

Chambers Sherida

From: Turner Bob
Sent: 12 April 2018 16:06
To: dcscan@sheffield.gov.uk
Subject: FW: Carr Road Development.

Please add to casefile 17/04673/OUT

From: Dodson Matthew
Sent: 06 April 2018 12:33
To: Turner Bob
Subject: Carr Road Development.

Bob,

The Transport Assessment offers the following data regarding MMQ on Carr Road in the am peak:
Existing 2017: 1.3

Base 2022 without development: 3.3

Total 2022 with development: 7

Although more than double, the 2022 figure with development is expected as the site is the only major traffic generating site on Carr Road. Further to this, the installation of mova equipment on Carr Road should yield a 10 – 15% improvement, reducing the am peak MMQ to around 6.

Regarding possible further mitigation on the junction, I am not convinced that a box junction is the answer. The queues on Carr Road are generally caused by drivers waiting to turn right to join the queue towards Manchester Road/Vaughton Hill (left turners can generally exit quicker onto Manchester Road). The Highway Code allows right turners to enter a box junction when they are only stopped from turning right by oncoming traffic. As such, there would not be any right turn out of Carr Road opportunities created by the installation of a box junction.

Similarly, the signalling of Carr Road would affect the flow of traffic on Manchester Road, potentially meaning shorter green times, leading to no improvement at the main junction.

As discussed, a potential effect of any continued problems at Carr Road/Manchester Road could be drivers seeking alternative routes onto the wider network, for example Hollin Busk Lane towards the Stocksbridge Bypass, or Cockshot Lane towards Langsett Road. The Hollin Busk Lane route takes drivers into Stocksbridge down Nanny Hill, and then towards the recently opened Fox Valley Way up to the bypass. Allowing for waiting times at Carr Road/Manchester Road, this routes up Fox Valley Way is likely to have a similar journey time. However, given the route is less direct, there is little in terms of perceived advantage, and as such, it is not expected that a significant number of drivers would chose this route.

Similarly, the route along Cockshot Lane to Langsett Road wil offer a similar journey time to Carr Road, but the route is along narrow lanes, and any traffic encountered in the opposite direction would likely negate any time saved over heading straight down Carr Road.

It is reasonable to state that the site is largely car dependant. The predicted increase on Carr Road is consistent with what would be expected by a development of this nature. The proposed mitigation goes someway to addressing this.

I feel the applicant needs to show more commitment to encouraging use of alternative methods of transport, and any measures agreed should be 'locked in' by condition at this stage, alongside the framework Travel Plan.

Regards,

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