropolitan District Boundary**
- Peak Park Boundary**
- Strategic Road Network**
- Roads to be removed from the Strategic Road Network**
- Roads to be added to the Strategic Road Network**
- South Sheffield Demonstration Project ('The Wedge')**



Network to more suitable routes or including traffic calming measures on the Network (see Policy T12, page 266). This will include diverting the Strategic Road Network at Wolseley Road/Abbeydale Road to Broadfield Road (see Proposals Map 9), subject to funding of a scheme to improve Broadfield Road.

Maintaining a comprehensive route-signing system for Strategic Roads.

Discouraging through traffic from using Housing Areas (see Policy H18, page 167) and the City Centre (see Policy T13, page 267).

Deciding planning applications to ensure that only appropriate development is permitted alongside the Strategic Road Network.

## **T16 MANAGEMENT OF TRAFFIC DEMAND**

---

**When and where the demand for trips by car exceeds the capacity of the Strategic Road Network, controls on car parking and access to roads will be used to regulate private traffic and reduce congestion.**

### **Reasons for the Policy**

Future demand to use the Strategic Road Network, particularly at peak times, may exceed the capacity that can be provided without damaging the environment. Policies to encourage alternatives to the car will help to reduce this demand, but it may still be necessary to regulate peak-time use of the Network by the private car.

Congestion itself can regulate demand, causing trips to be made at other times, or by other forms of transport, or perhaps not made at all. However, it is an inefficient and environmentally damaging way of limiting levels of use.

Matching supply and demand through regulation at times when demand exceeds the capacity of the Strategic Road Network is more efficient (for example, it can be used to ensure that essential road users benefit) and is less environmentally damaging.

### **How it will be put into practice**

#### **By:**

Regulating the number of long-stay car parking spaces, public and private, in particular areas (see Policies T22 and T23, pages 277-280).

Managing the Strategic Road Network (see Policy T15, above).

Introducing and reviewing Traffic Regulation Orders, to balance the needs of different road users.

Investigating the scope for introducing permit systems (including electronic) to regulate peak-time access to the Network by private cars.

Promoting the use of public transport (see Policies T1 to T6, pages 252-259).

Assessing development proposals for their effect on the demand for transport and how this demand will be met (see Policy T28, page 285).

## **T17 ROAD SCHEMES**

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**Road schemes may be proposed where they would:**

**(a) enable more existing traffic to concentrate on the Strategic Road Network,**

**Definition****'Heavy goods vehicles'**

- vehicles with a gross weight over 7.5 tonnes.

**Other Information**

*For Policies for the Built and Green Environment, see pages 59-119.*

**Definition****'Transport objectives'**

- as summarised in the strategy, pages 251-252.

**reducing the impact on housing, shopping or other environmentally sensitive areas; or**

- (b) **improve the movement of public transport, cyclists or pedestrians; or**
- (c) **increase road safety; or**
- (d) **reduce the impact of heavy goods vehicles; or**
- (e) **open up land for development.**

**Any road scheme proposed will:**

- (f) **be designed not to increase peak-hour traffic; and**
- (g) **comply with Policies for the Built and Green Environment as appropriate; and**
- (h) **be the most appropriate way to achieve the Plan's transport objectives.**

**The following road schemes are proposed (in priority order):**

- (1) **Inner Ring Road, north and east of the City Centre;**
- (2) **Broadfield Road;**
- (3) **A6102 Outer Ring Road, Stage 4 (Prince of Wales Road);**
- (4) **Moss Way Extension;**
- (5) **Oakham Drive, Parkwood Springs.**

**Reasons for the Policy**

It may be necessary to make improvements to the Strategic Road Network so that traffic can be concentrated onto it (see Policy T15, page 269). Improvements will be considered where they remove traffic from sensitive areas. They are likely to be part of a package of measures, such as traffic restrictions and calming.

Local road schemes can help to encourage people to use public transport, walking and cycling as alternatives to the private car (see Policies T1 to T11, pages 252-265).

Sites suitable for development may have inadequate or no links to the existing road network. New road schemes may be necessary to make development possible.

Increased peak-hour traffic will cause more air pollution, environmental problems and delays.

Any road scheme should be the most appropriate way to meet the Plan's transport objectives. It should not, in general, provide extra capacity for private transport as this will simply lead to more cars on the road and further congestion.

It is particularly important that new road schemes should not encourage more peak-hour traffic into and out of the City Centre. But if growth in the length and number of journeys generally is to be reduced, highway capacity should be constrained throughout the network. When

considering proposals for new roads, the aim is that there should be no overall increase in the capacity of the City's highway system.

Inner Ring Road schemes will improve the Strategic Road Network around the north and east of the City Centre. They will take through traffic out of the City Centre and make it possible to improve the environment there significantly. The City Centre roads that will be replaced by the Inner Ring Road will cease to be part of the Strategic Road Network and some are defined as Public Spaces (see Policy BE12, page 73). These schemes will also allow public transport and pedestrians to be given greater priority and allow the provision of well ordered access into car parks, using an access loop system.

The Broadfield Road scheme will enable the diversion of the Strategic Road Network from Wolseley Road and part of Abbeydale Road (as shown on Proposals Map 9), benefiting these environmentally sensitive areas, and allowing improvements for public transport, cyclists and pedestrians.

The Outer Ring Road scheme at Prince of Wales Road is an improvement to the Strategic Road Network and needed to allow traffic to be concentrated on it.

The Moss Way extension will take traffic from Eckington Way and Mosborough High Street/the A6135 onto Mosborough Parkway. This will make it possible to remove the A6135 and Eckington Way from the Strategic Road Network and benefit housing areas along this route.

A short length of road will be constructed at Parkwood Springs to extend Oakham Drive through to Douglas Road. A low railway bridge on Douglas Road at present restricts access to a large development site. Until this alternative access is provided, the site cannot be redeveloped.

## **How it will be put into practice**

### **By:**

Designing road schemes to minimise harmful environmental and safety impacts.

Designing new road schemes that do not reduce car journey times, with capacity no greater than that of any existing road they replace.

Improving the environment of the 'old' road and reducing its capacity as part of the design of a new road scheme.

Designing road schemes to include bus and cycle lanes and other priority measures, along and across them, as these roads form parts of the bus-priority network and the network of cycle routes (see Policy T2, page 254 and T10, page 263).

Seeking a contribution from developers towards the cost of providing new roads and, in particular, the Oakham Drive scheme.

Bidding for Government funding for other proposals through the City Council's annual Transport Policies and Programme.

Consulting with the public on the alignment and design of new schemes.

**Other information**  
*For the Government's national planning guidance on road schemes and peak-hour traffic in cities, see Planning Policy Guidance Note PPG 13, Transport, Department of the Environment, 1994.*

Protecting the alignment of all the proposed schemes by building control lines and orders (see Policy T18 below).

Developing an assessment procedure for possible road schemes based on the criteria set out in this Policy.

Monitoring schemes undertaken to ensure they have achieved their objectives.

## **T18 PROTECTING FUTURE ROAD SCHEMES**

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**Building control lines and orders will be used to protect:**

- (a) road schemes listed in Policy T17;**
- (b) road and footpath schemes within proposed Traffic Calming Areas;**
- (c) minor schemes.**

### **Reasons for the Policy**

Major schemes, which are intended to be implemented within the Plan period and need protecting, are identified in Policy T17 above.

Within Traffic Calming Areas (see Policy T13, page 267), the precise solutions to environmental, road safety, and other traffic problems will be proposed only in consultation in each area. The existing control lines and orders will be protected to allow a variety of solutions.

The programme for minor schemes is continually changing. This is because of changes in the availability of land and finance, in the occurrence of traffic problems and in the opportunities to include a scheme with an adjacent development. It is not possible to list all the minor schemes for the next ten years or more. However, control lines and orders protecting minor schemes were reviewed, in a rolling programme, between 1988 and 1990 and will be reviewed at least every ten years.

### **How it will be put into practice**

#### **By:**

Continuing to draw up building control lines and orders for major road schemes and appropriate schemes in Traffic Calming Areas.

Reviewing the control lines and orders for minor improvements.

Reviewing building control lines and orders and revoking those which are no longer needed.

## **T19 ROAD MAINTENANCE**

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**The reconstruction and maintenance of existing roads will be given priority over the construction of new roads.**

### **Reasons for the Policy**

The condition of roads in Sheffield affects the comfort and safety of all people who travel on them and, in particular, bus passengers and cyclists, whom the Plan seeks to encourage.

The increasing volume and weight of vehicles are harming Sheffield's existing roads and bridges. The percentage of principal roads with a remaining life of less than five years is more than twice the national average (1995).

The upper limit on the weight of lorries is to be raised in 1999. This is increasing the need to maintain the Strategic Road Network.

### **How it will be put into practice**

#### **By:**

Allocating more money for routine maintenance to reduce the need for more costly reconstruction work.

Establishing a system for prioritising maintenance work to ensure that the Strategic Road Network, bus routes, cycle routes, footpaths and pedestrian areas will have a high priority for all maintenance, signing and cleansing.

Improving monitoring to identify worsening road conditions.

## **CAR TRAVEL AND PARKING**

*There is an increasing demand to travel by car and private transport will continue to have a role in making trips within the City. But at peak hours there is not enough space on the busier routes, particularly those into the City Centre. At these times the increased demand for travel must be met by public transport (see Policies T1 to T6, pages 252-254). To encourage this, car parking will be regulated, where necessary, to limit the spaces available for commuters to park all day (see Policy T16, page 271). But at other times of the day there is more scope for car journeys to most parts of the City and so parking for shorter stays can be increased. The Council, therefore, supports short-stay parking for visitors and is committed to its provision, but discourages further increases in long-stay commuter parking.*

*Policies T20 to T25 outline the provision made for the private motorist and, in particular, for car parking.*

### **T20 CAR TRAVEL TO THE CITY CENTRE**

**Through traffic will be kept out of the City Centre.  
Commuting into the City Centre by car will be restrained.  
Access will be improved for shoppers, visitors and people with disabilities, for servicing of businesses, and for those private car users who need access for business purposes.**

#### **Reasons for the Policy**

Removing through traffic will make access easier and less congested for traffic which needs to be in the City Centre. It will also allow improvements to the environment of the Centre, particularly to the High Amenity Zone (see Policy T9, page 262).

Restraining car commuting reduces peak-hour congestion and allows a

#### **Definitions**

**'High Amenity Zone'** -  
as for Policy T9, page 262.

greater total number of people to get to the City Centre at peak times. This will enable economic regeneration measures to be more successful.

Providing for other private car users is an important part of the Plan's strategy to make the City Centre both thriving and accessible. Many of these journeys are made outside peak hours when there is more capacity on the road network. Many people with disabilities are particularly dependent on the private car.

### **How it will be put into practice**

#### **By:**

Developing and constructing Inner Ring Road schemes to the north and east of the City Centre. This will allow existing City Centre strategic roads to be taken out of the network and environmental improvements made to them (see Policy T17, page 271).

Concentrating through traffic on the Inner Ring Road and the Strategic Roads outside it (see Policy T15, page 269).

Developing a system of well signed access loops into the Central Area from the Inner Ring Road as proposed, providing easy access to public car parks and other major destinations, while not allowing private cars to travel across the City Centre.

Improving alternative modes of transport, in particular public transport, for peak-hour commuting (see Policies T1 to T6, pages 252-259).

## **T21 CAR PARKING**

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#### **Provision will be made for car parking where it would:**

- (a) meet the operational needs of businesses; or**
- (b) be essential for the viability of a new development; or**
- (c) enable ready access to the City outside peak hours; or**
- (d) improve the environment or safety of streets; or**
- (e) meet the needs of people with disabilities; or**
- (f) be needed by visitors to the countryside;**

**and provided that it would comply with Policies T22 to T25, and the Parking Guidelines.**

**Levels of parking will be regulated to prevent excessive peak-hour congestion.**

#### **Reasons for the Policy**

Business would be deterred from the City if parking for operational purposes, including servicing and deliveries, were constrained.

The aim of a more thriving City means that it is important to attract new development. Parking restrictions should not be so strict that they put its viability at risk.

#### **Other information**

*For parking provision in new developments see Policy T22, below and the Parking Guidelines pages 288-297.*

Car parking provision is needed to allow people to visit the City at times of the day when there is no congestion. Shopping, leisure and other activities will all benefit from having enough short-stay parking.

An adequate supply of short-stay parking within reasonable walking distance of the main shopping streets is important to the commercial viability of the Central Shopping Area.

Parking on the street can make an area look less attractive and may be a cause of accidents. Controlling this can contribute to creating a better and more caring environment.

Many people with disabilities are dependent on the private car and need to park as near as possible to their destinations.

Many trips to the countryside are made by car. Informal parking can cause damage to the environment and safety problems and can interfere with farming operations.

Generous provision of long-stay parking can encourage commuting to work by car, which, in turn, can contribute to peak-hour congestion and a poor environment in the City Centre. Regulating the level of such parking will, in the long term, help to control congestion and, accompanied by improvement to other means of transport, will help to change travel patterns and reduce the disruptive effects of car traffic.

### **How it will be put into practice**

**By:**

Deciding planning applications with reference to Policies T22 to T25 (pages 277-282) and the Parking Guidelines (pages 288-297).

## **T22 PRIVATE CAR PARKING IN NEW DEVELOPMENT**

**In new office developments in the following areas, private car parking will be permitted within the site, provided that it complies with the guidelines indicated:**

**(a) within the Key Development Sites at:**

- **Union Street/Union Lane,**
- **Cambridge Street/Carver Street,**
- **West Bar/Exchange Brewery, and**
- **Post Office:**

**up to one space per 70 sq. m. of gross floorspace;**

**(b) within the City Centre High Amenity Zone (but excluding Key Development Sites):**

**up to one space per 175 sq. m. of gross floorspace;**

**(c) within the City Centre Fringe Area (but excluding Key Development Sites):**

**up to one space per 100 sq. m. of gross floorspace;**

### **Other information**

For cycle parking, see Policy T10, page 263 and the Cycle Parking Guidelines pages 288-297.

For access to the countryside, see *Out and About in Sheffield's Countryside*, Department of Land and Planning, Sheffield City Council, 1987.

For guidance on the design of car parks, see Policy BE9, page 69, and the City Council's *Guidance Note for Car and Lorry Parks*.

Department of Land and Planning, Sheffield City Council, 1990.

For lorry parks, see Policy IB15, page 140.

### **Definitions**

**'Private car parking'** - parking essential for the day-to-day operational needs of a business, and commuter parking for its employees.

**'Key Development Sites'** - locations identified on the Proposals Map where it is particularly important to attract commercial development.

**'High Amenity Zone'** - as for Policy T9, page 262.

**'City Centre Fringe Area'** - includes all the City Centre, outside the High Amenity Zone and the Key Development ►

*Sites, and a band 400 metres from the outer edge of the Inner Ring Road.*

*'Specific categories of development' and 'Sufficient off-street parking' - see the Parking Guidelines, pages 288-297.*

#### **Other information**

*For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990.*

*For further guidance on car parking, see Car Parking Guidelines, pages 288-297.*

- (d) **outside the City Centre within approximately 500 metres walking distance of Supertram stops, frequent bus services or railway stations, or where there is a combined adequate level of public transport provision:**
  - up to one space per 100 sq. m. of gross floorspace;**
- (e) **in all other locations:**
  - up to one space per 35 sq.m. of gross floorspace will generally be required.**

**In other types of development within the City Centre, private car parking is permitted for operational purposes, for people with disabilities, and in a small number of specific categories of development.**

**In other types of development outside the City Centre, developers will be expected to make provision for sufficient off-street parking to meet the needs of their development.**

**The use of private car parking for public short-stay use outside business hours will be encouraged, particularly in development in the City Centre close to the High Amenity Zone.**

**The guidelines above will be kept under review during the Plan period.**

#### **Reasons for the Policy**

Within the City Centre, controlling levels of private parking provision is a means of discouraging peak-hour commuting by car. Together with improving public transport, this enables a larger total number of people to get to the centre, and helps to improve its environment. However, the appropriate level of control will differ between different areas and different types of development - it is particularly important to the regeneration of the City Centre to attract commercial development.

The Key Development Sites are target locations for commercial development.

In the High Amenity Zone, pedestrians will be given preference over motor transport, which will be reduced (see Policy T9, page 262).

Where public transport is good, levels of private parking with new development can be regulated to discourage peak-hour commuting into this area.

New developments outside these locations will be expected to provide sufficient parking space within the site so that neighbouring streets are not obstructed.

The operation of the guidelines will be monitored to determine whether any adjustments are required.

#### **How it will be put into practice**

##### **By:**

Applying the Plan's Parking Guidelines in deciding planning applications.

Negotiating with developers and existing businesses for the use of private parking for public short-stay use outside business hours.

Encouraging major employers, particularly in the City Centre, to draw up Commuter Plans to encourage their employees to use alternative means of transport to the private car for commuting to work.

## T23 PUBLIC LONG-STAY CAR PARKING

**Good quality, permanent public long-stay car parking will be permitted only outside designated High Amenity Zones where there is good access from the Strategic Road Network, and within the West Street area of the City Centre High Amenity Zone, and provided that it would not lead to excessive peak-hour congestion.**

**No further temporary public long-stay parking will be permitted in the City Centre and temporary permissions will not be renewed.**

**A transfer of long-stay spaces to short-stay use will be promoted in the City Centre following the successful provision of good public transport alternatives.**

### Reasons for the Policy

Further public long-stay parking is permitted in appropriate locations because public transport is not yet a viable alternative for all commuting. It also reduces the need for on-street parking.

In the City Centre, however, much existing long-stay parking is on unattractive temporary sites which are rarely fully occupied. This over-provision of low quality sites is a disincentive to car park developers and operators to improve parking.

Commuters are encouraged to use public transport, including park-and-ride facilities, particularly to get to the City Centre. If successful, this could lead to a reduction in the need for long-stay public spaces there, releasing sites for short-stay parking or for alternative uses.

The level of provision will depend on private developers and may give rise to an increase or decrease on current amounts. Such changes will be monitored in conjunction with other transport-related developments in the City and the Policy will provide support for any restrictions on parking needed to prevent excessive peak-hour congestion.

### How it will be put into practice

#### By:

Deciding planning applications.

Encouraging developers to provide a high quality of provision.

Promoting good public transport alternatives (see Policies T1 to T6, pages 252-259).

#### Definitions

**'Long-stay car parking'** - parking mainly for purposes of commuting (stays longer than 6 hours).

**'Good access from the Strategic Road Network'** - either direct or via the access loop system see Policy T20, page 275.

#### Other information

For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990.

Monitoring the level of provision and its effects on peak-hour congestion.

## T24 PUBLIC SHORT-STAY CAR PARKING

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### Definitions

**'Public short-stay car parking'** - public parking provision, opening after 9.30 a.m., for shopping, leisure and similar purposes.

**'Appropriate'** - complying with the Policies of the Plan.

**'Major shop development'** - as for major retail development; Policy S5, page 191.

**'Replacement'** - equivalent to the average parking level before the development was proposed.

**'High Amenity Zone'** - as for Policy T9, page 262.

### Other Information

For parking in new developments, see the Parking Guidelines, pages 288-297.

**Public short-stay car parking provision will be encouraged in the City Centre, District Shopping Centres and other appropriate locations. Provision will be made for car parking at Broad Street.**

**All major shop developments in the City Centre will be required to incorporate at least:**

- (a) sufficient off-street short-stay car parking to meet its needs; or
- (b) where the site is already used as a short-stay car park, replacement capacity if this is greater than that required to meet its needs.

**All other developments in the City Centre on sites used as short-stay car parks will be required to provide replacement parking:**

- (c) through contributions to the proposed car park at Broad Street; or
- (d) on sites outside the High Amenity Zone, as part of the development.

**Permanent public short-stay car parks, and some other types of development incorporating public short-stay parking, will be permitted outside the City Centre High Amenity Zone and within the West Street area of the High Amenity Zone.**

**All new developments outside the City Centre will be required to incorporate sufficient off-street short-stay parking to meet the needs of its visitors.**

**Coach parking facilities will be encouraged, within reasonable walking distance of appropriate locations, for shoppers and other visitors.**

### Reasons for the Policy

The majority of shopping trips to the City Centre are made by public transport. But short-stay parking within reasonable walking distance of the main shopping streets is important to enable the Central Shopping Area to thrive. In the City Centre and elsewhere, most short-stay trips are made outside the peak periods and so do not contribute to peak-period congestion.

The provision of short-stay parking integral to major retail development in the City Centre will ensure an improvement in the standard and location of parking provision.

Many off-street spaces in the City Centre are in temporary car parks on

**Other information**

For the location of the Broad Street car park, see Proposals Map 10.

For guidance on the design of car parking, see Policy BE9, page 69, and the City Council's Guidance Note for Car and Lorry Parks, Department of Land and Planning, 1990.

vacant sites awaiting development. As these spaces are lost through redevelopment, replacement spaces will be needed. These can be either on-site or at Broad Street, as set out in the Policy. The multi-storey development proposed at Broad Street could provide for the replacement of all current temporary spaces and is in an area of the City Centre where there is a shortage of public short-stay parking.

New development elsewhere in the City should make provision for the extra parking it creates so that neighbouring streets are not obstructed.

Coach parking facilities are needed to make the major attractions of the City more accessible to visitors.

### **How it will be put into practice**

#### **By:**

Deciding planning applications.

Entering into legal agreements (see Policy CF5, page 173) with developers of appropriate sites to contribute to the cost of providing public multi-storey car parking at Broad Street.

Permitting the temporary use of vacant land for public short-stay parking only, in appropriate locations.

Encouraging the provision of additional parking for orange-badge holders in appropriate locations, to be identified in consultation with relevant groups.

Monitoring the number of spaces in the City Centre and their distribution in relation to the main shopping and visitor areas.

Monitoring the effect of the 9.30 threshold for public short-stay parking on the continued availability of some parking for early morning visitors.

Encouraging the use of City Council-controlled car parks in the City Centre for short-stay parking.

Negotiating the provision of additional public off-street parking for shoppers in district shopping centres, where necessary, including seeking contributions from developers and retailers.

## **T25 CAR PARKING IN RESIDENTIAL AREAS**

#### **In residential areas, car parking will be regulated to:**

- (a) limit all-day parking by commuters, particularly those with jobs in the City Centre; and**
- (b) restrict on-street parking where necessary; and**
- (c) protect adjacent pedestrian areas and verges; and**
- (d) encourage property owners to provide suitable off-street parking within the boundary of their property, wherever possible.**

#### **Housebuilders will be required to provide off-street parking**

#### **Definition**

**'Residential areas'** - Housing Areas and any parts of other Areas with significant amounts of housing.

**appropriate to the development.**

### **Reasons for the Policy**

Commuters into the City Centre who park just outside it worsen the environment of inner-city housing areas. Commuter parking causes similar problems in other residential areas such as next to the University of Sheffield and the Hallamshire Hospital.

On-street parking may also need to be restricted where it makes access difficult, particularly for emergency, service and public transport vehicles, or where it causes problems of road safety, pedestrian safety, or inconvenience to residents. Damage caused by on-street parking to footways, kerbs and verges is a problem in many parts of the City. In many cases, these problems cannot be tackled without restricting parking.

Adequate off-street parking for new housing would ensure that on-street parking problems are not made worse.

### **Other information**

*For parking provision in new developments, see Parking Guidelines, pages 288-297.*

### **How it will be put into practice**

#### **By:**

Implementing environmental traffic-management measures, including residents' parking schemes, in consultation with local residents.

Restricting on-street parking where necessary, using Traffic Regulation Orders (see Policy T14, page 268).

Implementing measures to prevent parking on footways and verges.

Deciding planning applications in residential areas using the Parking Guidelines (pages 288-297).

Taking into account the impact of increased on-street parking, when considering applications for garage conversions which require planning permission.

Seeking contributions from residents' associations towards the cost of providing public off-street car parking.

Permitting drives and access ways, where road safety and environmental considerations allow.

## **NATIONAL AND INTERNATIONAL TRANSPORT AND FREIGHT**

*The contribution of transport to the City's economy depends on the links to the City as well as those within it. Policies T26 and T27 deal with the wider network and with how freight is carried once it reaches the City.*

### **T26 NATIONAL AND INTERNATIONAL TRANSPORT**

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**Improved links by rail, road and air to international, national**

**Other information**  
*For Policies for the Built and Green Environment, see pages 59-119.*

**and regional transport networks will be sought where this would help the economic regeneration of Sheffield and where it would comply with Policies for the Built and Green Environment, as appropriate.**

### **Reasons for the Policy**

Improved transport links to other areas for people and goods could:

- make Sheffield more attractive for industry, commerce, tourism and major events;
- promote links between existing businesses and potential clients, elsewhere in the country and overseas;
- enable Sheffield people to travel outside the City more easily.

Sheffield has been poorly placed for air services. However, Sheffield City Airport is now open. Any further proposals for its development will be assessed against the relevant Policies in the Plan. Particular attention will be given to possible noise and traffic generation and to the impact of development on the Green Belt.

The City is reasonably well located in the national road and rail networks and these links need to be promoted to attract business, visitors and events.

However, the existing inter-city and regional rail services, including those between Sheffield and London, could be improved, particularly the journey speeds.

The national road network to the north, east and south of Sheffield is satisfactory. But road access to Manchester (and the nearest major airport) and to the west, is inadequate and badly affected by adverse weather during the winter.

But new transport links can have a major impact on the environment and proposed improvements must be balanced against the need for conservation in Sheffield and the special sensitivity of the Peak Park.

### **How it will be put into practice**

#### **By:**

Supporting improvements to rail passenger and freight services (see Policy T27, below) including to passenger services along the Hope Valley Line, to Manchester Airport, and linking with the East Coast Main Line. The City Council will continue to lobby for improvements to the Midland Main Line to London.

Supporting selective improvements to the regional road network, including support for selective improvements to the A628 Woodhead Pass trunk route to Manchester for road safety reasons.

Investigating the feasibility of park-and-ride provision at motorway junctions in Sheffield and neighbouring Districts to remove local traffic onto public transport networks and reduce motorway congestion for through traffic.

Assessing the impact of new development on the capacity of national and regional transport infrastructure and services (see Policy T28).

Liaising with, and influencing the decisions of, regional and national transportation planning organisations.

## T27 FREIGHT

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**The environmental impact of moving freight by road will be reduced by:**

- (a) **concentrating lorries onto the Strategic Road Network; and**
- (b) **banning heavy goods vehicles from sensitive areas; and**
- (c) **encouraging the use of smaller freight vehicles, particularly within the High Amenity Zone; and**
- (d) **encouraging the development of rail-freight facilities; and**
- (e) **using the Canal, if this proves feasible.**

### Reasons for the Policy

Freight movement is important to the local economy. But it has become increasingly concentrated onto the road system and in heavier lorries, and can cause:

- danger to other road users, including cyclists and pedestrians;
- safety problems and noise and air pollution for adjoining land users - residents, schools, shopping centres, etc.;
- damage to roads and bridges;
- disturbance caused by overnight parking in residential areas.

The impact on the environment will increase when the upper weight limit on lorries is raised in 1999.

The movement of freight, particularly bulk freight, by rail or canal rather than road will help improve the environment on the roads and for adjoining land users.

During public consultation on the draft UDP many individuals and organisations stated their strong support for this approach.

### How it will be put into practice

#### By:

Maintaining a comprehensive, well signed Strategic Road Network (see Policy T15, page 269).

Developing and signing a network for heavy goods vehicles capable of carrying commercial traffic, with an exemption permit system for local access.

Controlling parking of heavy goods vehicles, for example by encouraging

#### Definitions

**'Strategic Road Network'** - as for Policy T15, page 269.

**'Heavy goods vehicles'** - as for Policy T17, page 271.

**'High Amenity Zone'** - as for Policy T9, page 262.

#### Other information

For the Strategic Road Network, see Policy T15, page 269.

For complementary traffic management measures, see Policies T12 to T14, pages 266-269.

lorry parking facilities in General Industry Areas (see Policy IB15, page 140).

Assessing the feasibility of a break-bulk transhipment depot to service the retail sector. This would enable loads to be carried by smaller vehicles, particularly within the High Amenity Zone (see Policy T9, page 262).

Deciding planning applications, where freight movement to and from a development is a relevant factor.

Encouraging the provision of road-rail freight interchange facilities in the region. This would enable Sheffield businesses to take full advantage of the opportunities offered by the Channel Tunnel to improve rail-freight links to and from Europe.

Providing advice and support for potential rail users and developers and supporting applications for Government grants for private railway sidings (see Policy IB16, page 140).

Urging on the Government the need for on-train custom clearance facilities to allow dispatch by rail direct to the Continent.

Examining the potential for moving bulky freight from East Coast ports and beyond by the Sheffield and Tinsley Canal.

Protecting both the existing rail network and disused railway alignments for future use (see Policy T5, page 257).

#### **Definition**

*'Break-bulk transhipment depot' - depot where loads carried to the City by heavy goods vehicles are broken down into smaller loads for transport within the City.*

## **TRANSPORT INFRASTRUCTURE AND DEVELOPMENT**

### **T28 TRANSPORT INFRASTRUCTURE AND DEVELOPMENT**

**New development which would generate high levels of travel will be permitted only where it could be served adequately by:**

- (a) existing public transport services and infrastructure; or**
  - (b) additions or extensions to such services linked directly to the development; or**
  - (c) proposed extensions to the Supertram network;**
- and**
- (d) the existing highway network;**

**and will be promoted where it would be best served by public transport, and where its location would reduce the need to travel, especially by car.**

**Where transport improvements will be needed to enable the proposal to go ahead, these should normally be provided, or commitment entered into to secure their provision, before any**

## **part of the developments comes into use.**

### **Reasons for the Policy**

Developments which will be major travel generators, such as shopping, business, industry and housing, should generally be located where they can benefit from, and support, existing public transport systems or proposed extensions to such systems like future Supertram routes. They will also be permitted where they can be served by extensions or additions to existing services provided that these will be of an adequate standard and will not detract from levels of service elsewhere. Where new public transport infrastructure is required as part of new developments this will generally be secured by imposing planning conditions or entering into planning obligations.

Such major travel generators should also be served by the existing highway network to avoid the need for expensive and disruptive new roads which could encourage generation of further traffic, though this does not preclude providing access roads where these are needed to open up land for development which accords with the Plan.

Consideration of development proposals needs to ensure that no new transport and highway problems are created or existing ones exacerbated.

Government guidance is that development proposals must take into account their effect on the demand for transport and the resulting costs this imposes and reduce reliance on the private car.

Developments in the vicinity of motorways and all-purpose trunk roads, and junctions with them, can add significantly to local traffic movements and prejudice the ability of the trunk network to carry long-distance traffic. These roads are the responsibility of the Department of the Environment, Transport and the Regions. Government guidance is that these developments should take into account their effect on the demand for transport in the area over a 15-year period.

Where improvements to roads are necessary to enable development to go ahead, they will generally be the subject of conditions on planning permissions; in the case of motorways and trunk roads, the Department of the Environment, Transport and the Regions may direct that such conditions be imposed. Developers may be required to pay the cost of highway improvements when the need for them is created directly by the development.

### **How it will be put into practice**

#### **By:**

Consulting the Department of the Environment, Transport and the Regions in the case of developments on or next to motorways and trunk roads.

Assessing development proposals for their effect on the demand for transport and how this demand will be met.

Negotiating improvements to transport infrastructure and services.

Requiring contributions for necessary transport improvement from developers through planning obligations.

Promoting development, particularly in the City Centre and other areas well served by public transport.