



Author/Lead Officer of Report: Matthew Lowe

Tel: 0114 273 6170

Report of: *Director of City Growth*

Report to: *Cabinet Member for Transport and Development*

Date of Decision: *Not before 1st February 2020*

Subject: *Consultation response to the proposed closure of Bridge Hill, Oughtibridge*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Transport and Development</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Economic and Environmental Wellbeing</i>		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 744		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

To report details of the consultation response to the proposed closure of Bridge Hill, Oughtibridge and set out the Council's response.

Recommendations:

- 7.1 The scheme is implemented subject to further approval via the Council's formal Capital Approval process.
- 7.2 Make the Traffic Regulation Orders as advertised in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Those who objected to the scheme are informed of the decision.
- 7.4 The Lead Petitioner is informed of the outcome of the investigation into the issue they raised.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

1. Sustrans Information Sheet FF39 Traffic restraint and retail vitality
2. University of Westminster, Business and Resident perception surveys on London Road, 2006

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Gaynor Saxton 21/01/2020</i>
	Legal: <i>Bob Power/Richard Cannon 07/02/2020</i>
Equalities: <i>Annemarie Johnston 23/01/2020</i>	
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: <i>Edward Highfield</i>
3	Cabinet Member consulted: <i>Councillor Bob Johnson</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>Matthew Lowe</i>
	Job Title: <i>Senior Engineer.</i>
Date: <i>07 February 2020</i>	

1. PROPOSAL

Background

- 1.1 The aim of the proposal is to reduce the number of injury collisions at the junction of Bridge Hill/Low Road/Station Road/Orchard Street in Oughtibridge.
- 1.2 South Yorkshire Police collision records show that in the 5 years to 31/12/2017 there were 10 injury collisions at this junction. Of these collisions 6 resulted in serious injury and 4 in slight injury.
- 1.3 Of these collisions 6 involved a person on a bicycle (4 serious, 2 slight), 2 involved people on motorcycles (both serious), 1 involved a pedestrian (slight) and 1 a collision between two cars (slight).
- 1.4 A collision analysis showed that all of the collisions involving people on bicycles and motorcycles occurred when they were travelling down Orchard Street, towards Sheffield, and were hit by a motor vehicle pulling out of Bridge Hill to go ahead into Station Lane.
- 1.5 Collision records covering the period 01/01/18 to 04/05/19, (the most up to date information following the original analysis), show that a further 4 injury collisions have occurred at the junction. Of these collisions 2 involved a person on a bicycle (1 serious, 1 slight) and 2 involved people on motorcycles (1 serious, 1 slight),
- 1.6 The latest annual analysis of collision hotspots places the junction of Bridge Hill/Low Road/Station Road/Orchard Street as the 3rd worst location for killed and seriously injury (KSI) collisions and the 4th worst location for collisions involving people on bicycles in the whole of Sheffield.
- 1.7 Clearly the collision history at the junction shows that there is an ongoing problem with injury collisions involving people on bicycles and motorcycles.
- 1.8 In order to address this collision problem it is proposed to close Bridge Hill at one end to remove the significant majority of the traffic which is causing the collisions. Restrictions are therefore being sought for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

Proposal

- 1.9 The proposal would close Bridge Hill to motor vehicles at its junction with Langsett Road North/Langsett Road South/Church Street. This would turn Bridge Hill into a cul de sac with access from Low Road. Traffic that currently uses Bridge Hill would be diverted along Langsett Road North and right into Orchard Street to reach Bridge Hill, Low Road or Station

Lane. Some parking would be removed on Langsett Road North close to the junction with Orchard Street. Additional parking would be provided on Bridge Hill with the introduction of time limited parking spaces and a single yellow line which would allow evening and weekend parking.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The proposal would reduce the number of injury collisions involving people on bicycles and motorcycles at the 3rd worst location for KSI injury collisions in Sheffield.
- 2.2 There are also potential ancillary benefits resulting from the removal of the majority of motor vehicles from Bridge Hill. It would make it easier to hold outside events in the heart of the village, such as street markets and for environmental improvements to the area around Bridge Hill.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 E-mails were sent to Stocksbridge and Upper Don Ward Members, North Local Area Partnership and Bradfield Parish Council in February and March 2019 giving details of the proposal. E-mails were also sent to South Yorkshire Police, South Yorkshire Fire and Rescue, Yorkshire Ambulance Service and South Yorkshire Passenger Transport Executive in March 2019 asking for comments on the proposal.
- 3.2 Consultation letters, plan and a list of frequently asked questions were delivered to 1500 households and businesses in Oughtibridge on 7 March 2019 informing them of the proposal and a public information event was held in Oughtibridge on 14 March 2019. A copy of this letter and plan is included in Appendix A.
- 3.3 An article was placed in Look Local, a local paper for north Sheffield on 7 March 2019 informing people of the proposal and public information session.
- 3.4 Road signs were put up at the Langsett Road North/Bridge Hill junction from 7 March to 5 April 2019 informing drivers of the proposed change and giving them a telephone number to call for further information.

Response to the March Consultation

- 3.5 A total of 144 responses were received in response to the consultation letter, road signs and public information session. Of these 92 were against the proposal, 22 were for the proposal and 30 expressed no opinion either way.

- 3.6 Many of the issues raised related to wider issues in Oughtibridge rather than the proposal. These included concerns about speeding on all roads within Oughtibridge, increased traffic as a result of proposed nearby large housing developments, rat running traffic through residential areas, compliance with banned turns and a general lack of parking in the Village centre. These issues have been forwarded as appropriate (Streets Ahead for maintenance issues, Parking Services for enforcement of waiting restrictions, Transport Planning for requests for new works etc.).
- 3.7 Of the businesses on Bridge Hill only the land lady of the Cock Inn and the owner of the flower shop on Bridge Hill made comments. They both objected to the proposed closure citing the impact it would have on their deliveries, the loss of passing trade and parking.
- 3.8 Several issues relating to the proposal were raised multiple times by respondents, these are discussed below.
- 3.9 Residents raised concern that servicing of the pharmacy, florist, hair dresser and public house would not be possible with the proposal in place. Concerns were expressed about the ability of cars to turn around at the closed end of Bridge Hill and how large vehicles could get to service and turn around to get out of Bridge Hill.
- 3.10 The March proposal included waiting restrictions at the closed end of Bridge Hill which would give enough space for a car or van to undertake a turn in the road in order to get back out of Bridge Hill. It also includes a turning area at the Orchard Street end of Bridge Hill which would allow a large vehicle which has turned in to Bridge Hill to turn around and leave Bridge Hill in a forward gear.
- 3.11 A large number of people said that the existing Zebra crossing on Low Road was in the wrong place, was dangerous and contributed towards collisions at the junction. People said the crossing should be moved to the north side of the Orchard Street/Forge Lane junction or further down Low Road away from the junction.
- 3.12 Although people have concerns about the location of this crossing and pedestrian safety there is no evidence to substantiate that it is causing an injury collision problem. These concerns are typical of zebra crossings and are a reflection of zebra crossings in general and not of this particular crossing. In the five years to 31/12/2017 there was one slight injury collision involving a pedestrian at the zebra crossing.
- 3.13 The speed of traffic on Orchard Street approaching the junction was frequently raised as a problem. People thought this contributed towards collisions at the junction. There were many suggestions that Orchard Street should be traffic calmed and that the centre of Oughtibridge should have a 20mph speed limit.

- 3.14 In response to concerns about traffic speed on Orchard Street a week long speed survey was done. The results of this survey show that the average 85th percentile speed was 27mph and the average mean speed was 23mph. There was a very low number of vehicles recorded travelling over 30mph.
- 3.15 The results of the survey show there isn't a speeding problem on Orchard Lane and that the current 30mph speed limit is the correct speed limit.
- 3.16 Although a 20mph speed limit would be desirable it couldn't be introduced on Orchard Street alone but would have to be throughout the centre of the village. Doing this is outside the scope of the proposal which is specifically to reduce the number of collisions involving people on motorcycles or bicycles at the Bridge Hill/Orchard Street/Station Lane/Low Road junction.
- 3.17 Given the survey results putting road humps on Orchard Street would have a minimal effect on vehicle speeds, and would deliver little benefit. There are also issues with installing road humps close to retaining walls and culverts which could preclude their use on Orchard Street.
- 3.18 Residents said that the existing give way marking where Bridge Hill meets Orchard Street/Low Road should be replaced by a STOP sign as this would make people driving stop before entering the junction rather than rolling up slowly, having a quick look and then pulling out.
- 3.19 The Department for Transport sets out the rules for where a STOP sign can be used in the Traffic Signs Manual Chapter 3. This gives the minimum visibility distance required out of a junction based on the speed on traffic on the main route. For the measured 27mph 85th percentile speed on Orchard Lane the visibility out of Bridge Hill needs to be less than 25.5m for a STOP sign to be used. The measured visibility distance out of Bridge Hill into Orchard Street is 31m and as such does not meet the rules for a STOP sign.
- 3.21 Local businesses and residents expressed concerns that the proposal would lead to a reduction in customers by preventing passing trade on Bridge Hill and also by the removal of parking.
- 3.21 The closure of Bridge Hill would only stop people from driving past the businesses located on Bridge Hill and not at any of the other businesses with Oughtibridge.
- 3.22 Motor vehicle access to the businesses on Bridge Hill would be maintained, albeit via a slightly longer route and the amount of parking on Bridge Hill would have remained as it is now same.

- 3.23 Most of the time there is nowhere for people to park on Bridge Hill as the three spaces where vehicles could park are taken up by long stay parking.
- 3.24 The Sustrans information sheet on Traffic Restraint and Retail Vitality notes that business owners frequently over estimate the number of customers visiting by motor vehicles and that removing fast/heavy traffic and an improved environment can lead to an increase in retail vitality. The business and resident perception surveys undertaken by the University of Westminster in 2006 contained similar findings.
- 3.25 Given this it is expected that the closure of Bridge Hill wouldn't have an adverse effect on existing businesses.
- 3.26 Residents were concerned that the proposed new waiting restrictions on Langsett Road North and Orchard Street would be to the detriment of Residents and Local Businesses.
- 3.27 The closest proposed waiting restrictions to businesses in the March proposal were on Langsett Road North and were for 'no waiting' during the morning peak period only. At this time local businesses would not be trading and the restriction wouldn't be in effect when the businesses were open. People would have been able to park on Langsett Road North to visit businesses as they do now. Although there would be minor changes to the 'no waiting at any time' restrictions on Bridge Hill the current number of parking spaces would be retained. As such the proposed waiting restriction should have had no effect on local businesses.
- 3.28 Residents who would have waiting restrictions outside their houses were concerned about where they could park and the impact the waiting restrictions would have on property values.
- 3.29 In law there is no legal right to park on the road outside of your house where restrictions are imposed and the primary purpose of a highway like the A6021 is for the free movement of traffic which the Council is under a duty to ensure is safe. For residents affected by these restrictions there would be alternative parking on nearby roads such as Cockshutts Lane or Orchard Street. On Langsett Road North the restrictions would only have applied in the morning peak period and residents would have been free to park outside their houses outside of this time.
- 3.30 The effect of the waiting restriction on the operation of the bus stop on Langsett Road North was frequently raised by people. They said that allowing traffic to pass a bus at the bus stop increased the risk of school children getting off the bus being injured than they are currently as parked cars prevent people driving from overtaking the bus when it is at the bus stop. People suggested putting the bus stop in a layby and by doing this the waiting restrictions on Langsett Road North would not be required.

- 3.31 The proposed waiting restriction on Langsett Road North would have only applied during the morning peak period. At the times when the school children are getting off the bus parking would be permitted on Langsett Road North and the situation would be exactly as it is now.
- 3.32 With regards to putting the bus stop in a layby; moving the stop into a layby could lead to an increase in traffic speeds on Langsett Road North and could also make it difficult for a bus to re-join the traffic flow leading to increases in journey times. Doing this is also outside the scope of the proposal which is specifically to reduce the number of collisions involving people on motorcycles or bicycles at the Bridge Hill/Orchard Street/Station Lane/Low Road junction.
- 3.33 A large number of people said that the scheme was unnecessary and that the same outcome could be achieved by simply forcing vehicles to turn right at the junction of Bridge Hill/Orchard Street/Low Road.
- 3.34 The only way to make people driving turn right at the bottom of Bridge Hill would be to build an island which physically stops them from going ahead into Station Lane. Unfortunately because there has to be enough space for large vehicles to turn right the island wouldn't be big enough to stop drivers from going into Station Lane. As can be seen with people driving the wrong way up Orchard Street to get to Forge Lane this would likely be abused and people on motorcycles and bicycles would still be at risk of being hit
- 3.34 Several people suggested changing the priority at the northern end of the village so that people driving on Langsett Road North could turn into Orchard Street without giving way to people driving south on Langsett Road North into Orchard Street.
- 3.36 Maintaining the current arrangement where people driving from Langsett Road North into Orchard Lane have to give way ensures that traffic keeps moving on the A6102 and maintains the principle that it is people joining a main road who have to giving way to people already on it.
- 3.37 An anonymised list of all the March consultation responses is included in Appendix B.
- 3.38 Following the March consultation members of the local community formed the Oughtibridge Road Safety Action Group (ORSAG). On 11 April 2019 representatives from ORSAG met with Council Officers to discuss their alternative proposal for Bridge Hill. Following this meeting ORSAG presented several alternative proposals, such as prescribed turns, access restrictions and locked gates/bollards.

- 3.39 Signed only restrictions, such as access restrictions or banned/prescribed turns would be subject to abuse, something that frequently occurs nearby with the people turning right from Station Lane into Forge Lane, and as such people would still make the movement which is causing the injury collisions.
- 3.40 It is usual to put lockable bollard/gates far enough into a side road so that a driver doesn't have to park their vehicle on the road they are turning in from before unlocking. If lockable bollards were put on Bridge Hill they would have to be 14-15m away from Langsett Road North so a large vehicle could pull completely off the road. This would effectively create a cul-de-sac which would attract parking and cause a road safety problem given the limited visibility when turning out from Bridge Hill into Langsett Road North. The lack of a full closure may make it likely that people driving down Church Lane could fail to recognise that Bridge Hill is closed and drive through the junction into it. Where lockable bollards/gates are used problems are frequently encountered with lost keys or with key holders being unavailable. In this case a large vehicle could have to reverse out of Bridge Hill into Langsett Road South/North up a steep slope and with limited visibility. There is also the risk that if the bollard isn't put back or locked in place people could drive down Bridge Hill
- 3.41 The Legal and Estates team at Punch Pubs, who own the Cock Inn PH, were contacted in April 2019 about the proposed closure. Initially they expressed concern about the loss of passing trade and the reduction in on street parking especially if this encouraged non customers to park in their car park. Subsequently they provided additional information on their deliveries and objected to the proposal, expressing support for proposals put forward by ORSAG.
- 3.42 Officers briefed the Cabinet Member for Transport and Development and Ward Councillors Johnson and Grocutt on the outcome of the March consultation and discussed ways forward for the proposal. At this discussion it was agreed to advertise a Traffic Regulation Order (TRO) to close Bridge Hill.
- 3.43 In response to issues raised in the March consultation the following changes were made to the proposal;
- The proposed morning peak hour waiting restrictions on Langsett Road North have been removed and the extent of the proposed double yellow lines at it junction with Orchard Street increased. This was to address the concerns of residents on Langsett Road North about parking near to their houses.
 - The uncontrolled parking on Bridge Hill is proposed to be replaced with time limit waiting to encourage a turnover of parking on Bridge Hill to the benefit of local business.
 - A proposed section of double yellow line on Bridge Hill has been changed to a single yellow line which would allow people to park

on Bridge Hill in the evening and weekend when road space is less likely to be required for loading.

- The proposed turning area at the east end of Bridge Hill was relocated and enlarged so that bigger vehicles could turn around.
- A prohibition of footway parking is now proposed at the east end of Bridge Hill to address issues around parking on the footway at the junction with Orchard Street and to keep the turning area free of parked vehicles.
- A continuous footway is proposed across Bridge Hill, at Low Road, to promote pedestrian priority and to change the look of the junction from a traditional highway junction to more of an access type arrangement.

3.44 A notice regarding the proposed TRO to close Bridge Hill and make associated changes to waiting restrictions in the surrounding area was published in the Sheffield Telegraph on 14 November 2019. In addition 7 street notices were also put up in the affected area on 14 November 2019.

3.45 Details of the proposed TRO were sent by e-mail to Stocksbridge and Upper Don Ward Members, North Local Area Partnership, Bradfield Parish Council in February, South Yorkshire Police, South Yorkshire Fire and Rescue, Yorkshire Ambulance Service, South Yorkshire Passenger Transport Executive, Veolia and Punch Pubs.

3.46 Consultation letters and plans were delivered to forty four houses and businesses that would be directly affected by the proposed TRO on 14 November 2019. A copy of this consultation letter and plan is included in Appendix C.

Response to the TRO consultation

3.47 A total of 59 responses were received in response to the TRO consultation. Of these 45 were against the proposal, 18 were for the proposal and 4 expressed no opinion either way.

3.48 The objectors to the TRO raised the same issues as those raised in the March consultation.

3.49 No responses to the TRO consultation were received from businesses on Bridge Hill or from the Cock Inn Public House. The businesses were approached in mid-January reminding them that this was their opportunity to make their views about the proposed TRO known.

3.50 Subsequent to this the landlord of the Cock Inn sent in the following response *“I am writing to let you know I had a visit from Councillor Julie Grocutt, in which she updated me on the latest projection for Bridge Hill in Oughtibridge. I am the current landlady at the Cock Inn and Punch Taverns have been in communication over this. We are happy that the parking issues are resolved in the area. This takes away fears of our car*

park being abused. If this closure must happen which seems inevitable, our concern is that the closure should include cyclists as well as motorists to protect cyclists. (other than access which of course applies to all traffic) Other issues such as our beer delivery I have been told will be possible, Julie did explain how this has been shown via computer aid. We are grateful for the updated information and thank Julie for the visit.”

- 3.51 People on bicycles would be allowed to pass through the road closure. In the recorded injury collisions the people on bicycles and motorcycles were coming down Orchard Street and were hit by people in motor vehicles pulling out of Bridge Hill. As Bridge Hill will become a quiet street it will be a better place for people on bicycles than Langsett Road North and Orchard Street. Additionally, allowing people on bicycles to access Bridge Hill keeps the Tour de France route intact.
- 3.52 The owner of the flower shop commented in a discussion with Councillor Grocutt that their business would have to move if Bridge Hill was closed, the Council have not listened to local businesses, residents or ORSAG and the road is not wide enough to have parking on both sides and let cars through never mind larger vehicles. The owner did not wish to submit a formal response to the TRO as they had previously supplied information to the Council which they felt had not been taken into consideration.
- 3.53 Parking would only be allowed on both sides of Bridge Hill in the weekday evenings, overnight and on Saturday and Sunday. At the likely time when deliveries would be made to businesses, parking would only be allowed on one side of the road. Bridge Hill measures 7.3m wide which, with vehicles parked either side would leave 3.1m for vehicles to pass. This is wide enough for a large vehicle to pass safely at slow speed. No business objected to this aspect of the proposal.
- 3.54 A reminder e-mail and follow up letter were sent to Punch Pubs on 7 January 2020 asking them to object, make comment or confirm they had no concerns.
- 3.55 Punch Pubs responded that their position remained unchanged and they commented:-

“We believe the closure of full access to Bridge Hill will not allow for sufficient access for deliveries- we have weekly Dray deliveries, cylinder gas, frequent food deliveries plus other sundries, engineers etc. Attempts to deliver may also provide additional hazards to other road users and pedestrians.

We believe the parking restrictions proposed will have an adverse effect on local businesses, including the Cock Inn, and may also mean parking enforcement is put in place in our car park, and ultimately in the village in general.

We believe the closure of Bridge Hill will in itself place additional

pressure on our car park facility, where non-customers try to use to visit other premises due to the perceived inconvenience of access around Oughtibridge.

We believe the closure of Bridge Hill will impact the level of trade and thus employment at the Cock Inn.

We believe there are still alternate options that have not yet been considered to reduce accidents and improve safety.”

- 3.56 The proposed closure of Bridge Hill should have a minimal impact on deliveries to the Cock Inn: - access to the car park would be maintained, kerb space would be kept free for deliveries and a turning area big enough to for a brewery dray to turn would be provided.
- 3.57 The proposed parking restrictions would provide more parking than currently available. No restrictions are proposed on Langsett Road North, near to the Cock Inn, the existing parking spaces on Bridge Hill would be made time limited to encourage turn over during the day and there would be a single yellow line on the Cock Inn side of Bridge Hill which would let people park there in the evenings and at the weekend. This should mean a reduced pressure on the Cock Inn car park
- 3.58 This issue of trade and alternatives to the closure have been discussed above.
- 3.59 An anonymised list of all the TRO responses is included in Appendix D.
- 3.60 In addition to the response to the TRO consultation a 676 signature joint electronic and paper petition was received from ORSAG against the proposal.
- 3.61 The 311 signature electronic petition asked that *“The residents of Oughtibridge need to be listened to, in order to oppose or support the City Councils proposed road changes to Oughtibridge. The councils proposal needs to address the best possible solution to the current accident blackspot in Oughtibridge, this I feel they have failed to deliver”*
- 3.62 The electronic petition allowed the people signing it to leave comments and an anonymised list of these is give in Appendix E.
- 3.63 The 365 signature paper petition said that *“We, the undersigned, oppose the traffic regulation order (published 14.11.19) currently in place for Bridge Hill”*
- 3.64 Officers feel that the residents of Oughtibridge have been listened to and as a result of the March consultation the proposal has been changed as outlined in paragraph 3.37, above. The Council is seeking an evidence led solution to the problem of injury collisions involving people on bicycles and motorcycles at the Bridge Hill junction. Although ORSAG’s and local resident’s concerns are appreciated the ideas that they have

put forward have already been investigated, and found to either not be practical or relate to problems away from the junction and would not resolve the cause of the injury collisions. The Councils very limited funding means its focus must be on addressing the injury collision problem at Bridge Hill and there is no funding for an area wide scheme.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

4.2.1 The funding for this scheme is from allocations made in the LTP programme of £40k for 2019/20 and £23k 2020/21. In the course of the design and consultation process the scheme has changed in such that fees (SCC & Amey) are estimated to be a total of £72k over both years with construction at £200k. This leaves a shortfall of £209k in approved funding. Further approval is required via SCC's formal Capital Approval processes subject to the allocation in the LTP programme for 2020/21 being increased appropriately before the scheme can progress to construction.

At this stage, the scheme is considered to be neutral in terms of accruals to the Highways Asset Register so there is no commuted sum.

4.3 Legal Implications

4.3.1 All works will be carried out on Highway land. Traffic Regulation Orders (TRO) will be required to implement the necessary restrictions on parking, waiting, loading and driving.

The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the proposals described in this report, including the provision of pedestrian crossings and waiting restrictions. Said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant effect on the environment.

In exercising the powers under the 1984 Act, the Council is required to secure (a) the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

The procedure in relation to consultation and notification, which is set out in Schedule 9 of the 1984 Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 ('the 1996 Regulations'), must be followed and proper consideration given to all duly made representations.

4.4 Other Implications

- 4.4.1 Although no waiting at any time restrictions have been proposed to mitigate for the potential impact of queues for the right turn from Langsett Road North into Orchard Street there is still a risk that these queues would impede vehicles heading towards Stocksbridge. If this was the case further waiting restrictions would need to be considered on Langsett Road North.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 As alternatives to the proposal we investigated

- Reversing the direction of the one way on Bridge Hill. The investigation showed that there is not enough visibility out of Bridge Hill into Langsett Road South for this to be safe,
- Making all drivers turn right from Bridge Hill into Low Road. The only way to make drivers turn right at the bottom of Bridge Hill would be to build an island which physically stops them from going to Station Lane. Unfortunately because the island has to be enough space for large vehicles to turn right it wouldn't be big enough to stop drivers from going into Station Lane.
- Stopping drivers going ahead from Church Street into Bridge Hill. This is feasible but requires taking a large amount of non-highway green space to the west of Langsett Road North, diverting Open Reach plant and relocating a phone box. It would also only remove some of the traffic from Bridge Hill, still leaving a risk that injuries to people on bicycles and motorcycles would still happen at the junction.
- Do nothing. A collision analysis for the seventeen months after the five year period used in the initial analysis showed that injury collisions to people on bicycles were continuing to happen at the junction and that this is an ongoing problem which requires action

in the interests of highway safety.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The closure of Bridge Hill will lead to a significant reduction in the number of injury collisions occurring at the 3rd worst location for KSI injuries and 4th worst location for injury to people on bicycles in the City.

APPENDIX A MARCH CONSULTATION LETTER AND PLAN

Strategic Transport and Infrastructure, City Growth

Head of Strategic Transport and Infrastructure: Tom Finnegan-Smith
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Tel: 0114 273 6208

E-mail: scheme.design@sheffield.gov.uk

Website: www.sheffield.gov.uk



7 March 2019

Dear Sir or Madam,

Traffic Accidents, Bridge Hill, Oughtibridge

There have been a number of accidents involving people using motorcycles and bicycles on Orchard Street being hit by people driving out of Bridge Hill into Station Lane without giving way. In the last five years three people on motorcycles and six people on bicycles have been injured, six of them seriously. We hope that the changes described below will stop these accidents happening.

We are proposing to close Bridge Hill, at the top of the hill, where it meets Langsett Road South. Bridge Hill will change into a cul-de-sac and people will still be able to access shops, houses and the public house from Orchard Street and Station Lane. This change would mean that people who currently drive down Bridge Hill would have to carry on along Langsett Road North and turn right into Orchard Street in order to get to Station Lane and Low Road. It is expected that this change would be made before the end of 2019. Our proposals are shown on the plan attached to this letter.

As more traffic will be using Langsett Road North we are also proposing waiting restrictions on both sides to ensure that traffic can flow freely towards Stocksbridge.

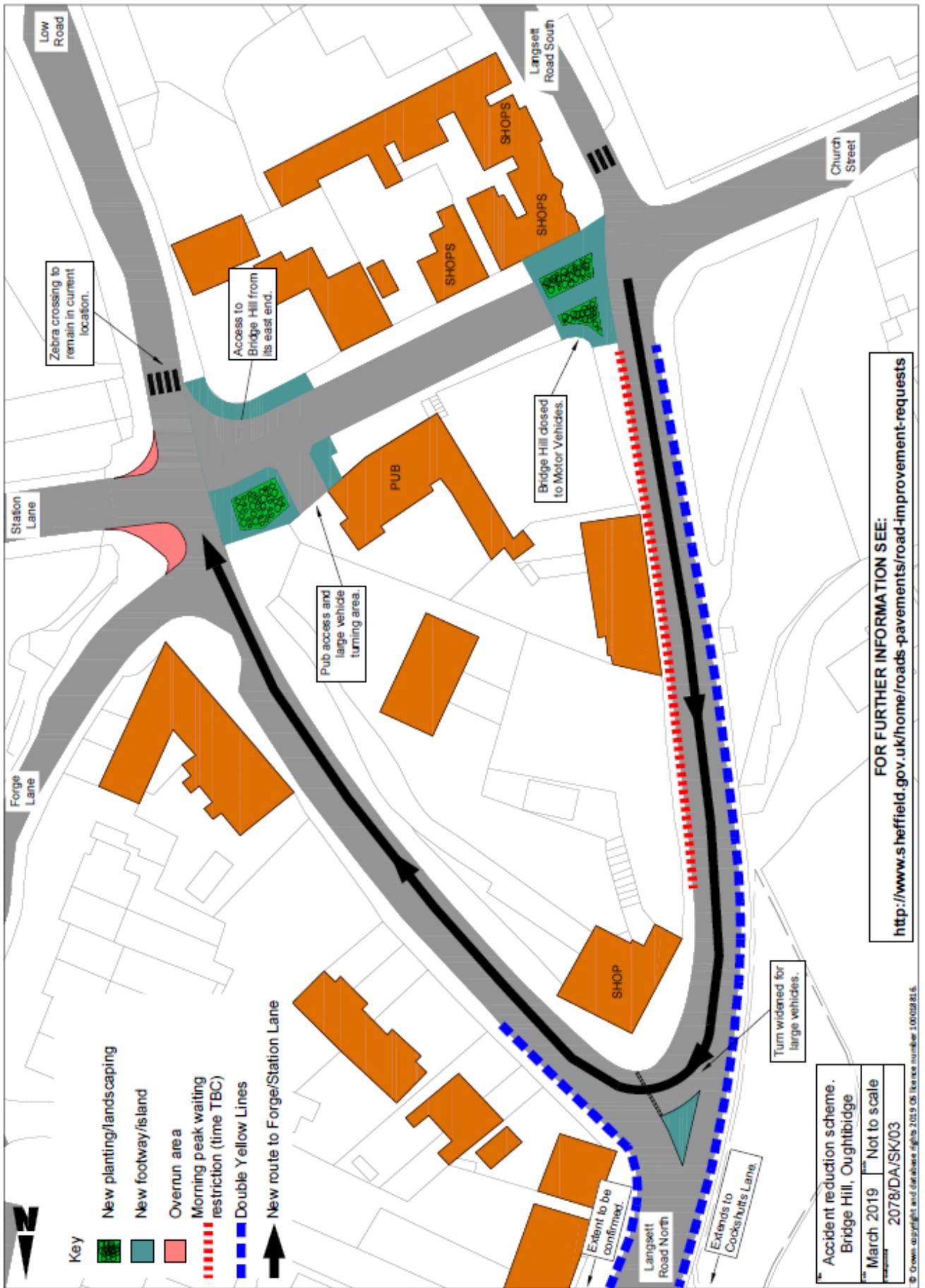
We want to know what you think about this change, please let us know by e-mail to scheme.design@sheffield.gov.uk or write to us at the address at the top of this letter by **5 APRIL 2019** quoting reference 2078/PC. If you make comment or object you are giving your consent for the council to process your personal information. This information will only be used in relation to the above proposed works and will not be shared with anyone else without your express permission.

A Public Exhibition will be held at the Zion United Reform Church on Langsett Road South from 2pm to 7pm on **THURSDAY 14th MARCH 2019** where Officers will be available to answer any questions you have.

Yours faithfully

M Lowe

Matthew Lowe
Senior Engineer, Design and Assurance
Strategic Transport and Infrastructure



APPENDIX B ANONYMISED MARCH CONSULTATION COMMENTS

<p>We'll try and call in on the 14th, but if we don't I assume the parking restrictions will be morning and evening peak (not just morning)? Ideally they should include school closing times, Church St often being nearly a car park then! On reflection, maybe the section opposite the bus stop should just be double yellows.....</p> <p>I'm unsure if they need to be along the whole section, they're primarily needed so vehicles can get past any stopped busses.</p>
<p>Mentioned when road was closed due to bridge works and the queues that this brought. Does not support. Will attend public exhibition on Thursday.</p>
<p>Hi I oppose your scheme, as you will devalue homes and businesses. I live on the main road and you will cause more pollution by standing traffic and take away parking on my road.</p> <p>The two lane system will soon back up past the kitchen shop and you will also move the accident site to the white heart. There are many accidents there already.</p> <p>I would also like to state Terry Barlow who has pushed this agenda does not represent the village. Especially all us living in the heart of the village who's lives will be directly affected. She has council friends she is meeting, which is wrong.</p> <p>I think you could easily avoid all this by change of speed limit entering the village and introducing speed bumps</p>
<p>Is it a done deal? Will call in at public exhibition.</p>
<p>Has disabled bay on Orchard Lane, worried about this going, ML said if it had to go would look to provide parking in their garden in mitigation.</p> <p>Thinks real problem is speed on Langsett Road North and Orchard Street and wants traffic calming. Speed is a problem especially in AM peak period.</p> <p>Thinks accident problem is due to mountain biker using the footway.</p> <p>Think DYL in front of his house will devalue it.</p> <p>Thinks zebra crossing is located too close to junction.</p>
<p>Why not make people turn right at the bottom of Bridge Hill?</p> <p>Worried that changes would increase the rat run via Haggstones Road/Birks Wood Drive which thinks will increase anyway due to new shop opening on garage site on Langsett Road South.</p> <p>Commented about food van parking on footway on Bridge Hill blocking visibility into Orchard Street.</p>
<p>I am writing to you with regard to the proposed traffic calming in our village, Oughtibridge. Whilst I in part agree with the traffic being sent to the end of the one way I feel it unfair to introduce the peak waiting restriction outside the houses on Langsett Road. Where will the residents park their cars? Surely moving the bus stop will allow a flow of traffic without causing the residents parking issues.</p> <p>I also feel that there needs to be more obvious traffic calming on both approaches to the village from both Wharncliffe Side and Middlewood. Sleeping policeman as the 30mph signs are in the main ignored! I myself have suffered as a result of speed. I had my car shunted at the xroads due to a car travelling too fast that it couldn't stop in time when I had stopped for the crossing. I live on Beely Rd to the Middlewood Rd side of the village. Cars travel from out of the village at 50mph and don't slow. I had an Audi overtake me just before the one way (by St. Christopher's garage) and it had to swerve in front of me nearly into oncoming traffic. This is a regular occurrence.</p> <p>There are estates being built in and around this village and there will be an increased traffic flow. We need Bridge Hill right turn only at the bottom, the pedestrian crossing moving and sleeping policemen to each end on the approach at Orchard Street and</p>

St Christopher's. All signs for speed reduction, no entry etc. are often ignored. I don't think that just closing Bridge Hill will rectify the problem. We need speed bumps! Its still dangerous when the zebra crossing is literally just as you pull out from Station lane.

Sirs, your proposal is fundamentally flawed. The current problem at the bottom of Bridge Hill is that on arriving at the bottom of Bridge Hill you have to look for traffic from Langsett Road North, Forge Lane, Station Lane and for people on or about to cross on the Zebra Crossing. Too much information to easily assimilate. If you move the Zebra crossing to the other side of the junction, further up Langsett Road North, you solve two problems. One, drivers on Bridge Hill, Forge Lane and Station Lane will be able to observe traffic easily without looking in the opposite direction to observe the Zebra crossing. Two, the relocated Zebra crossing will slow and stop traffic on Langsett road North allowing easier traffic flow from the other 3 junctions. If necessary another Zebra crossing on Station Lane will have a similar effect. Your proposal solves very little. The turn adjacent to the White Hart, still difficult for large vehicles, and without demolition of the White Hart, almost impossible to solve, then anybody parking on Bridge Hill or in the Pub car park, currently well used, has exactly the same problems. Please assure me that somebody from your office has surveyed the site, because your current proposal would suggest that it is not the case.

THANK YOU FOR THE REPORT CONCERNING THE PLANNED ROAD WORKS IN OUGHTIBRIDGE.

MY OPINION IS THAT THIS IS NOT A GOOD PLAN AND HAS NOT BEEN WELL THOUGHT OUT.

I DON'T AGREE WITH MAKING BRIDGE HILL A CUL DE SAC BUT SHOULD THAT INEVITABLY BE THE CASE THEN IT SHOULD BE CLOSED AT THE BOTTOM NOT THE TOP.

IT IS AT THE BOTTOM WHERE MOST ACCIDENTS OCCUR AND YOU ARE SUGGESTING THAT SHOULD BE MADE WORSE BY MAKING IT POSSIBLE FOR TRAFFIC COMING DOWN STATION LANE TO GO STRAIGHT ACROSS THE INCREASED TRAFFIC FLOW COMING DOWN FROM LANGSETT RD NORTH. AND TRAFFIC HAVING GONE UP THE CUL DE SAC HAS TO COME BACK OUT. ABSOLUTELY NOT A GOOD IDEA.

THE ONLY SENSIBLE SOLUTION SUGGESTED UP TO NOW, OTHER THAN TRAFFIC LIGHTS, IS TO MAKE TRAFFIC GOING DOWN BRIDGE HILL COMPULSORILY TURN RIGHT. THE PEDESTRIAN CROSSING SHOULD HAVE FROM DAY ONE BEEN AT THE OTHER SIDE OF THE JUNCTION. PEOPLE WOULD THEN HAVE HAD ONLY ONE FLOW OF TRAFFIC TO WORRY ABOUT.....I DON'T KNOW WHO WORKS THESE THINGS OUT BUT THEY SHOULD SEEK ADVICE BEFORE TAKING ACTION.

I DO HOPE THE CURRENT PLAN DOES NOT GO AHEAD AS IT WILL NOT SOLVE ANY PROBLEMS AND COULD MAKE THINGS WORSE

I wish to express my relief that SMDC is finally proposing to address the problems of the accident blackspot at the bottom of Bridge Hill in Oughtibridge.

However having studied your proposals, I believe they have failed to identify the best solution.

I understand you are proposing to block off Bridge Hill at the top of the hill – at the Langsett Road end, opposite Church Street.

In my opinion, this is the WRONG end. The block should be placed at the bottom of Bridge Hill.

At present, accidents occur at the pedestrian crossing on Low Road and this is the critical location.

The difficulty for traffic turning onto Low Road at this critical location is the fact that traffic approaches from four different directions.

Your proposal does nothing to improve that problem.

If however, Bridge Hill is blocked at the bottom, traffic will be able to approach the junction from three directions – one fewer.

This reduction will make a critical difference and will be more successful in reducing the number of accidents at this location.

In addition, it is imperative that you move the pedestrian crossing away from this junction.

At present, vehicles turning onto Low Road from Station Lane or Bridge Hill are immediately on the crossing - after having negotiated the turn.

Drivers have necessarily been concentrating on avoiding the various streams of traffic approaching this critical location – less so than on the pedestrians crossing or about to cross Low Road.

If the crossing were moved, even 20 metres towards Sheffield, the risk to pedestrians would be significantly reduced.

Please give my suggestions some serious consideration.

I may have misunderstood the plans. The main problem at the junction of Station Lane, Forge Lane and Bridge Hill is that it is not clear who has priority. Closing access to Bridge Hill at the top is fine. However, as Bridge Hill can be accessed from the bottom, vehicles then have to turn to exit the same way. So, although the number of vehicles exiting Bridge Hill will be greatly reduced, the problem at the junction will remain, albeit to a lesser extent.

I have lived in the village 56 yrs and there are huge changes. Oughtibridge needs to maintain a village status and remain as it is.

Closing Bridge Hill to traffic and creating a cul de sac will only highlight more problems with lorries trying to turn around, cars taking wrong turns and cars being parked there on a permanent basis therefore preventing the proposed uses being functional.

There will be more traffic coming out of bridge hill uphill and having access to church st or a right turn which was stopped 40 +yrs ago as it was deemed dangerous then. I remember the hill being 2 way which is effectively how it's going to be used, there were so many accidents years ago-as the left view is difficult to see oncoming cars being a handbrake stop/start steep junction. Therefore The same problem will transpire at the top of bridge hill as some people think we have at the bottom.

The council should in my opinion redo the signs and repaint the road markings.

Heavy awareness stop lines at the bottom of Bridge Hill and cross hatched yellow box over the junction to prevent traffic entering the box until empty and raising awareness.

Also Speed humps on Orchard street to slow the traffic.

No to restrictions for parking outside homes and shops. There really is no need.

No to closing Bridge Hill.

Yes to repainting road markings and updating signs.

Yes to a yellow hatched box at the junction of Bridge Hill and Oughtibridge Lane.

Forge hill exiters will not be able to enter the box until clear and it will raise awareness to the area as it requires careful negotiation, AS EVERY junction does.

I am writing to you regarding the above proposal which appears to have ignored several important considerations. One of the most obvious problems is that there are still 4 roads converging at the crossing on Low Road. Motorists emerging onto Low Road have to look away from the crossing before accessing the flow of traffic towards Sheffield. There have been many near misses involving pedestrians on the crossing due to this flaw in planning, yet this has been ignored in the past.

This particular danger must be addressed before any proposal moves forward.

Your proposal has not considered the impact it will have on the local community.

Whilst I concede there is sometimes a bottle neck at the bus stop on Langsett Road North (between Bridge Hill and the White Hart), this is usually due to busses standing opposite parked vehicles. However, this only occurs for at the most a few minutes until the bus moves off.

My main concern is the unnecessary introduction of double yellow lines from Orchard Street to Cockshutts Lane. The introduction of these is unnecessary as there has never been a problem of free flowing traffic since I moved here in 1971. In fact it flows so freely that it is almost impossible to pull out into the constant flow of vehicles.

That being said, the proposal will have a devastating impact on the residents of Langsett Road North from and including Orchard Street north to Cockshutts Lane. The average age of residents in this area is over 70 years and this includes residents with severe mobility and health problems. This is personal to me as if I cannot park my [REDACTED] car outside my house ([REDACTED]) it will essentially mean I will be housebound. One of my neighbours [REDACTED], Orchard Street have a [REDACTED] outside their home, but this is not shown on your proposal. It is obvious the introduction of double yellow lines outside the houses on Orchard Street and Langsett Road North will have a serious and life changing effect on residents.

Finally, I have parked outside my home, as have my neighbours theirs, for in excess of 50 years and no accidents or traffic hold ups have occurred because of this.

Likewise, during this time, I have never seen vehicles parking on the opposite side of Langsett Road North.

Therefore I respectfully request that you reconsider your proposal to introduce double yellow lines to the North of Oughtibridge as they would adversely effect the lives of local residents. Also, experience shows that they are not required as traffic moves fluidly in these areas.

I wish to email you my concerns over the proposal to close Bridge Hill at the top of the hill. I feel the proposal has moved in the right direction from the original proposals. However, I feel that the current proposal still has its dangers.

There is, in my opinion, a safer solution to what has been proposed.

The bottom of Bridge Hill has been a dangerous junction for a while. In my opinion, the main reason being; it's difficult for motorists to concentrate on so many junction points and cars waiting to pull out all at the same time. You have multiple junctions, cars waiting to pull out, people hesitating because they are unsure, a Zebra crossing too close to the junction and, In my opinion, cars sometimes travelling around the blind bend on Langsett Road South far too quickly!

Having the access to Bridge Hill at the bottom of the hill is not solving the problem.

When you have cars that have been parked on Bridge Hill for the shops or have been parked in the Pub car park, they will still have to leave at this junction.

Therefore, we are still in the same situation as we were previously with the problems above and we still have the potential for accidents.

Can I suggest that access to Bridge Hill be put at the top of the hill. This is a safe junction where for the time I have lived in Oughtibridge, I do not recall ever seeing any accidents here. This would then totally get rid of the danger of having a 3rd junction on Langsett Road South - and in my opinion, be a much safer option.

I also think that the speed cars approach the area is a concern. Cars travel far too fast towards the junction. May I suggest some traffic calming measures like the ones already in place on Station Lane.

May I also suggest a rethink around not moving the Zebra Crossing. Too often whilst at any of the junctions waiting to pull out, cars are looking back up the hill to make sure its clear, forgetting that there is a Zebra Crossing there. I've seen near misses where cars have driven over the Zebra Crossing whilst pedestrians are crossing. I've also seen a car crash into the back of another after the car stopped to allow pedestrians to cross. The reason for this; a vehicle pulling out of the junction looking back up the road has driven into the back of the car waiting at the Zebra Crossing. Moving it further towards the Bus Stop on Low Road would reduce the potential of this happening.

Can I also express my concerns regarding the speed of traffic on Church Street - and could you look at this issue also.

With reference to the above scheme proposed for Bridge Hill at Oughtibridge I think this is an excellent plan.

This was a suggestion I made when a local survey took place last year.

As a Driving Instructor who lives in Oughtibridge I can assure you it is one of the most dangerous Junctions in Sheffield, particularly at rush hour. I also used to live on Forge Lane and emerging from there was extremely risky. There Will be objections from the public house and shops but as long as a turning point is available to go back up bridge hill this shouldn't be a problem.

Further to your letter regarding the proposed changes to Bridge Hill, Oughtibridge, I would like to put forward my comments.

My main concern is the pedestrian crossing remaining in its current position. When travelling from Station Lane to the junction with Orchard Street/Low Road, drivers are looking right to look for traffic whilst turning left. As the pedestrian crossing is almost immediately past the junction, if someone is walking across the crossing, this poses great danger; I have seen this happen multiple times. Would it not be better to move the crossing to the other side of Forge Lane? This would allow for traffic to come out of Station Lane at busy times.

I think the other proposals are suitable; however, I worry about the waiting time to

turn into Orchard Road if the flow of traffic from Stocksbridge is heavy.

I think the proposal for Bridge Hill in Oughtibridge is a fantastic one.

I write regarding the proposal for the reference number above.

I have both witnessed and been involved with several near misses involving the zebra crossing on Low Road. I am also a paramedic with the ambulance service, have undertaken advanced driving courses and attended incidents at the junction in question.

Aside from the debate around closing Bridge Hill I have significant concerns about the current zebra crossing location in Low Road. It is situated so close on the exit pathway of traffic merging from 4 directions that it is extremely dangerous. There are 3 main issues here:

1. Drivers merging on to Low road are too busy looking in the opposite direction to the crossing and then are not able to give pedestrians at the crossing full attention.
2. Drivers merging on to Low road, particularly during rush hour connection, often pull out of the junctions at speed and do not allow enough time to consider the pedestrians on the zebra crossing due to its close proximity.
3. In its current location pedestrians are trying to concentrate on all 4 traffic flows, increasing the risk of misjudging if it is safe to use the zebra crossing.

May I suggest that the zebra crossing is moved further down low road, prior to the junction with forge lane. This way pedestrians only need to concentrate on one flow of traffic and it also reduces the risks in points 1 and 2 above.

I note the position of the zebra crossing on Langsett Road South which is safely positioned prior to the junctions of merging traffic.

Further to your letter dated the 7th March 2019, which was posted through my letter box today, I would like to raise these comments.

1. Firstly, having witnessed two of those accidents, it is not the existing highway design that is at fault. The fault lies with people parking large vehicles and vans on the pavement at the junction of Orchard Street and Bridge Hill. This occurs on a frequent basis, which means that if you are waiting at the "give way" on Bridge Hill to travel up Station Lane (which I do about ten times per week) your vision is severely restricted for the observation of any vehicles coming down Orchard Street. In relation to the two occasions I witnessed, a van was parked on the pavement blocking this highway view.
2. It would appear that no thought has been given to the home owners on Langsett Road who rightly park their cars on the road outside their homes. They are now going to have a restriction imposed on them due to the proposed Morning Peak Waiting Restriction. Please advise where they will park their cars during the restricted period. As this will clearly impact on the value of their houses I presume you will be paying some compensation.
3. No thought has been given to the Bus Stop on Langsett Road. Why is there no proposed 'bus pull' in to ease traffic flow when the bus is collecting and dropping off passengers. Clearly, the new proposal will generate a significant increase in traffic passing the bus stop as now all traffic will be travelling to the Langsett Road North / Orchard Street junction. If vehicles have to wait behind each bus this will have a negative impact on the air quality at this point, as vehicles will have to stop and a tail back will occur with engines idling. This impact will be greater if you consider diesel lorries and the particulates their exhausts emit.
4. Based on your proposal if you travel up Bridge Hill, how do you turn round to travel back down. Where is the turning head? I presume you are not thinking that the public house car park will act as a turning head?

5. No consideration has been given to the people who live on Langsett Road North and Orchard Street in respect of the double yellow lines. Where do they now park their cars? Are you proposing a new car park somewhere or more than likely they will have to park on a side road somewhere and probably cause a further obstruction and a risk to pedestrians and other road users.

6. Will bicycles be able to travel down Bridge Hill ?

7. Will motorbikes and mopeds be able to travel down Bridge Hill?

8. Are you not simply moving the accident prone spot from the 'Bridge Hill give way' to the intersection at Langsett Road North and Orchard Street give way, as that junction also has restricted views.

In conclusion whilst as a local resident I appreciate the Council trying to do something about this intersection, a considerable some of money could be saved by simply erecting "Bollards" on the pavement at the junction of Orchard Street and Bridge Hill to stop large vehicles parking there and blocking the view up Orchard Street from the "give way" at Bridge Hill. It is impossible to stop every traffic collision and drivers and riders must take some responsibility in this matter, but on this occasion I regret to say that you are taking a sledge hammer to crack an egg! I realise I will probably never get a response to my e mail and the comments and questions will probably be ignored, but I will be attending the public meeting and hopefully someone will not "just listen" to the local peoples opinion but actually act upon it.

I write in reference to the above and in particular to the local consultation event which is currently taking place today, where your officers are trying to explain to the local residents the impact of the proposed scheme.

I regret to advise you that, for the time I was in attendance, along with approximately 60 other local residents, there was not one local voice of support for the draft scheme as presented. A number of residents raised some very good ideas, which were basically ignored by your officers. I realise that the event stated that the Council wanted to "listen" to local residents views, but it did not state that they would actually take those views on board.

The conclusion to all this matter is that the bulk of residents I witnessed, completely oppose this proposal. In the interest of local democracy could I please request that the highway scheme is put to the local public vote so that a democratic decision is made whether we want the proposed highway scheme or not.

I realise that this will probably not happen, but perhaps you could pass the matter over to local councillors to organise a local meeting so they can hear the views of the local residents/electorate before it is too late and you annoy all the local residents.

I have lived at [REDACTED], Oughtibridge for the past 28 years so i am familiar with the relevant road network and its problems.

The proposed scheme set out in your letter will not achieve its aim of stopping accidents at the junction of Bridge Hill and Station Lane but rather will in all probability cause more accidents as traffic will now be permitted to enter as well as leave Bridge Hill at the junction of Bridge Hill and Station Lane. Furthermore the proposed vehicle turning that has been provided for on Bridge Hill is limited so vehicles using Bridge Hill will in all probability reverse onto the junction where the black spot is (a nightmare scenario). With respect your proposed scheme has not been thought through.

The only way to stop accidents at the junction of Bridge Hill and Station Lane is to close Bridge Hill both at the junction of Church Street and Station Lane and to pedestrianise Bridge Hill with traffic following the one way system currently serving

<p>the heart of the village. The inconvenience to motorists not being able to use Bridge Hill will be negligible.</p>
<p>Thank you for your information letter re the above, we agree entirely with your proposals and think this would be a good thing. In a local survey done fairly recently we put forward as a suggestion a similar idea.</p>
<p>I write to agree with the decision to close Bridge Hill, Oughtibridge, at the top where is meets Langsett Road South. However, will the "proposed access provision for large vehicles" continue the current risk of accidents as the large vehicles exit Bride Hill?</p>
<p>Your proposals defeat the object of the exercise. You propose leaving open the junction where the accidents happen and closing the one where they don't, I assume this is to pacify the brewery's. Why can't you blank off the bottom but still make a large vehicle turning are at that point and make all vehicles come out on to Langsett Road North and then turn right who wish to go to Sheffield or Grenoside. Also with the number of vehicles coming from Stocksbridge/Deepcar and the traffic joining this line from Cockshutts Lane the people travelling from Oughtibridge back to Sheffield will never find a gap to filter in, You may need to consider a set of Traffic Lights at the proposed junction where Oughtibridge Traffic meet traffic coming down from Stocksbridge.</p>
<p>What I failed to mention in my original e-mail is this - I am a driver and I live in Oughtibridge and have done so for 40+ years. As they are building approx 4,000 homes in Oughtibridge/Deepcar/Stocksbridge and most have at least 2 cars, thats another 8,000 coming through Oughtibridge on a regular basis at rush hour there will be enormous tailbacks on the one way system as its not easy to get out now at the proposed new junction because we have to contend with traffic coming down Church Street (from Worrall and Bradfield and Cockshutts Lane as well as traffic from Stocksbridge/Deepcar. Because traffic on Cockshutts has a clear view up the valley they tag on to the end of the queue and when they end the next lot from Stocksbridge appears. Also its 50mph from Deepcar until just before the junction when it drops to 30, but in my opinion the 30mph needs moving 100yds back toward Deepcar to ensure cars have slowed to 30 mph when they reach the junction.</p>
<p>I have read your letter with regards to the proposed changes at Bridge Hill, Oughtibridge. Whilst in broad agreement to the change I would like to see a slight alteration to the proposal. Instead of closing the very top of Bridge Hill I would like the road to be closed just after the entrance to the Pub car park. This would then have the effect of virtually no traffic coming down/from Bridge Hill. The traffic from the car park could then rejoin Langsett Road North (Right Hand Turn only sign at top of Bridge Hill) as your plan.</p>

I am writing this email in protest against the proposed closure of Bridge Hill, Oughtibridge. If the closure was to happen these are the negatives;

- Loss of Parking spaces outside the residents homes on Langsett Road South (which would also devalue their homes).
- Loss of parking on Bridge Hill (which would also devalue their homes).
- During the daily busy times (rush hours) the traffic on Langsett Road South (top 1 way) due to Bridge Hill being closed will be at a standstill, not even thinking of during the football season (SWFC games)
- The turning point to get onto the bottom 1 way system (outside Lulu Mae) would be impossible for larger trucks and not give a chance for the HGV's to get around.
- The bottom entrance to Bridge Hill would be 2 way, which makes the junction even more hazardous whichever direction you are coming or going from, be it Station Lane, Forge Lane, Bridge Hill or Langsett Road.
- The bottom entrance will still have the exact same problem (plus more hazards) as it does now but with fewer cars.
- If you are on Bridge Hill facing up-wards, how are the vehicles going to turn around? (cars, vans delivering to shops and pub, beer delivery to the pub.)

I have spoken to a lot of people that live in Oughtibridge and not 1 of them are in favour of this proposal. The two facts that are causing the accidents on this junction.

1. Cars going straight on from Bridge Hill and up Station Lane.
2. Cyclists/ motor cyclists coming down Orchard Street at speed.

The probable cause of the accidents are the cyclists coming at speed down Orchard Street towards the junction, and the motorist not stopping, but giving way at the bottom of Bridge Hill.

If you give way at the bottom of Bridge Hill (you are still moving slowly towards the junction) you can lose the cyclist in the blind spot between the passenger window and the car windscreen (the door jamb?).

The solution to this is to slow the cyclist (and cars) approaching from Orchard Street by putting 2 or 3 kerb to kerb sleeping policemen (similar to the ones at Wisewood 20 MPH zone), raising the zebra crossing to make it a speed bump as well and 2 large (high) kerb to kerb sleeping policemen (the narrower ones) strategically placed for the rear wheels at the bottom of Bridge Hill, this will make the cars stop (or virtually stop for bad drivers) at the junction. This will slow all the traffic down at that junction from the 2 directions that are causing the accidents and make it safer when crossing on the (at the moment) very dangerous zebra crossing.

My suggestions would be to make the bottom of Bridge Hill right turn only. I think to completely close off at the top will be detrimental to business deliveries and flow of traffic through the village. I believe that it will lead to people going up Bridge Hill to turn around and there will then be the same issue with cross flow accidents at the bottom. The main issue is the speed at which people approach the junction so perhaps a speed bump on low road before Bridge Hill junction?

I also suggest that the zebra crossing needs moving to Low Road. It's in an awful place with vehicles coming from Station Lane and Bridge Hill having to abruptly stop to let pedestrians cross the amount of near misses I've encountered whilst crossing. I suggest it is moved to before Forge Lane which would then slow down traffic for people exiting Bridge Hill. Or at least moved further up Low Road away from the Station Road turning.

I am a resident in Oughtibridge (Church Street) and just wanted to propose an alternative to closing the top of Bridge Hill, that I believe would help to reduce the number of accidents.

Firstly, I believe closure of Bridge Hill is not viable for several reasons (most of which I'm sure have already been put to you): it would be near impossible for lorries to make deliveries to shops and businesses, the road is too narrow for two lanes of traffic, and the reduction in parking spaces will be difficult (particularly for elderly residents who already have to cope with a steep incline to the post office since it moved from Bridge Hill).

Instead, I would propose installing speed bumps on Orchard Street, just before the junction with Bridge Hill/Station Lane. This would need to be the type of speed bump covering the entire width of the road (not the island type speed bumps, as 4x4s and motorbikes can continue over/through these at normal speed usually). This would force traffic to slow before the junction, giving drivers waiting to come out of the junction more time to notice other vehicles, and also slowing drivers on Orchard Street before the zebra crossing, giving them more time to notice any pedestrians. I believe this would be a more effective traffic calming measure than closing Bridge Hill and also less disruptive.

I also believe it would be beneficial to move the zebra crossing 5/10 metres further away from the junction, as I have seen many school children cross it thinking it's a safe place to cross, but many cars don't stop (particularly those pulling out of the junction, as their attention is for cars coming from Orchard Street).

I would like my suggestions to remain anonymous, but would be interested to hear if my proposal has been made before, and if yes why it was not considered suitable.

I am a resident of Oughtibridge and feel very strong about the proposed alterations. Have you thought about the people who live on the road where you are putting restrictions for parking? Where do they park their cars when they are at home for the day or return home from work and it isn't within the timescale for them to park? As access to the shops will be from the bottom of Bridge Hill I feel that it will make the junction worse especially when the pub is having deliveries. Wouldn't it be much simpler to put traffic lights at the junction leaving everything as it is now?

Or perhaps a 20 speed limit with a traffic camera.

The more cynical residents are saying that the decision has been made and you are just paying lip service to us I really hope for the future of Oughtibridge that this isn't the case and you will listen to local residents and shop owners.

I wonder if any consideration has been given to the businesses on Bridge Hill who rely on passing trade. I believe that blocking off the top of Bridge Hill will cause them to lose business.

I also feel that no consideration whatsoever has been given to the residential properties opposite the bus stop.

If any restriction is placed on parking in front of our properties it will certainly reduce their value. I live directly opposite the bus stop at number 10A. Are we expected to get up to move our cars during this period of "peak waiting restriction time". If so apart from being unreasonable – where are we supposed to park until this restriction time passes? There is little enough parking as it is in the village without putting further pressure on residents on this small section of road to find somewhere else. As an elderly resident I rely on my car being outside my house. This is likely to cause undue stress and mobility issues as I get older.

Surely the most effective plan to ensure smooth traffic flow is to create a pull-in for the bus stop. There is plenty of room at the bus stop to make such a change. I understand that this has been deemed too expensive. Why not cut back on "landscaping" to save money. Or move the bus stop.

Are you going to compensate us for the loss of value to the properties on Langsett

Road North as a result of these changes?

It seems to me that we are being "punished" for the stupidity of a few incompetent selfish drivers who cannot obey the rules of the road.

If the pedestrian crossing is left where it is now, it is still too close to the junction – the danger is from cars coming down Station Lane across the bridge and turning left. You come round the corner and the crossing is immediately there. This is not safe – it needs to be moved further along the road. Even if it is on the other side of the bus stop on Low Road it would be much safer.

It seems to me that corners are being cut for the sake of keeping the cost down to the bare minimum.

Please accept this email as objection to the proposed road closure at Oughtibridge, Bridge Hill.

I do not believe that the proposed changes will lead to an improvement in road safety at this junction for the following reasons:-

- it will cause more problems than it solves and move the problem to another place in the village
- the scheme fails to take notice of the increased traffic that will enter Oughtibridge from the new developments at the former paper mill in Wharncliffe Side and the Deepcar development
- if restricted parking is implemented on Langsett Road North this will cause residents to be resentful as there is no alternative
- will cause problems when calling to pick up prescriptions at the Chemist
- parking is always problematic at the shops - don't make it worse
- today on a light traffic morning one bus picking up on Langsett Road North caused traffic to back up
- other schemes should be looked at - this one just seems the cheapest

Look forward to hearing from you

I am writing this email to object to the plans to close Bridge Hill in Oughtibridge Sheffield.

While I understand that the junction at the bottom of Bridge Hill on the junction with Orchard Street and Station Lane has had a number of accidents over the past few years I do not believe that the plans put forward are a viable and sensible way to solve the issue.

I certainly do not have any skills in planning and roads, but I use that road and the village of Oughtibridge and the more I think about the plan the more absurd it seems.

- It will mean the loss of parking spaces which will have a massive impact on the village as it will be impossible to park. These shops, restaurants and pubs are an important part of the village and village life that too often are being eroded.
- Making Bridge Hill a 2 way road which it would have to be will mean that you may lower the number of cars accessing the road but it will mean that they are using the junction from both ways which surely increases the risk of accidents.
- Will the Bridge Hill continue to be gridded as a cul-de-sac? And if not how will residents and anyone trying to access the pub car park or chemist do that safely?
- The congestion on Church Street and Langsett Road north will increase massively on what is already a busy junction.
- How are people going to cross from the bus stop on Langsett Road North with the continual flow of traffic that this will create?
- If Bridge Hill is a cul-de-sac it will increase the possibility of youths "hanging around" the area causing a nuisance to residents (I have seen this happen in another area)

These are a list of just a few of the problems I foresee if these changes take place. I wonder if anyone who has decided on the plan has even been to the road and village or has it been decided up on a map?

I believe the best solution for the safety of people using the road is to slow down the speed at which people come down Orchard Street using sleeping policemen so that cyclists and motorbikes take more care up to the junction, making the bottom of Bridge Hill a Stop and slowing the junction with another sleeping policeman and finally putting a ramp under the zebra crossing on the start of Low Road so that drivers slow down before that.

I have emailed as many people as I can about my objections because I feel so strongly about what is proposed. I hope that councillors and planning do listen to the people of Oughtibridge regarding this plan and consider other options because it is important to us and really matters.

I am a resident of Chestnut Court in Oughtibridge (very close to the proposed changes) and I'm writing to say that I support the proposed changes to the roads however I believe that along with those changes, the zebra crossing should also be moved further along towards the bus shelter. On many occasions I have been crossing at the zebra and cars come down the hill, past the park and round the corner and don't see the zebra crossing until the very last minute. It is in a very dangerous place to cross the road. You are basically taking a risk every time you use it.

If you observe the crossing for just 10 minutes, you will see how many people miss that it is there.

Please consider this change also in your plans.

I would like to oppose the proposed changes at Oughtibridge for the following reasons.

The closure of the road at the top of Bridge Hill would disrupt heavy goods vehicles delivering to shops and the public house, they would have to enter and leave Bridge Hill from the bottom of Bridge Hill, there is no way that heavy goods vehicles and even large delivery vans will be able to turn around on Bridge Hill so they would have to reverse in or out of the bottom junction, this would be a dangerous manoeuvre and hold up traffic.

The changes would disrupt local businesses and residents with access and parking and would cause queuing along Langsett Road and Church Street when traffic is waiting to turn right at the junction by the old White Hart pub to go down Orchard Street towards Low Road and Station Lane.

The problem with the junction which requires alteration is that the pedestrian crossing is too close to the junction, when a vehicle is wanting to turn right from Bridge Hill into Low Road the position of the vehicle is usually at an angle to the junction, the driver has to look over their left shoulder to see if the road is clear from traffic coming down Orchard Street, out of Forge Lane and Station Lane, they also have to see if the pedestrian crossing is clear as they are almost on top of it, also as their vehicle is at an angle to the junction part of their view is blocked off by the door pillar and the passenger seat headrest in their vehicle.

Vehicles also turning out of Station Lane have to look four ways before proceeding into Low Road, they have to watch for traffic coming from Orchard Street, Forge Lane, Bridge Street and the pedestrian crossing which again is directly in front of them when they turn.

In my view the pedestrian crossing wants moving as near as possible towards the bus stop, this would be about 3 - 4 car lengths away from the junction, it should then have pedestrian controlled traffic lights. At present some pedestrians will walk

straight out onto the present crossing without looking for traffic, this causes traffic to pull up quickly and can cause accidents. If there were traffic lights at this crossing it would be safer for pedestrians and drivers would be more aware of the crossing as they would be able to see the traffic lights more clearly and be able to stop when required. When the traffic is stopped at the pedestrian crossing vehicles travelling from Bridge Hill to Station Lane would still be able to cross Low Road if the junction is left clear.

I don't think there is any problem with vehicles going from the bottom of Bridge Hill to Station Lane as the drivers doing this are positioned straight at the junction and can see more clearly for vehicles coming from the left down Orchard Street and off Forge lane.

The stopping of vehicle turning right out of Bridge Hill onto Low road would be a good idea however heavy goods vehicles which have been delivering to local shops and the pub would still have to be able to turn right as there are restrictions on the road going above Station Lane.

Hope my views are of use to you when making the final decision on the changes to the junction. I do have a great deal of experience when driving, although I am retired now I used to travel around 30,000 business miles a year when working and I also have experience of driving heavy goods vehicles as I held a class 1 HGV licence for over 40 years. I have lived in the area of Oughtibridge all my life.

Dear Sir or Madam, in response to the letter informing me of the proposed changes I would like to offer my thoughts on the plans. I for one wholly disagree with the changes that have been suggested as I think that it would have a detrimental effect on the small businesses presently housed on Bridge Hill-we need to be supporting these to thrive as they bring energy and provide a service not only to the community of Oughtibridge but also from the wider local area-the changes would cut a lot of their business off.

I noticed on the plan that cars will still be able to access Bridge hill and that a turning area is to be provided but I can't see what sense there is in that strategy as the cars will still go back down Bridge Hill and onto the junction you're aiming to make safe ! I think the settling up a system of traffic lights to manage the flow of traffic would be a better way of ensuring safety-also moving the Zebra crossing as this is a massive contributor to some of the accidents-it's not safe having a crossing so very close to such a busy crossroad-making the view clearer of cars approaching from Langsett Road North would improve the junction dramatically too.

I appreciate that something needs to be done to improve safety but I do believe that a re-think of the damage the proposed suggestions would have on the local business needs to be thought through and addressed-there are alternatives that could be put in place.

I would fully support the proposed solution. As a frequent user during rush hour coming from Middlewood to Grenoside I already usually follow the proposed route due to the delays at the bottom of Bridge Hill caused by poor visibility to the left, the speed of vehicles descending the hill to the junction, (bicycles on the inside of this traffic being particularly hard to see) and delays caused by the vehicles exiting Forge Lane delaying traffic movement across the junction.

It is infinitely easier to smoothly join the stream of traffic from Langsett Road North as they slow for the left hand downhill turn into Orchard Street and then turn left up Station Lane with little delay to traffic behind me.

Without a regular stream of traffic coming down Bridge Hill having to assess if those vehicles are turning right or going straight ahead it should also make it a bit easier for pedestrians to use the zebra crossing.

I received a proposal of changes to the traffic flow in Oughtibridge to reduce accidents.

I am unable to attend the exhibition on Thursday 14th March but would like to register my opposition to the proposed plan.

I feel a better option would be to leave traffic flowing as present, but reduce speed limits to 20mph throughout the village, add in some speed bumps down Orchard Street and Bridge Hill. Make the junction at the bottom of Bridge Hill a Stop rather than Give Way.

I'd like it to be at least considered as an alternative, hopefully a cheaper option and leave more available parking for the centre of the village.

I also think the 50mph limit from Wharncliffe Side to Oughtibridge should be reduced to a maximum of 40mph.

the changes to this junction is a step in the right direction and will be most welcome as long as drivers comply to them

I am emailing today to say I feel the blocking of the top of bridge hill would be a terrible idea and detrimental to not just the people who live there, but the entire village of Oughtibridge. Unfortunately I am not able to attend the meeting on the fourteenth of March. I believe the best course of action would be speed bumps or traffic lights at the junction. I live on Bridge Hill and feel that the blocking of the top of the road would lead to sever traffic, as HGVs would have nowhere to turn around when they do deliveries to the pub and shops. There would also be nowhere to park in snowy conditions. Cars would struggle to get up the hill. The plans would limit parking in the village, which is already hard to find. Please take these points into consideration

I don't support the closure of Bridge Hill In Oughtibridge, or the double yellow lines on Langsett Road North. This will create major tailbacks preventing ingress or egress to Birch House Avenue at peak periods, already very difficult for motorists and pedestrians on the two way traffic flow. Closure will be detrimental to businesses and residents on Bridge Hill.

Allowing traffic from Station Lane to cross Low Road up to Bridge Hill is increasing traffic problems on Bridge Hill and still a danger of hitting the speeding cyclists coming down Orchard Street (being the reverse of traffic emerging from Bridge Hill) Cyclists speed down Orchard Street and motorists don't have a chance of seeing them sometimes. Vehicles turn right at the bottom of Station Lane short cutting onto Forge Lane, this needs prohibiting and enforcement action taken against offenders. Suggestions;

*Do not close Bridge Hill - make it a Right turn only on to Low Road at the bottom

*Prevent vehicles turning right from Station Lane onto Forge Lane - an illegal turn

*Move the zebra crossing onto Orchard Street above Forge Lane - current siting has caused accidents with cars having to brake sharply when turning left from Station Lane onto Low Road, there is a blind spot in vehicles when making this left turn.

*If you won't move the zebra crossing, put a couple of speed humps on Orchard Street immediately before Forge Lane.

Regarding the proposed alterations to the Bridge Hill Oughtibridge, my concern is not with the alterations. But to the knock on affect it will have on some of the surrounding roads.

I know a number of people who have already said they will start to use Cowards Drive, Birkswood Drive and Birch House Avenue as a "rat run "to avoid the new lay out. This "rat run "is already problematic and I have contact the council regarding this on number occasion. Coward Drive leads into Alford Avenue which has the main access to Oughtibridge school. There are already issues with poor parking during school run/rush hour times which have resulted in a number or near misses! I think at the very least a 20 mph speed limit should be enforced on all the above named roads, even better would be speed bumps. Both were placed on Clough Grove a few years ago which is neither a rat run or near the school!!.

Also as the "rat run" will include traffic heading down Birch House Avenue I think something ought to be done with the corner of this with Birch Grove where vision is very poor due to large bushes been placed in a garden on this corner. A number of accidents have also occurred here, thankfully only damage to cars and probably not reported but this could change as the traffic increases.

Thinks 80% of traffic using Bridge Hill comes form Church Street.

Thinks speeds on Orchard Street is an issue.

Ditto speed on approach to Orchard Street (impact on turning traffic)

Thinks visibility north on alternative route into LRN is too poor and should be improved, says visibility is much less here than at Bridge Hill/Orchard Street.

Thinks bus stop on LRN causes problems and that this should be moved especially considering how much extra traffic would be using LRN.

Regular commuter, 19yrs, can only comment on what happens at peak times.

Queue regularly fills Bridge Hill which makes people on Church Street turn left and follow loop round.

As a resident of Oughtibridge, on Clough Grove for over 15 years I have been well aware of the issue at hand, from irresponsible parking around this area, discourteous drivers and I believe a pedestrian crossing in the wrong place!

I am in receipt of your latest proposal dated 7th March 2019 and I'm afraid I am against the proposal for the following reasons:

I believe the proposal is complex, expensive and would just move the potential for accidents from the Bridge Hill / Orchard Street junction to the Station Lane/ Orchard Street junction by allowing traffic from Station Lane to cross over the junction to Bridge Hill and vice versa !

I am in favour of the proposal championed by local resident Terry Barrow and a majority of residents in an earlier survey as follows:

Make it right turn only at the bottom of Bridge Hill, by raising kerbs and by increased appropriate signage.

Move the location of the current Pedestrian Crossing on Low Road,(that I believe is a major contributing factor to recent accidents)

to Orchard Street above the junction of Forge lane. By moving the crossing to this location traffic coming down Orchard Street from Langsett Road North will, I believe slow the entry to Orchard Street and with

it being only right turn at the bottom of Bridge Hill would avoid the propensity for collisions, also with the new location it would avoid the current other issue of Buses sometimes queuing back to the crossing.

Hopefully this alternative proposal will receive deserved consideration in an attempt to resolve this very important situation.

I am writing this e-mail regarding the proposed alterations to bridge hill. My name is [REDACTED] and live at [REDACTED]. I don't know who has thought this scheme up but I feel they have overlooked many major concerns regarding the residents who this will affect and also the shops and local businesses. I have lived here at the above address for 20 years and my parents 15 years, me and my wife use this junction nearly every day and we can both honestly say we have never had any incidents. I agree something needs to be done but the proposed scheme is absolutely absurd and here are my reasons why

It will cause horrific traffic jams up church street and along Langsett road (has any body monitored the flow of traffic before this scheme was proposed ??)

Local shops will be affected in an already difficult climate

Residents who have parked outside there homes all there life will not have that facility, is this fair? Devaluation of there property

How do you expect a large vehicle as in the delivery Lorry to the pub to turn around in the so called turning area

Do people turnaround then reverse up the hill to park and then go to the shops?

Do they park first and then reverse down the hill to turnaround?

How do you expect this to work, surely the turnaround should be located at the top. I've never seen a turnaround/ hammerhead located at the entry to a road?

You will then get large vehicles reversing onto the main road, dangerous to say the least.

This scheme seems to have been rushed thru without any consultation to the people whose lives it will affect most.

All your communication as been with one person Mrs Terry Barrow who has only ever given her side of the story which I think is unfair and all your resolutions have been based on her points of view.

Bridge Hill Oughtibridge Junction Modifications

Because you are proposing 2 way traffic on Bridge Hill, in my opinion you must restrict the access & egress to this road

1) At the bottom of Station Lane coming over the bridge from the park an Island ensuring

(forcing) traffic can only turn left, and not cross straight over to Bridge Hill

2) Access onto Bridge Hill should be by a slip road from Orchard Street, again with an island that ensures any traffic coming down Bridge Hill MUST turn Right, and cannot go straight across to Station Lane.

3) As all traffic wanting to go up Station Lane must go around the One-Way system and down Orchard Street a set of traffic lights regulating traffic from Wharnccliffe Side, should be installed to allow traffic from Langsett Road South turning right onto Orchard Street doesn't back-up.

As a resident of Oughtibridge we have received through the post details of your proposal to help address the accidents at the junctions of Orchard St, Bridge Hill and Station Lane.

I would like to confirm my support of the road closure, but I wholeheartedly disagree with the FAQ comment with regards to the Zebra Crossing. The concerns are not typical and this crossing is simply too close to the junction of Station Lane. With this being a very busy one-way, drivers only look one way, for a gap in traffic before leaving (at pace, at peak times) Station Lane on to Low Road. As they only have to look one way, they frequently do not notice pedestrians at/using the crossing. I use the crossing regularly and have nearly been hit on more than one occasion. This is a regular route for children walking to/from school and I fear it is only a matter of time before something tragic happens. I should highlight that I now see people

avoiding the zebra crossing, purposefully opting instead the cross by Forge Lane. I would question whether the bus lay-by needs to be the length it is; whether it and the crossing could be moved a little south along Low Road; or if the crossing could be on Orchard St at the north side of Forge Lane. I feel you are undertaking safety for improvements, but only addressing part of the problem.

We feel the response was not as open to options as we would have hoped and was dismissive of our concerns and suggestions almost to the point that it felt in part that the council's mind is already made up.

We are very disappointed to only just learn that the right-hand turn option has been dismissed despite meeting with the 'local resident', we feel that this could have been communicated better. Your preferred option is apparently on that was dismissed as unworkable some time ago i.e blocking the top of Bridge Hill, and changes due to the resulting knock-on effects. Can you elaborate please as to what has changed that now makes this option more viable to you?

That notwithstanding, we want to remain positive in that it allows us to suggest other workable solutions that the council may not have already decided against.

We feel you failed to address the point raised that large vehicles would be unable to turn on Bridge Hill; that the turning area for them would potentially need to incorporate space that the council does not own and that the street is too narrow to safely and comfortably contain 2-way traffic, a line of parked vehicles and turning delivery lorries, which would also spill traffic problems onto Low Road/Orchard Street and beyond.

With regards to parking, you suggest that the addition of two or three spaces on Bridge Hill (currently the double yellow part and extended kerb) will mitigate the overall reduction of spaces at peak times in the village. Obviously, we disagree with this premise, not just for the negative impact on local businesses but for the inconvenience of residents who will not be able to park outside their houses. You also failed to address our concerns about the negative impact on property prices and the inconvenience to residents who live on Langsett Road North and Bridge Hill. Could you please explain how these propositions were arrived at, and what considerations the council took with regards to these specific concerns?

One additional that you propose, which we do support, is that you now also suggest an extension of the 30mph limit beyond the bend after Cockshutts Lane, going out of town, so that the limit covers all of Oughtibridge. Indeed, we would go further and suggest that any 50mph zone left between Oughtibridge and Wharncliffe side is reduced to 40mph so that there is no speed up going between the villages, and that the entirety of the one-way system in Oughtibridge be reduced to 20mph.

That brings me to other positive suggestions. We still of course are in total objection to closing Bridge Hill at any end, but have the following suggestions:

1. Reduce the speed limit on the 1-way system to 20mph
2. Reduce the 50mph limit between Oughtibridge and Wharncliffe Side to 40mph
3. Introduce Speed Humps to Orchard Street
4. Zebra Crossing on Low Road changed to a Pelican Crossing

We believe that these would make positive changes to the roads in the village that will make significant improvements to road safety without the drastic changes that you propose.

We too look forward to meeting you at the consultation the 14th March and look forward to your reply regarding the outstanding points that remain unanswered.

With reference to the proposed closure of Bridge Hill, to succeed it needs a concerted effort and input by all who are affected in various ways.

These are a few of my thoughts:-

In the above letter - more traffic using Langsett rd south - bridge hill and orchard street - waiting restrictions on L Rd North because of bus stop position - option bus lay-by... second option for bus lay-by opposite parade of shops incl July Bradbury. Parking needed near shops.

Double yellow as is shown on plan to Cockshutts lane? Or as far as necessary to give proper view of southbound traffic from end of one way.

On corner sight leaving from north end one way restricted by parked cars approaching corner to orchard street. Double yellows needed to improve view but traffic going south tends to take it quickly.

Cars to houses on east side approaching and just after corner will start using Cockshutts lane. Will parking areas be marked.

Keeping parking opposite L Rd North bus stop will help.

The 2011 census indicates

Older than average and younger than average uk population - greater than average poor health - Topography suggests ill and elderly need shops and particularly pharmacy. - on last road marking lay-by outside pharmacy given double yellow lines where there were previously none.

NO parking outside the three shops will deplete locals access to much needed facilities and the road turned into a private access road just for the benefit the pub car park customers - that is not equitable!

I would suggest that a temporary closure of top of bridge hill as a test for several months will help and see how the situation is improved rather than spending the money now in paving across.

Why is traffic heavier going down church street? Cars emerging from Church Close have to emerge to almost the middle of the road before one can see through traffic going up or down, would at least temporary parking immediately next to junction help?

Why is the extent of double yellows opposite the junction of Cockshutts not shown? Is it necessary to lose all parking there?

This will have a knock on effect and therefore residents will then park on other flat areas in the village.

Also, please do note that not all traffic accidents in recent years at this junction have involved a motorbike/cycle.

I was waiting to cross the zebra crossing after a driver had stopped to allow me to cross. The driver behind then crashed into the stationary driver, therefore causing the car to edge forward, nearly hitting me on this crossing. This happened 2 years ago. Also a year ago, a female local resident was knocked over on this crossing to, ending up in hospital to get checked over. Therefore, this crossing needs to be moved.

I'll look forward to hearing from you and hope that you will listen to all the facts presented to you at the consultation on the 14th March, at the Zion in Oughtibridge.

Just something to add to my previous email. This is a serious question and I would like an answer.

Are these the same officials that designed the road junction at the base of bridge hill as it is now (with all the expense involved)', the same as those who designed this new scheme?'

I'll look forward to hearing from you.

I think this and the consultation may be too late and the council have already made up their minds as surveyors were here today! However, here are my suggestions that I believe will suit most parties.

1. Make Low Road 20MPH

2. At btm of Church Street new signage- left for Grenoside (HGV ROUTE to City Centre) and across for City Centre Only (No HGV).

3. Turn right arrows on road down Bridge hill, extend kerb on left approx 1 meter add sign for City Centre on top of this extension. This should give adequate instructions and also vision of traffic coming from left.

3. Extend kerb at the end of Forge Lane over red marked road and put light controlled crossing from that kerb towards public house kerb. This will greatly assist pedestrians when the 700 or so houses are completed up the valley.

4. Move the existing crossing to after the bus stop, away from the corner.

5. Leave it as it is but install 5 way traffic lights with pedestrian crossings on each road.

Thank you for suppling information regarding the proposal for road and traffic alterations on Langsett Road North.

Whilst I appreciate you have to act in order to reduce accidents that are caused by incompetent drivers I do feel strongly about the effect it will have on my property.

I live on Langsett Road North and use the parking facility outside my house to park my car. The insurance information that I have provided to my broker states that my car will parked outside my house, your new proposal will mean my car will not be parked there this increasing my insurance and also the risk of damage elsewhere. When the gas leak happened and the company responsible dug up the road for 6 weeks due to them going through the wrong pipe I had to park my car elsewhere. I had my car window smashed so you can see the hesitation that I have parking it elsewhere.

I have a company van for when I am on call and I have assured my company of work that this van will be parked outside my house, with your new proposal this will not be the case?

Have you not thought of any other ideas to limit accidents for example moving the zebra crossing further down the road on Low Road so that vehicles coming down Station Road aren't instantly breaking or driving through a zebra crossing when people are trying to cross.

I understand the need to act however this does effect the home owners on Langsett North Road and the value to their properties. The constant traffic outside my house of vehicles trying to get back to the one way system will have a negative look on the property.

As an Oughtibridge resident of many years I wish to comment on the proposed alterations to Bridge Hill.

The existing junction of Bridge Hill with Orchard Street, Low Road and Station Lane is a difficult one to negotiate. It is further complicated by the traffic emerging from Forge Lane and the nearby pedestrian crossing.

Having to check in many directions when exiting Bridge Hill must be a key factor in the cause of so many accidents at this location – all involving traffic emerging from Bridge Hill. Most of the victims were cyclists or motorcyclists coming down Orchard Street.

Visibility up Orchard Street from Bridge Hill is very poor and motorists are distracted by checking the traffic movements from the other directions.

The two key factors of this hazard must be the visibility and the speed of traffic.

The City Council proposal is to close Bridge Hill at the top. Whilst this will undoubtedly greatly reduce the amount of traffic on Bridge Hill, it will also further complicate the bridge Hill bottom junction by making Bridge Hill two-way without addressing the two key factors.

I would have thought that the first steps would be to improve the visibility up Orchard

Street from Bridge Hill and introduce some form of traffic calming measures to reduce speeds. This may require alterations to the parking lane along Orchard Street to facilitate it. These measures in themselves may be sufficient to alleviate the hazard without altering Bridge Hill and inconveniencing residents and shoppers. However, if this cannot be done or is unsuccessful, then the only sure way of negating the hazardous junction is to close Bridge Hill at the bottom. This would mean entering and exiting Bridge Hill at the top.

Again, the present visibility is very poor for vehicles exiting Bridge Hill. However, there is an abundance of council land opposite this junction to allow it to be moved and the road re-aligned to provide the necessary visibility.

At the same time, it would be very beneficial to construct a pull-in for the bus stop to maintain traffic flow.

I am unable to attend your Public Exhibition on 14th March due to other commitments ... hospital appointment.

I can't see how your plan of giving vehicles the option to turn into Bridge Hill ... either turning right from Orchard Street or across from Station Lane ... fundamentally changes what is current ... nor, in my opinion, will not see any reduction in the confusion that leads to the accidents.

To avoid or minimise the confusion, surely, you must stop vehicles entering Bridge Hill from the bottom. Allowing vehicles to enter into Bridge Hill from the top, from Langsett Road South / Church Street will still give access to the pub and businesses ... and Bridge Hill should be re-configured to 'force' vehicles to exit Bridge Hill only by turning right onto Low Road. This junction must be a Stop Junction enabling other traffic to have the priority ... those vehicles arriving along Orchard Street will have the natural priority ... those turning left from Station Lane onto Low Road would have to Give Way.

The siting of the Zebra Crossing MUST be moved further away from the junction ... and controlled, as described, by using 'fencing' at the junction to 'force' pedestrians to walk to the revisited Zebra Crossing. Can this crossing be made into one controlled by lights ?

I would also add that the 'Overrun area' at the end of Forge Lane be removed to stop the idiots who believe they are 'safe' to Turn Right from Station Lane into Forge Lane without having to adhere to the one-way system. Whilst only a few idiots do this, it does happen and, whilst changes are being made, they should be stopped.

The No Entry signs are not enough to enforce this ... and do Not work.

Similarly the bottom of Bridge Hill should be re-configured to stop the same, or a different set of, idiots from crossing the junction directly into Forge Lane ... especially when they have been to the Pub.

Whilst it will be a nuisance to those persons living in the houses on Langsett Road North, near to the Orchard Street junction, it is essential that the proposed double yellow lines extend as far as the bottom of Cockshutts Lane on both sides of the road ... this will give the necessary clear view essential to traffic flow. Is it possible that a parking bay be constructed for these residents?

I trust these comments will be seen as constructive. I would be happy to clarify any points and would be happy to talk them through. Please contact me initially to my e-mail address.

I am writing regarding the proposed closure of Bridge Hill at Oughtibridge.

I think by closing Bridge Hill the problem won't be resolved , there will be more accidents as large lorries are going to be turning at bottom of Bridge Hill for access and right to get on the one way near Lulu Makes.

The accidents have been caused by the poor siting of the crossing , before the

crossing there was no accidents. This should be moved away from the junction. Putting the crossing here without consultation has caused the problem we have now. As far as I am concerned the following should be implemented.

- 1) Reduction of speed limit (50) coming into Oughtibridge from Wharnccliffe Side . And then reduced to 20.
- 2) Warning signs when entering Oughtibridge.
- 3) Speed bumps on Orchard St
- 4) Stop sign bottom of Bridge Hill

At a push right turn only bottom of Bridge Hill.

No thought or consideration has been given to the proposal of closing Bridge Hill with regard to businesses , and residents who park on the one way system.

Surely a consultation is to listen to the residents of Oughtibridge and not to implement something that is against what the majority want . Just moving one problem to create another is not the answer .

Another tree fiasco needs to be avoided .

Yes the junction is dangerous but there are other proposals that could be used to remedy this .

The majority of residents believe the crossing wants moving but I doubt that anyone from the Council will hold there hand up and say yes it is in a stupid place .

We totally oppose the proposed plan for Oughtibridge, it will kill the heart of the village closing Bridge Hill and all the parking taken away from people's houses is not only unacceptable it's avoidable by using other measures.

The speed of traffic needs to be addressed 20mph down Orchard Street moving the zebra crossing to the bottom of Orchard Street and making it a pelican crossing would make the flow of traffic down Bridge Hill at peak times easier it would also be safer for children to cross at this point. Children coming down Station Lane would be able to cross higher up in safety and then cross at the new pelican.

When the new housing estates at Deepcar and the Old Paper Mill at Oughtibridge are built Orchard Street will receive a greater volume of traffic than ever before and the increase you propose will just add to the carbon footprint, we think your plan will just move the problem from the bottom of Orchard Street to the top.

Traffic driving down Orchard Street is far too fast and needs to be slowed down, another solution we think would solve the problem is traffic lights at the bottom of Orchard Street, Station Lane, Bridge Hill.

I email in reference to the above proposed road changes (2078/PC) I would like to log an objection to the proposed scheme, details of which were distributed to houses within the village of Oughtibridge via the letter dated 7/3/19.

The proposed plans will adversely affect the village by reducing parking for numerous residents, some of whom are disabled and will restrict parking for passing trade and those using the village amenities.

Closing Bridge Hill at the top will not ease the issues at the junction with Orchard St, Forge Lane, Station Lane Low Road but simply create congestion through the main arteries to and from Sheffield at peak times. Congestion creates frustration and frustration causes poor judgement. Closing Bridge Hill will simply move the problem to the new proposed junction of Langsett Rd North & Orchard Street.

I am in favour of a RIGHT ONLY turn from Bridge Hill to Low Road but am hearing that this has already been dismissed as an option prior to the Public Consultation!?

Other solutions will no doubt be submitted as feelings run very high in the local community regarding this issue and many of which I have read on social media make far more sense than the option that has been proposed!

As a born and bred Oughtibridge resident I sincerely hope the village will be listed

<p>to, as it is us who live here, who know and use these roads on a daily basis, and therefore should have a full say in how and what changes are implemented</p>
<p>I have attended the consultation meeting today in Oughtibridge and read several discussions about the proposed changes to the Bridge Hill / Station Lane junction. I live in Oughtibridge and cycle across the junction from Bridge Hill to Station Lane every day, in order to gain access to the path in Beely woods.</p> <p>Please can I add the following points:</p> <ol style="list-style-type: none"> 1. it was clarified to me by a council representative that if Bridge Hill is closed by planters, cyclists will be allowed to pass through that area and go down Bridge Hill. I think this is required as it would be extremely difficult for cyclists to negotiate the junction at the White Hart (Langsett Road N / Orchard St). If this is the case in the final plans (i.e. cyclists can pass through to bridge hill but motorised vehicles cannot), could there be clear signposts explaining this to motorists? 2. I would like to see an extension of the 30mph speed restrictions towards Wharncliffe side, and speed humps on Orchard Street as cars enter the one way system from Wharncliffe side. I have heard comments after the meeting that speed humps cannot be added to an A road. In which case, I think a speed camera needs to be installed at the corner before Oughtibridge. 3. There should be clear signs before the bend on Orchard Street warning drivers of the junction and crossing. 3. The zebra crossing is heavily used by school children and is extremely unsafe. It should be converted to a pelican crossing and preferably moved to the forge lane side of the junction. <p>If these proposals are felt to be too expensive, could the developers building new housing complexes at Oughtibridge mill be required to contribute to the costs, as these developments will significantly increase traffic through that area? It does not seem fair that a pelican crossing and speed camera is in place at Wharncliffe side and not in Oughtibridge. Surely the footfall across the Oughtibridge crossing is greater?</p>
<p>In favour of the scheme.</p>
<p>Dangerous crossing no Low Road. Chaos on Langsett Road North due to extra traffic (queues, blocking) Idiot drivers are the problem, needs CCTV enforcement. Extra traffic from development will make it harder to RT from LRN into Orchard Street.</p>
<p>From talking to people a 20mph speed limit is the most popular idea. Speed humps or camera would also help keep speed down improve safety. From a pedestrians perspective it is intimidating with a 30mph speed limit on the one way system children use crossings to go to and from school and the park, as well as using the shops.</p>
<p>Consider a mini roundabout at the bottom of bridge hill. Parking for residents and shoppers important. Move the crossing on Low Road to the bus stop.</p>
<p>. I feel the changes should not be made. 2. The increased traffic would restrict parking on Langsett Road South between the Travellers Rest and the village shops and have an adverse affect on these. 3. If the scheme is deemed necessary cars and traffic should be allowed to enter Bridge Hill to turn right only. 4. Most of the accidents are caused by cars or vans parking on the pavement outside the Cock Inn or on Orchard Lane blocking the view to all road users be they</p>

<p>cyclists, pedestrians, or drivers.</p> <p>5. often cars coming from Forge Lane assume they have right of way as this is the minor road I feel the current giveaway signs be replaced by a STOP sign there.</p> <p>6. The scheme is being introduced to accommodate cyclists who while have an equal entitlement to the road as other users they are a small minority of road users.</p> <p>7. The zebra crossing is in the wrong place and should be re-sited beyond the bus stop and barriers erected to prevent people crossing before then.</p>
<p>Pub access/turning circle doesn't see large enough.</p> <p>Move the zebra crossing towards the bus stop. Easier for traffic turning from Station Lane to see us.</p> <p>What happens when 350 houses at the old tissue factory and 400 at Deepcar – all these cars come down through Oughtibridge.</p>
<p>I think closing Bridge Hill will just move the accident trouble spot to the top of Orchard Street and Langsett Road North. Your better to stop traffic going straight over onto Station Lane. Making all the traffic go around the old White Heart pub will just make that junction far worse than it already is. The junction at the top of Orchard Street is bad enough as it is without all traffic going around that junction.</p>
<p>Think zebra crossing should be moved nearer to the bus stop as where it is now can cause a bottle neck and cars have to break suddenly behind the vehicle that has stopped for people crossing as they turn on to the road from the bridge. It doesn't feel safe. Shutting off Bridge Hill could move problems with people having to turn round on the road. Maybe no straight ahead to the bridge. As the accidents have mainly involved bikes should THINK! Bike signs be put up. Appreciate it is a difficult problem.</p>
<p>Why not create a bus pull in and keep the parking spaces open – or in front of western green.</p>
<p>I object to the closure of Bridge Hill.</p> <p>If the junction at Langsett North/Orchard Street 'White Hart' end of the village was close by a Road Accident, Gas or Water Leak etc then Big Trouble!</p> <ul style="list-style-type: none"> * This section of Langsett Road North and South is a One-Way System * Emergency vehicles * The red Super tram Bus * The 57 Bus from Sheffield-Stocksbridge <p>A Bus Lay-by is needed to prevent blocking of the Road at the Millennium Gardens Bus Stop Langsett Road South. If the Road is blocked here there will be no turning point for large vehicles in any case.</p> <p>Remember there are hundreds of houses being built on this route, this road will get busier.</p> <p>Bridge Hill is important to Oughtibridge; it's a way via Station Lane to Grenoside and also Via Forge Hill to Hillsborough and to Sheffield. In the proposed closure and in an emergency it would be chaos.</p> <p>As a resident in Oughtibridge of over 30years I think the best solution to the problem is Traffic Lights at the bottom of Orchard Street and Bridge Hill and Station Lane. This would also solve the problem with the pedestrian crossing on Low Road/Forge Hill.</p>
<p>Level crossing – moved further along Low Road and railings from the bridge on Station Lane to the new site of the level crossing. Thus preventing pedestrians from taking shortcuts.</p> <p>Where will the householders park if there is restricted parking in place? Are you providing a parking area? e.g. across the road in the garden area.</p>

<p>1. Against the closure. 2. Parking restrictions will increase speed. 3. Traffic calming on Orchard Street. 4. Moving crossing or another crossing on Orchard Street. 5. Stop sign on Bridge Hill.</p>
<p>1. Move the zebra further down the road. 2. Traffic calming on Low Road. 3. Pinch point at junction of Orchard Street. 4. Shut off bottom of Bridge Hill.</p>
<p>I object to the proposed alterations to the bottom of Cock Hill. Vehicle access in and out of Cock Hill. I object to proposed double yellow line and parking restrictions on Langsett Road North. Can the railing/fence be removed off the bridge?</p>
<p>Not feasible for large vehicles to drive up and reverse down Bridge Hill. Potential for accidents due to limited space and visibility. Object to parking restrictions for homeowners. Move zebra crossing to Orchard Street/</p>
<p>1. Raised plateaux on junction. 2. Speed bumps on Orchard Road/Bridge Hill. 3. Against closing Bridge Hill.</p>
<p>1. Against closing Bridge Hill. 2. For traffic calming on Orchard Street and Bridge Hill. 3. Move zebra or raise it.</p>
<p>1. Against closure. 2. Move zebra further up the road – Orchard Street. 3. Make it right turn only. 4. There is a wall on Orchard Street which is obscuring view up Orchard Street when Bridge Hill.</p>
<p>1. Stop sign at bottom of Bridge Hill. 2. Stop sign on bridge bottom of Station Lane. OR traffic lights.</p>
<p>Concerned about area behind bottom planter area will be more liable to people parking outside out driveway to 20-24 Orchard Street town homes.</p>
<p>1. Agree with closing top of Bridge Hill but 2. Bridge Hill access from Orchard Hill only not from Forge Lane or Orchard Lane. 3. Orchard Hill to be speed controlled or calmed. 4. Exit form Bridge Hill right turn only.</p>
<p>I think that something need to be done about that crossroad and that junction. Maybe stop sign or red lights. Also the crossroad would be better moved a bit further on the road as it is a bit close to the junction, and there are a lot of kids who are crossing the road.</p>
<p>Absolutely fine.</p>
<p>Basically the scheme is OK however the overrun area is not required for vehicles turning left. Traffic lights would be preferable in the coming years because of increased traffic to new housing developments.</p>
<p>Agree in principle BUT:- replace "Give Way" signs at bottom of Bridge Hill and Oughtibridge Lane with "STOP". Move zebra on bottom road 20/30 metres to other side of the bus stop.</p>
<p>1 [REDACTED] – more traffic coming round LRN will make it difficult to get off their drive.</p>

<p>2 Don't think closing Bridge Hill will make any difference. 3 More backlogged traffic. 4. Best left as it is. 5. Move Zebra further up Orchard Street.</p>
<p>1 Move crossing on low road to above low road. 2 Stop parking on pavement at bottom of Bridge Hill. 3 Leave Bridge Hill as is but enforced STOP at bottom.</p>
<p>The majority of accidents stated involve cyclists, closing the top of Bridge Hill won't stop cyclists. It seem to me that you are introducing more possible manoeuvres i.e. turn right from Orchard Street into Bridge Hill, out of Forge Lane into Bridge Hill, out of Station Lane into Bridge Hill into a junction which is already a danger spot.</p>
<p>I do not agree with the proposal to close Bridge Hill to motorists, with the large amount of cyclists accidents will still happen on this part of the road they are always a problem for car drivers to get past as they ride 2 and 3 abreast. I think the solution would be to make it a cycle free zone rather than disrupt car drivers.</p>
<p>Flow of traffic from Church St, back log when there are bus parked. Concern for people who live on that part of the road re parking restrictions and extra traffic. Concern for businesses on the hill. ? 2Way traffic on the hill, where vehicles park and turn around ? Move the crossing further along the bottom road ? Speed restrictions</p>
<p>Changing traffic from coming down Bridge Hill to cross to Station Road but allowing traffic to cross from Station Road to Bridge Hill as well as traffic turning from Orchard Street into Bridge Hill as well. And also traffic to come out of Bridge Hill to turn right is in my opinion only going to cause accidents to still happen and cause more accidents. If all traffic was still allowed to go down Bridge Hill but had to turn right on Low Road and move the crossing further along Low Road.</p>
<p>Closing the top of Bridge Hill is not the answer. Creating two way traffic flow into/out of Bridge Hill as the bottom will just increase traffic in the problem area. Solution. Calming measures ie speed bumps on Orchard Lane. R educe speed limit from Wharncliffe Side to Oughtibridge to 40mph (from 50mph). Pelican crossing instead of zebra crossing. Bridge Hill right turn only onto Langsett Road South. Ensure that Forge Lane drivers cannot turn right from Jaw Bone into Forge Lane.</p>
<p>I do not think a road closure is the answer to this problem. The road on Bridge Hill would be better as a right turn only. This would also stop cars going straight across to Station Lane and also from going slight left to Forge Lane (which a number of the estate residents do). The current proposed road closure would not stop all accidents in my view, as vehicles would still be crossing Low Road and the traffic from Stocksbridge. The speed of traffic particularly that of cyclists is too fast, so, someway of slowing this down would also help. Speed bumps or traffic lights could be options.</p>
<p>We are concerned that some of the traffic which goes down Church Street and uses Bridge Hill and turns right into Low Road if Bridge Hill is closed to traffic, this traffic will use Coward Drive and Birch House Avenue as the route to Sheffield. There is currently a problem on the corner of Birch House Avenue due to vehicles parking right up to the corner this will be made more of a problem with increased</p>

traffic. Vehicles currently have to do into the middle of the road either to turn left or go straight forward into Birch Grove.
Is it possible to have double yellow lines to clear the parking at the bend on Birch House Avenue.

The proposal will cause a back up of vehicles along Langsett Road North.
- traffic leading in to the village from Stocksbridge needs calming - because they use the village as a race track.
If this proposal takes place then consideration must be made to the junction by the bridal shop – if this is going to cost then the changes to Bridge Hill should not take place.

Having seen the plans I do not think it is a good idea to block off Bridge Hill at the top to make it into a cul de sac. As an alternative Bridge Hill could still be accessible from the top but only able to turn right at the bottom onto Low Road and not be able to go straight across up to Station Lane. Thus ½ ing the amount of traffic going on Langsett Road avoiding the need for traffic parking restrictions.
I have also heard that it is proposed to let traffic coming down Station Lane to turn up Bridge Hill (which is very dangerous) most drivers would not expect the traffic to be crossing the main road and not turning right onto Low Road. So all in all a big no to these proposals.

The biggest problem when emerging from Bridge Hill either to go straight across to Station Lane or turning right are vehicles (often large vans) parking on the pavement areas outside the Cock Inn. This totally restricts their view up Orchard Street.
The zebra crossing URGENTLY needs re-siting to before Forge Lane on Orchard Street. There have been many near misses with people using the crossing and vehicle users coming left from Station Lane nearly hitting them. Vehicles have very little time to react to zebra crossing users having has their attention taken from other road users from other directions.
If Bridge Hill is closed more traffic will be using Langsett Road to Orchard Street and often vehicles cant progress because a bus is at the bus stop and cars are parked opposite the bus stop.
Turning right from Langsett Road to Orchard Street is not too easy with lack of view because of parked cars.
The bend is no problem at 50mph for cars or motorcycles.

Current plans to reduce the number of accidents are not adequate. There is an opportunity to really make a positive impact in Oughtibridge though good local consultation which focuses on the benefits of removing and reducing traffic on Bridge Hill.
The economic impact on local businesses will also increase, as demonstrated in similar schemes. The key is to facilitate meaningful community consultation promoting good evidence of pedestrianisation scheme and adequate traffic calming measures

1. Need camera to stop traffic turning right from Station Lane onto Forge Lane.
2. Need speed humps down Orchard Street to slow cyclists as well as traffic.
3. Move crossing a few yards towards bus stop.
4. Pull in for bus on top road.
5. By closing to of Bridge Hill would cause more probs than solve any (queuing traffic).

The suggestion to build out the road at the bottom of Station Lane/Forge Lane would cause severe problems for large vehicles turning up Station Lane therefore creating queuing traffic down Orchard Street.

Parking would also be a nightmare in the village.

- 1 Need to stop traffic turning right at the bottom of Station Lane/left at bottom of Bridge Hill into Forge Lane. Cameras?
2. Move crossing closer to bus stop.
3. Do not close top of Bridge Hill would cause even more problems of queuing traffic it would be dreadful.
4. Parking needs to be addressed in the village.
5. How on earth is everything going to be when we get 450 houses extra from Deepcar and 320 from Paper Mill when it is like this now.
6. Where the bus stops on the top road it is just crazy and causes so much back up of traffic.

Main concern is removal of parking from outside out property - this will cause considerable inconvenience when parking is already scarce.

Busy road for buses, including school buses, so cars being allowed to drive alongside the bus may increase accidents here.

Being able to drive to the Cock Inn car park means traffic will still be driving down Bridge Hill. The road here is not wide enough for 2 lanes.

Difficult to see oncoming traffic when turning outside Bridal Shop so increased traffic here may cause more collisions.

Ideal solution would be traffic lights or a cycle lane - with a cycle path elevated over the crossing.

Speed bumps could be put on the road coming down to Low Road to reduce speed of traffic or a zebra crossing put before the junction.

Could also consider simple solutions such as signs warning drivers to watch for cyclists.

To increase traffic and noise outside our property is a large concern. Particularly how it may affect the re-saleability of our property.

Closing this road is not going to resolve this issue. The problem is the location of the zebra crossing and the lack of mandatory STOP signs at the bottom of Bridge Hill. Motorists joining Orchard Street from Bridge Hill, Jaw Bone or the residential street have to contend with 4 merging directions of traffic and then the zebra. No wonder concentration is lost.

Closing Bridge Hill will cause additional increased traffic throughout the village as traffic backs up trying to join Orchard Street.

Simple solutions

Move zebra crossing to before bottom of Bridge Hill.

Put mandatory STOP signs at bottom of Bridge Hill

Add cameras to prevent right turn from bottom of Jaw Bone into housing estate,

20mph even though 'A' road. Speed humps too - right across road type so can't be avoided (not the very vicious sort).

Why is 2 way traffic at bottom Bridge Hill going to help. Surely a turn right only big enough for lorries to turn right is not bigger than the 2 lanes fro in and out so doesn't make sense.

Why only no parking morning rush hour on Langsett Road North.

Surely evening rush house would be same or worse. But no need for either if make a bus bay from the green so buses don't hold up traffic.

This scheme looks like it will reduce parking/access for village shops and XXXXXX destroy therefore the heart of the village.

Has the 700 + 300 houses being built been added to Deepcar and Wharnccliffe Side considerations for this scheme.

I was told can't do humps, 20mph on A road, but you have already created single file, parking bays on Low XXXXX which must have been designed to slow traffic.

Someone suggested removing wall by Cournes Brook at bottom of Bridge Hill/Orchard Street. Could it be replace by something one could see through as the wall (and any cars parked on pavement) obscure view. Perhaps then the problem with the junction would be reduced together with speed humps and 20mph.

I feel strongly that the road will not be improved by making it blocked off for the local businesses. The post office has close but the post box remains and being able to use this by car when disabilities impacts other options and the local shops will be hindered adversely by closing the road in full.

Add more planters to the area will not be enough to attract local/passing shoppers back when the road has been closed.

The problems with the junction are increased by illegal parking blocking the views in front of the pub/house.

Would a cycle lane painted on help increase visibility for cyclists. And a sign to say which car waiting to turn onto Langsett Road South has right of way may help (slowing people down = impatient drivers @ next straight junction).

Can the zebra crossing be situated between the wedding dress shop and Orchard Street before the 5 way junction rather than after it.

Bridge Hill does not need to be blocked off at the top. There needs to be traffic control measures at the bottom of that directs or guides the traffic flow to be right only.

Business vehicles can still access Bridge Hill for deliveries without the need to do 2 or 3 point turns on order to exit Bridge Hill where the turning points will be tight.

Reversing onto the main road is unlawful.

Speed restrictions of 20mph need to be in place to slow traffic down.

The crossing is too neat the junction and needs to be moved 50m south from its current location.

Lack of other options i.e. Plan A, B or C for people to vote on is poor consultation and suggests that you are just going through the motions and will impose the plan that was presented today.

I am against the proposal due to a few safety aspects.

It is trying to avoid one set of accidents and in my opinion making it worse. I would

1. Keep Bridge Hill one way but right turn only
2. Move the crossing to the other side of the bus stop (I am always conscious of cars not stopping, this is regular) and install a second crossing on Orchard Street.
3. Make it very hard for right turners out of Station Lane. It illegal but done all the time.

<p>4. Take out as much street furniture as possible on Orchard Street, visibility is an issue.</p> <p>We need to act on the accidents but not cause more.</p>
<p>I think the crossing should be changed from where it is to the other side of Jaw Bone. This would only affect one road instead of four roads all joining into one. I feel for the florist on Bridge Hill who would miss any passing trade if Bridge Hill were closed.</p> <p>I do not think there is any thing wrong with the road system other then the crossing being in the wrong place.</p>
<p>Create new accident hotspot at Church Street Heavy traffic flow from Stocksbridge, backs up from turn Can't get into Coronation Park over Station Lane, needs a crossing Wants right turn at bottom of Bridge Hill.</p>
<p>Accidents never happened before the crossing. Funeral route Crossing very busy at school times Cock Inn car park use likely to be restricted. Right turn into proposed scheme not practical for large vehicles. Vehicles regularly crash into Bridal Shop coming from Stocksbridge More accidents than recorded. Trail right turn only at the bottom of Bridge Hill. Air quality problems. Vehicles will turn around in private accesses.</p>
<p>Concerned about access for deliveries (beer, gas, glass collection, refuse etc.) Access for customers Will put customers off if no parking, they will move on to another pub.</p>
<p>I write to you today to strongly object to the proposed closure of Bridge Hill in Oughtibridge, Sheffield. Whilst I am in agreement that something has to be done to reduce the amount of accidents that occur at the junction at the bottom of Bridge Hill I feel that the closure is not the right solution and other options have not been explored fully.</p> <p>The speed of vehicles through the village in all directions needs to be addressed as does the visibility at the bottom of Bridge Hill. A reduction of the speed limit to 20 MPH on all A roads through the village along with highly visible signs would help the problem. Speed bumps should also be considered on Orchard Street to curb the speed of vehicles coming from the direction of Wharncliffe Side down towards the junction. The 'give way' at the bottom of Bridge Hill needs to be converted into a 'stop' and clear signage indicating no right turn into Forge Lane from the bottom of Jawbone (on the bridge) is required.</p> <p>The shops and businesses on Bridge Hill form part of the heart of our village and if the proposal goes ahead I fear that lack of passing traffic and a reduction in footfall will have a significant impact on their livelihoods and ultimately they will have to close. The impact on the residents who live along the top part of Langsett Rd Sth (opposite the bus stop) will also be immense, not only with the problem the closure will create for them parking their vehicles but for the drop in their house prices due to this issue.</p> <p>I attended the public consultation yesterday at the Zion United Reform Church in Oughtibridge but did not come away feeling that any other solution to the problem was being considered, in fact my husband and I are still of the opinion that the closure of Bridge Hill will go ahead despite any amount of opposition from local</p>

residents and the consultation was just an exercise to 'tick a box' along the process. I hope we are wrong but fear this will not be the case.

Further to your recent letter dated 7th March 2019 and the meeting at the Zion United Reform Church this afternoon, I would like to confirm the following points as discussed at that meeting, the details are as follows:-

Whilst I believe that the general proposal is a good one, whilst the letter starts of about the accidents involving motorcycles and bicycles, it must also be noted that there is at least one near miss involving motor cars and lorries virtually every day. This is due to a number of facts.

A) Traffic coming down Bridge Hill to go straight across to travel up Station Lane, is only looking at the traffic coming from Langsett Road North, they do not take any notice of the traffic trying to exit Forge Lane, so quite often pull out in front of traffic emerging from Forge Lane.

B) Because of the amount of traffic coming from Stockbridge in the morning on their way to work etc., they very rarely allow traffic to emerge from either Forge Lane, Bridge Hill or Station Lane, and as usual drivers get frustrated and end up pulling out in to the traffic flow causing people to brake etc.

C) Drivers because of the amount of traffic sometime do not see bicyclist, who in some cases are very close to the speed limit. I know as I have been overtaken by them.

In my opinion the only way to stop this before somebody is killed is to put in traffic lights (even if they are peak time lights) to allow vehicles to exit Forge Lane and Station Lane on to Low Road during the rush hour, this will stop people becoming frustrated, and thereby stop drivers taking risk to get to work, by cutting other vehicles up.

Whilst I acknowledge that you might not have the funds to do this from your £60k budget, this situation will only get worse when the new housing estate at Wharnccliffe Side and Deepcar are built, plus there is planning permission for housing further up Station Lane.

I am writing to you in regards to the road safety issues that are persistently occurring in Oughtibridge.

Me and my family have been residents of Oughtibridge for 5 years now, I have 1 daughter in primary school, 1 daughter in nursery and a young baby.

I am becoming increasingly concerned with the levels of poor and dangerous driving that I see and experience on a daily basis around our village.

I was unable to make the meeting in the village on March 14th but it appears from local feedback that the council has already decided that they will shut Bridge Hill in the middle of the village to reduce accidents and are not considering any other action. This will not only stop passing traffic to our local small businesses, which will undoubtedly affect them heavily, but it will only move the site of accidents further up Langsett Road to an already busy junction.

The cause of these accidents is, and will always be speed. There is a 50mph limit coming into our village from both ends. Drivers simply do not slow down. There has been a fatality on the corner before the 30mph limit and the tight corner entering the village from Wharncliffe Side has had several near miss collisions with the buildings there. This follows down to where the junction in question is. Combined with speed, gradient, poor visibility due to parked cars, 3 junctions and a zebra crossing, there is simply too many hazards for drivers to process.

There is a housing development about to begin in the outskirts of Oughtibridge which will produce 350 new houses and will only add to this growing problem.

Our village simply cannot withstand these volumes of traffic and I fear that it will be inevitable that another fatality will occur in the near future. Many people have already received life changing injuries due to accidents here. We simply cannot stand by and watch and wait for another.

A lot of us are proposing a reduce in speed limit throughout the village to 20mph, a pelican crossing and a speed camera like there is at Wharncliffe side.

We as a village are fully aware that budgets are very tight, however, many of us feel this is the only solution to the problem in our village without affecting our small local businesses and without causing major disruption along Langsett Road.

Please help us to keep our village safe from the growing amount of cars on our roads and help us keep our residents and children safe.

I wish to express concern at your proposal to improve safety at the Bridge Hill junction with Low Road. I believe is to close Bridge Hill at the top and allow entry at the bottom. If this is the case I believe the proposal will make matters worse.

I strongly believe two things need to happen:

- The pedestrian crossing needs moving to Orchard Street, north of the junction where forge lane joins. So there is only one stream of traffic and drivers heading along that road are only looking where they are going, not looking the opposite way to see if they can set off.
- Bridge Hill should be closed at the bottom, NOT the top. If you closed it slightly up from the junction, creating a 'layby' on the Bridge Hill side of orchard street/low road, this would allow delivery trucks to deliver to the pub without actually using Bridge Hill.

My reasons for believing your proposal of closing Bridge Hill at the top will actually make the junction more dangerous are:

- Drivers will start to turn right off Orchard Lane into Bridge Hill – an additional activity at the junction compared to closing Bridge Hill at the top
- Drivers will start to go straight on from the bridge into Bridge Hill – an additional activity at the junction compared to closing Bridge Hill at the top
- Drivers will continue to turn right from Bridge Hill onto Low Road - an additional activity at the junction compared to closing Bridge Hill at the top
- Drivers will continue to go straight on, from Bridge Hill onto Station Lane - an additional activity at the junction compared to closing Bridge Hill at the top

Accidents happen at the junction for the following reasons:

- Drivers are looking to see whether it is safe for them to set off and join Low Road, rather than looking where they are going and looking to see if anyone is on the crossing
- Drivers are trying to guess where other drivers are going. If you are driving down Orchard Street, the Forge Lane junction is too close to the Station Lane junction, so you have to indicate left before both of those left hand turns. This means that drivers watching what you are doing to judge whether they can set off or not, guess whether you are turning left into Forge Lane or Station Lane

Accidents happen because too much is happening at one point, your proposal does nothing to improve that problem it makes it worse.

The only other idea I have had is if you could use cameras to close Bridge Hill TOTALLY at certain times of day, like the Tram Gates in Hillsborough. The accidents happen at rush hours and school run times. If you closed it totally at those times I'm sure it would drastically reduce accidents and allow businesses to operate as normal.

Please give my comment some serious consideration and please call me to discuss if you do not understand what I mean.

I am writing to object to your proposals as detailed in your letter of 7th March. Whilst I am glad that you see the need to address the existing problem with the current road layout; I feel that it does little if anything to mitigate the existing hazards & in some regards will create more new hazards.

My comments are as follows:-

1) Morning peak parking restrictions to Langsett Road North.

Issue – loss of parking spaces for local residents

This will do little if anything to aid traffic flow. The vast majority of traffic is heading in the opposite direction towards Sheffield.

Problems seem to occur here more at teatime when the main traffic flow is in the opposite direction away from Sheffield. It is not helped by the location of

the existing Bus Stop (not shown on your diagram). When a bus is at the stop; there is often no way for other traffic to pass leading to tailbacks. Possible solution – relocate the bus stop to the other side of Bridge Hill opposite Julios Pizza restaurant. There is sufficient land to create an off road space for the bus to pull in which would allow for the continued free flow of traffic. It would also have the benefit that old people living in the nearby flats would be able to catch a bus to Stocksbridge without having to cross an already busy road.

2) No proposed speed calming measures to Orchard St.

I visited the recent public meeting hoping to obtain some information as to what had led to the recent serious accidents. Unfortunately your colleague was unable to provide me with such information.

I am of the opinion however that the speed of vehicles coming down Orchard St will be a major contributing factor.

Possible solution – installation of speed bumps & a new crossing. This would have the benefit of making it safer for pedestrians exiting Forge Lane cross the road, whilst also making it safer for vehicles which can currently exit the bottom of Bridge Hill.

3) No proposals to relocate the existing crossing on Low Road

This crossing is in a highly dangerous location & I refer you to my earlier e mail of 28th August 2013. – see below.

Thank you for your email dated 28th August 2013. I have forwarded your email to Gay Horsfield and Gemma Carl who are dealing with requests for crossings. They will respond to you as soon as possible.

Please note that we endeavour to respond to all enquiries within 10 working days of receipt, however more complex enquiries may take up to 20 working days for a full response to be despatched.

dear sirs,

I am writing to request that urgent consideration be given to the repositioning of a "zebra" crossing. The one in question is at Low Road, Oughtibridge.

I have recently reported an incident to the police when I was hit by a vehicle whilst on the crossing.

As I live nearby, and use the crossing regularly, I am aware of many other "near misses" both to myself & others.

My concerns are as follows.

1) from vehicles coming down Low Road in the direction of Sheffield - often travel too fast & do not see the crossing as they drop down the hill. This is especially the case if they are in a convoy of traffic.

2) from vehicles exiting oughtibridge lane onto low road - drivers are often looking right to check for other traffic from

i) Bridge Hill

ii) forge Lane estate

iii) low road

Once they see that it is clear from these 3 ways they emerge onto low road without looking right & seeing the crossing. by the time they do, it is often too late & they have gone over the crossing before actually noticing it. This is what happened in the case of my recent incident. I am aware that the lamp post has been damaged/destroyed on several occasions when cars have swerved at the last minute to miss pedestrians already on the crossing.

3) from vehicles emerging from bridge hill - drivers are concentrating on looking left (up low road) to check that it is clear to pull out. This is made difficult because of:-

i) excessive speed of traffic on low rd

ii) the angle of the bend which greatly affects visibility.

I am greatly concerned that there may be a more serious incident in the near future; especially as my young daughter has to use this crossing twice daily on her way to school.

I would welcome the opportunity to discuss this in more detail and/or to meet on site to clarify any points.

Could you also forward details of how i can contact my local councillor.

Had some/all of my earlier concerns detailed above been acted upon; I am of the opinion that the recent accidents to which you refer would either have not happened or have been of a less severe nature.

4) Inability for vehicles to turn on Bridge Hill

Your proposals appear to retain the existing parking to Bridge Hill in order for people to access the pub carpark & other local shops. This being the case; I would question the ability of how any vehicle is to turn around in order to exit the area. There appears to be a new "turn in" proposed. I question the feasibility of this being of sufficient size to allow for anything larger than a small car to perform a 3 point turn. I am certain that any delivery wagon will be made to reverse out onto the main road. Further I would question the sense in proposing that any vehicles are to be asked to reverse close to the exit to a public house.

In conclusion; at the recent public meeting at the Zion church; I spoke with one of your colleagues to express my concerns detailed above. She gave the impression that the scheme had been put together based entirely on a least cost solution.

Should that be the case; I find your proposed scheme which amounts to little more than the installation of a couple of concrete planters & a tin of yellow paint to be a woefully inadequate solution. Monies being raised by the development levy from the recently approved planning permission for circa 1000 homes further up the valley should be spent on the benefit of local residents

I would like to express my concerns regarding the proposed changes to Bridge Hill in Oughtibridge. I am a concerned resident of the village and would like you to be aware of my objections to the proposed changes.

Bridge Hill is not a large road but is known to all that use it that it is one way from top to bottom. It is the access road for the businesses on there and has a small amount of parking to accommodate the businesses and their uses. If you were to block the top of the road off there would be a number of consequences to this:

1 Increased traffic towards Stocksbridge who are then going to turn right down Orchard Street. This junction in itself is also difficult due to the parked cars on the approach to the corner and the speed in which the cars travelling enter the bend (note incidents of damage to LuLu Mae Bridal shop). Although there are proposals to change this junction slightly I do not feel they will benefit the increased traffic.

2 The proposal of having no parking during busy times opposite the bus stop is also not acceptable. Where would these residents park? How would passing trade park who want to buy from the local shops? Increased danger of people crossing the road from the bus whilst cars are allowed to overtake the bus (traffic is also increased by closing Bridge Hill)

3 The width of Bridge Hill - where do I start on this one! You are proposing to make it in effect two way with a dead end at the top. How will cars turn round? Where will they park? (I understand that the pub may put a barrier up to stop none users parking in it) There are no areas on the proposal detailing parking spaces? How will the deliveries get to the pub and shops? (some of these are very large and could well arrive at the same time)

4 Traffic turning right in to Bridge Hill at the bottom - so you are proposing to increase the number of ways cars can travel at a junction that is being looked at due to the number of reported accidents? How do you propose this type of scenario working especially at busy times? eg car coming down Orchard Street wanting to turn right in to Bridge Hill, car wanting to go straight across from Bridge Hill up Station Lane, car coming down Station Lane and wanting to turn right on to Low Road, Car wanting to come out of Forge Lane and turn left on to Low Road. Surely this is just a scene ready for a major accident!

I understand that there is little money to make changes in the village to the road system but surely money being spent in the correct way is the way to move forward and prevent further incidents happening. I also understand that you are unable to install road bumps as it is a main road.

My personal feelings are that something needs to be done and quickly but it has to be right for everyone. The last thing we want is a fatality to happen and this could be a child crossing on the zebra crossing on the way to school which would be even worse (it is hard to make sure that all traffic has definitely stopped before crossing as it is) We also don't want to lose our businesses that have invested lots of money to make the village what it is and a desired place to live.

Solutions - Im no expert and I have listened to lots of discussions about this but personally could a speed bump not be put near the bottom of Bridge Hill to slow traffic down and then a stop sign to make them stop? Then reduce the speed limit from the last bend on the main road to the last houses in the village to 20mph installing a speed sign/camera to enforce this. Surely this will slow everything down and reduce the risk of people not seeing traffic because they come down Orchard Street too quick - this also needs to include all modes of transport including cyclists. More signage to say there are junctions coming up and a zebra crossing.

There will be increased traffic once the houses have been built on the new development at the old factory site and also further along at Deepcar. There will be

increased people using the facilities in the village due to these developments - hopefully walking but this increases the pedestrians in a busy area. The old newsagents is up for auction which will hopefully be redeveloped bringing further traders to the village therefore increased footfall and passing traders needing parking.

To add in to this discussion the proposed change of St Christopher's to be a supermarket needs to be taken in to account with this change. This will increase traffic further along Low Road and more cars wanting to park and come out of the proposed car park increasing the dangers further along the road. The junction with Birch House Avenue will undoubtable become a busier and more congested one. Some residents of the roads above the junction may start going in to the village and using the one way system to get to travel towards the city centre as turning right will become increasingly difficult. This will also increase road usage at the village centre. The two schemes need to be looked as at one and the thoughts of the residents and users of the road taken in to account. Writing proposals down and decisions made on purely this do not work. Whoever is in charge of the changes needs to see for themselves how the village works and not just by doing a random check at probably a not busy time of day to see how the traffic is currently managed. I do hope that the thoughts, suggestions and feelings of all involved - residents and business owners alike are taken in to account but I do fear that the decision has already been made (you are just consulting on you proposal not consulting for any other options). I hope you realise that the village is one that is genuinely concerned about the safety of our residents and all that pass through it and that the people who live around and use the junction know how it works on a day to day basis. Please listen to the voices of those who attended the consultation meeting, the emails you will no doubt have received and talk again about the proposals before acting on it. I presume that some outcome of the consultation will be advertised so that it can be proven that the final scheme chosen is the one that has been devised from the thoughts of all who have been in contact with you?

I've lived at [REDACTED], Oughtibridge for the past 25 years and I have quite a few concerns regarding the proposed closure of Bridge Hill. I appreciate that there have been a number of accidents over the last few years and I would not want to put lives at risks, however this is recent, prior to 4-5 years ago accidents were a rarity and I believe traffic volumes are a major contributor to this.

Closing Bridge Hill from the top isn't necessarily the best solution. This is the heart of the village with shops, houses and the pub, closing the road would make it difficult for people to 'pop' down for something, even leading to the shops closing due to lost income, these are people's livelihoods. I understand the road would be accessible from the bottom, the whole junction layout would have to be changed to allow traffic access so cars can get the necessary swing in to the road, as this is supposed to be 2 way, on a road that is clearly not wide enough, and will incorporate an alleged turning circle at the bottom this is an accident waiting to happen as cars will be forced to reverse back on to a main road. I also believe that rather than risk the junction instead the bottom of my drive will become a car park, it already has pub customers parking on there without a thought for the home owners, this will only exacerbate the issue and prevent me and my neighbours accessing our drive. Back to the turning circle, I struggle to understand how a lorry can turn in such a small space, I understand the pavement will have to be reduced but you'll still have people walking out of the pub, going to the shops or generally out walking as you do in a village, with lorries and cars reversing everywhere add to that the road

would still be open to cyclists there is a great chance of accidents due to blind spots. In addition the home owners on Bridge Hill, Langsett Road South and Orchard Street will be unable to park outside their houses at certain times of day, the majority of these house do not have an off road parking solution and Oughtibridge already struggles for parking, so where would they put their cars at these restricted times, perhaps once again blocking my driveway ! Also some of these villagers are elderly and/or disabled and should not have to worry about getting up early to move their car. Also it would prevent people parking at Lulu-Mae's wedding shop, perhaps another business looking to fail as it isn't accessible.

Forcing all traffic, be it to Stocksbridge or to the city centre to go on Langsett Road South will cause tailbacks, but my main concern is how that traffic can merge back in to the traffic to head down Orchard Street, this is a give way sign and due to the sheer volume of approaching traffic from Stocksbridge, which will only grow when the new houses are built on the old British Tissues site, it will be a free for all to find the necessary gap to pull out which will result in accidents due to mistiming exits. As for me and my neighbours and Forge Lane exiting our drive/road well that will be an impossibility, at least with traffic coming down Bridge Hill it allowed for natural breaks in the flow, that won't happen anymore in rush hour.

So options:

Why can we not have speed bumps on Orchard Street? Even if it's an A road that's by name and not nature, it's actually a village lane that has the traffic volumes of an A road as there is no alternative route. So reduce the speed of traffic by making it 20 mph and add the bumps. Slower traffic means Bridge Hill could remain open with far lesser risk as drivers can measure the distance the car is as opposed to second guessing its speed. It will also slow down cyclists who do tend to undertake cars in order to squeeze through.

Add traffic lights on Langsett Road North prior to the row of terraced houses in order to stem the flow of traffic in to the village, this would clear the road to allow people the opportunity to exit Cockshutts, Langsett Road South, Forge Lane, my driveway and Bridge Hill.

Finally leave Bridge Hill open but make it a right only turn which would at least mean the traffic heading into town was able to avoid the bottle neck that will be created at the junction onto Orchard Street.

I have received your letter regarding your proposals for Ref 2078/PC

I wish to strenuously object to the plan you are proposing.

I can see from your plans that you have given no consideration to the safety of the users of the bus stop in the heart of the village on Langsett Road North.

You will be increasing the amount of traffic flow onto Langsett Road North an already busy section of road . So you propose to turn that part of the road into a dual carriageway at peak times by way of introducing parking restrictions so as the traffic can pass the bus at the bus stop then have 2 lane traffic turning onto Orchard Street and carrying on towards Stocksbridge.

This section of road is an already vulnerable part of the village this bus stop caters for a numerous amounts of school children catching there various buses to and from school these children and many other passengers cross that stretch of road from immediately in front of and behind the bus they will therefore be heading straight into the path of oncoming vehicles overtaking the stationary bus . At present the parked vehicles keep this to a single lane traffic and halt the flow of traffic behind it making it much safer for pedestrians to cross

There is more than enough open space at this bus stop to create a layby for the bus to pull into this would allow the traffic to continue to flow but it is a must that some

sort of speed restriction is put in place .

By creating a layby for the bus there would be parking available for the homes and also the customers of local businesses and service users.

There is currently very little available parking within Oughtibridge village your representative at the meeting at Zion church told me the restrictions are proposed for between 6am and 9am this would mean that all residents move there vehicles before 6am, but what would happen in truth is that we would all be trying to find an alternative space the evening before so as not to have get up early in the morning to move them . We will have no alternative but to park outside someone else's home thus causing neighbour disputes .

I conclude that the most effective and above all else safest plan to ensure smooth traffic flow along Langsett Road North would be to create a layby for the bus to pull into there is plenty of room for this change to be made.

Implore you not to dismiss this on the grounds of cost you need to implement this on the grounds of safety.

I would also like to add that even if the Bridge Hill closure goes ahead it is imperative that the crossing be moved further away from the junction and make the whole village a 20mph zone.

It seems to me and most of Oughtibridge village that Sheffield City council are trying to tackle the whole idea of road safety on the cheap please be aware you get what you pay for and a price cannot be put on our children's and vulnerable adults life I do not want to be scraping them off the road outside my house.

Thank you for taking the time to read my letter and i look forward to your response .

First of all, I would like to point out that your letter dated 7th March, has the heading: "Traffic accidents, Bridge Hill, Oughtibridge"

This is most misleading as the majority of the accidents occur at the exit from Station Lane into Low Road, and at the crossing.

Your paragraph refers to motor bikes and bicycles only, and the seriousness of the injuries to those using this mode of transport BUT people who have crashed in their cars have also been injured. To ignore this fact, and also to only include accidents over the last five years, minimises the scale of the problem. It is not revealing the full picture. I have lived at the heart of the junctions of Orchard Street, Forge Lane, Station Lane, Low Road and Bridge Hill for 30 years and have lost count of all the accidents which have occurred during this period. For too many, and it can't be allowed to continue. Enough is enough.

I can understand why you have focused on motor bikes and bicycles, as of course, drivers of these vehicles are far more vulnerable, and, when accidents happen to them, injuries are often severe. My husband drive a motorbike from being 17 to 60. My son, just the same. He is now 56 and still uses his motorbike every day to get to work. I have often ridden pillion, and have certainly felt vulnerable. I DO UNDERSTAND why you have flagged up these modes of transport.

In view of my experience of living here for so long and witnessing numerous accidents, I do not think that closing Bridge Hill is the answer. I enclose herewith, copies of correspondence sent to COuncillors Julie Grocutt and Francyne Johnson, where I suggest alternatives. I'm sure other local people will be doing the same.

I hope that you will listen to people from our local community very carefully, and act upon the right way forward to solve this ongoing serious problem.

I feel that the plan presented to us is fundamentally flawed, and, in my opinion, not fit for purpose. I hope to hear from you.

When I received your leaflet I was really pleased that, at last, something is going to be done to avoid recurring accidents in this area. You focus on the last five years,

but I assure you, accidents, some very serious, have been happening here for many years.

Over this long period of time, I know that residents in the area have kept complaining to the council to do something constructive to put a stop to people being injured. To be honest, I'm surprised that no one has been killed. When I've been in the kitchen on the Orchard Street side of my house, I've witnessed many of these accidents. It's been dreadful, and it nothing less than a miracle, that no one has died.

First of all, I want to refer to the front page of last week's "Look Local" where it mainly refers to motor cycles and bicycles, but I would emphasise that there have also been many more cars crashing into each other just before the crossing on Low Road. This has largely been due to cars coming out of Station Lane onto Orchard Street/Low Road, and crashing into a car which had to break quickly because someone was using the crossing.

The speed at which some cars come down Orchard Street is well above the limit of 30 mile per hour and this means that they can't stop quickly enough to avoid crashing. Ambulances have had to be called as some people travelling in cars have been injured too. It's not just about motorcyclists and cyclists.

Could you, however, look again at the 30mph on Orchard Street. I am a driver myself, and I know it wouldn't be popular, but I think it should be reduced to 20mph. It's only a short stretch anyway, and hopefully those motorists who normally come down at 40/45mph, might at least drop their speed to something more in keeping with what is required. I feel that this would help to avoid the crashes near the crossing.

"Look Local" just refers to traffic driving from Bridge Hill, across Orchard Street, and into Station Lane, but this is only part of the problem. As stated above, the major ongoing danger, as far as I can see it on a daily basis, is traffic coming off Station Lane into Orchard Street/Low Road and colliding with a car which has had to break quickly and suddenly to avoid pedestrians on the crossing. The crossing is located in a danger zone.

I would appreciate some method being devised to stop traffic turning RIGHT FROM STATION LANE INTO FORGE LANE, THE TURN LEFT SIGN ON STATION LANE IS OFTEN IGNORED.

In the past, there have been several occasions when I've narrowly missed being "run down" by a car doing just this. They come charging into Forge Lane from Station Lane deliberately ignoring the rules of the road. They know they should turn left at the bottom of Station Lane, it is not a mistake. The same people over and over again.

I now make sure before crossing Forge Lane that I not only look to see if traffic is coming into Forge Lane from Orchard Street, but also from the Station Lane side. The Council have been aware of this for a long time; just as they have been aware of the overall dangers in the area for some years too, so hopefully, necessary action will materialise to make this part of Oughtibridge a much safer place.

With regard to closing the top of Bridge Hill, and in view of my knowledge over time, I don't think it would make much difference. This procedure would also make it very difficult for deliveries to be made to the Pharmacy, The Flower Shop, and the Cock Inn.

I feel the right solution has still to be thought through by the experts - in the Highways Department perhaps? Thanking you for taking up this matter and I look forward to meeting you on Thursday.

Since writing to you on 11th March, I attended the meeting held at Zion Chapel on

Thursday 14th March. This was a disappointment to say the least.

To speak constructively to anyone was extremely difficult because the room was so packed, it was scarcely impossible to move; people standing shoulder to shoulder, squashed up like sardines in a tin.

Did you not anticipate how many people would attend? OR how strongly our community feels about this matter. In view of how many people signed the petition, I think this was lack of foresight.

However, I want to thank you for addressing this major problem.

I definitely think that to close Bridge Hill is certainly not the answer as the other components mentioned in my previous correspondence are at the heart of the problem; namely that the traffic is speeding down Orchard Street at 40/45mph. I see this happening frequently. Any mode of transport then pulling out of Station Lane onto Low Road has to stop suddenly to avoid a pedestrian on the crossing, the car speeding towards the crossing, can't stop in time, and hits the vehicle coming into Low Road from Station Lane.

It would be helpful if this crossing could become a Pelican Crossing, and that the speed on Orchard Street could be reduced to 20mph. I am a driver myself and realise that this will be unpopular for motorists, but I can't see any alternative.

Considering this is such a small area to have to do this, surely, to help save lives, it would not be asking too much. I'M PROFOUNDLY CONCERNED ABOUT THE ARROGANT ROAD USERS WHO SPEED DOWN ORCHARD STREET WITH NO REGARD TO THE SPEED LIMIT OF SAFETY OF OTHERS.

I am hoping that a further meeting, when people will be able to sit down in an orderly manner and express their concern to a panel, which could comprise, police, ambulance service, Highways Dept, and other relevant professionals, can be arranged.

We can ask questions in a civilised, constructive manner, when perhaps a good way forward to prevent these continual accidents, can be put in place. Thank you again for taking this seriously.

I have noticed the signs advising of the proposed closure of Bridge Hill, Oughtibridge and would request details as to why this is being proposed and what the alternative route will be to access Station Lane from Church Street.

It would seem that the obvious route would be to turn left on to Langsett Road North and then right on to Orchard Street. If this is the case, I cannot see how it would improve safety, as the right turn in to Orchard Street would appear to be more dangerous than the "straight across" manoeuvre which is the current route using Bridge Hill. Vision is better looking left to see approaching vehicles at the bottom of Bridge Hill than it would be looking left at a worse angle, (almost having to look behind you), at the junction of Langsett Road North and Orchard Street.

I am not aware of the accident statistics at the location of the proposed closure, but I have read an article in the Sixer magazine which appears to confirm that the reason for the proposed closure relates to accidents.

It is difficult to imagine an easier junction to negotiate than a right angled give way junction where traffic can only approach from one direction, as in this case. If there have been accidents, I can only presume that there have been cases of severe driver error or extreme lack of proper care and attention. Perhaps an alternative would be to make the junction a Stop, rather than a Give Way, which would (at least in theory) force vehicles to stop and look left, before proceeding across the junction. I look forward to receiving details of the reasons for the proposed closure, together with the proposed alternative route.

Thank you in anticipation of your assistance in this matter.

With regard to your recent letter concerning the proposed changes at Bridge Hill, Oughtibridge, I would like to comment on the proposals outlined. Also, as a point of interest, I would like to say that I attended the Public Exhibition on 14th March and found it quite disorganised.

I object to the proposals as laid out for the following reasons:

1. Making Bridge Hill into a cul-de-sac will not work for the lorries servicing the public house or other shops. There will not be room for parking on the street and for vehicles to turn around in this area.
2. Vehicles will still be exiting Bridge Hill, which apparently is the problem area. Admittedly, not as much traffic but there will be some.
3. The morning peak waiting restriction would not solve the problem of there being a traffic jam around the bus stop area. A build up of tea-time traffic can be just as problematic. As well as it being quite unfair to restrict parking for the house owners who currently park there, and the customers of the shops and chemist. A simple pull-in for the bus would be better, regardless of this proposed scheme.
4. There would be increased traffic travelling along Orchard Street towards the junction which would be detrimental to traffic travelling down Forge Lane and Station Lane. Impatient drivers cause accidents.

My proposal would be to alter the speed restriction along Langsett Road South (from the start of the shops), Church Street, Langsett Road North (up to and from the bottom of Cockshutts Lane), Orchard Street, Forge Lane, Station Lane, Low Road and Bridge Hill to 20 mph. Remove the 50 mph between Wharncliffe Side and Oughtibridge, make this 40 mph reducing to 30 mph at appropriate points. Making the village centre a 20 mph zone. This would slow down all traffic. Placing a Stop restriction at the bottom of Bridge Hill rather than a Give Way would also help.

I would draw your attention to the Department for Transport Circular 01/2013, the Key points of which state -

1. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.
2. Traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit.
3. This guidance is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas.
4. This guidance should also be used as the basis for assessments of local speed limits, for developing route management strategies and for developing the speed management strategies which can be included in
5. Local Transport Plans. Traffic authorities are asked to keep their speed limits under review with changing circumstances, and to consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists, using the criteria in Section 6.

I would hope that signage and, I assume, application to the Highways Authority for these changes would be cheaper than planters and landscaping.

I live near the proposed Bridge Hill closure.
I am in support of this closure.
I have lived here for a year and seen at least six near misses while I've been in on an evening and weekend.
The cars drive too fast round the corner and then nearly hit the cars coming out of the two junctions.
Moreover, as the zebra crossing is near these, many cars don't wait for people to cross which is dangerous or they pull out of Bridge Hill and don't look at the crossing.
Also, I drove down Bridge Hill when it had been snowing and it hadn't been gritted and it was really icy so we lost control of the brakes but luckily there were no cars driving past so we drove straight out.
Therefore we would support a speed limit and a road closure.

I am wholeheartedly against the councils current proposal to close Bridge Hill and introduce some parking restrictions.
The restrictions, however brief, will cause serious parking problems for residents, business owners and through traffic.
The 320 new houses nearby, plus more areas shortly to be developed will cause even more congestion especially when a bus regularly idles at the bottom of Church St
If a pull in could be introduced either beside the bus stop at Millennium Green or the grassed area in front of Westnall House I imagine that would be a huge relief to the many residents and businesses.
Slowing the traffic down as it comes into Oughtibridge from Stocksbridge would be sensible. I understand the legality of speed restriction signs not able to go from 40 to 20 mph so continue the 40 sign from Wharnccliffe Side then into 30 early enough for a 20 mph sign to be appropriately placed.
I understand "speed bumps" cannot be placed on the A road but would the red painted, very slightly ridged lines be able to be introduced. We really do need traffic to keep moving safely and slowly.
In my opinion the idea that some traffic would be allowed to drive up Bridge Hill (if it gets closed off at the top) is ludicrous, there isn't enough space for larger vehicles to turn round. Also if cyclists are still going to be allowed down it's a recipe for accidents to occur in that area !
I would hope the council and our Bradfield Parish Council could work together on this, we desperately need parking spaces and to support our dwindling businesses.
Measures to slow the traffic down and stop signs wherever they can legally be placed , also the bus pull in might be the answer

As a resident of Oughtibridge, on Clough Grove for over 15 years I have been well aware of the issue at hand, from irresponsible parking around this area, discourteous drivers and I believe a pedestrian crossing in the wrong place.
I am in receipt of your latest proposal dated 7th March 2019 and I'm afraid I am against the proposal for the following reasons:
I believe the proposal is complex, expensive and would just move the potential for accidents from the Bridge Hill/Orchard Street junction to the Station Lane/Orchard Street junction by allowing traffic from Station Lane to cross over the junction to Bridge Hill and vice versa!
I am in favour of the proposal championed by local resident Terry Barrow and a majority of residents in an earlier survey as follows;
Make it right turn only at the bottom of Bridge Hill, by raising kerbs and by increased appropriate signage.
Move the location of the current pedestrian crossing on Low Road (that I believe is a

<p>major contributing factor to recent accidents) to Orchard Street above the junction of Forge Lane. By moving the crossing to this location traffic coming down Orchard Street from Langsett Road North will, I believe slow the entry to Orchard Street and with it being right turn at the bottom of Bridge Hill would avoid the propensity for collisions, also with the new location it would avoid the current other issue of Buses sometimes queuing back to the crossing.</p> <p>Hopefully this alternative proposal will receive deserved consideration in an attempt to resolve this very important situation.</p>
<p>My question is concerning pedestrians crossing to and from Forge Lane (opposite The Cock Inn pub) at the concerned junction ... can anything be considered to make this area safer to cross especially if more traffic will be coming around that corner (such as some speed bumps to slow traffic down)? My children and many more cross the road from Forge Lane at risk from cars travelling too fast and there is no safer crossing are in place at this point.</p>
<p>My focus is on child safety having to cross the road with three small children daily – not sure if it would be included as part of the consideration but whenever the crossing goes (and I strongly favour it being moved opposite The Cock Inn) a crossing is needed opposite the park so people can safely cross to the side where the crossing is.</p>
<p>I would like to see the 30 mph extended beyond the bottom of Cockshutts Lane where the pavement is very narrow and cars speed up. They put their foot down after the bus stop and reach at least 50 before reaching the 50mph sign. So dangerous for unaccompanied children who may not be concentrating.</p>
<p>Once the top road is backed up whilst waiting either behind the bus or to get into the flow of traffic at the top of Orchard Street... will they be putting a new zebra Crossing at the other end of the village to allow folk to get to the bus stop near St Christopher's as well as a yellow box to allow traffic to get out of the bottom of Birch House?? This is already a nightmare to get out of in rush hour with traffic heading out of the village, not to mention the school run turning up Birch House?? Has any thought been made to the impact this ludicrous idea will have on residents, shops and the rest of the village??</p>
<p>Move crossing back and put a mini roundabout at bottom of bridge hill.</p>
<p>Bottom of Jawbone any traffic coming down Jawbone wanting to go to Chemist, Floris or Cock Inn will be going across the traffic flow to get onto Bridge Hill thus causing another complication to the junction as they will not want to go around the one way system to come down Orchard Street and turn right into Bridge Hill ???</p>
<p>We live opposite the millennium green this proposal will devalue our houses and who would want to buy them with restrictions on parking?</p>
<p>A concern of mine is people crossing the road when they got off the bus, traffic will be able to overtake the bus if there are no parked cars, an accident waiting to happen. Now I know you should use the crossings but when the kids get off the bus they will cross there.</p>
<p>The current proposal needs a whole new re-think, cars already turn left at the bottom of Station Lane onto Forge Lane the new layout will also encourage those that are going to the chemist, florists and hairdresser to go straight on. A simple solution is to keep the layout exactly as it is, with a reduced speed limit of 20mph and a fixed camera near forge lane pointing towards the crossing and bus stop. It may not stop all accidents but it will reduce their likelihood and with a reduced speed any accidents would be less likely to be fatal/serious and after all this is the aim of any changes. This proposal would not cause much disruption and can easily</p>

be reviewable or amended in the future.

I have concerns about speed in the village both from Wharnccliffe Side and Middlewood but particularly the latter. I have experienced many times people coming in from Middlewood at speed. Only recently an Audi and a motorbike overtook me just before St Christopher's heading in to oncoming traffic. In my opinion we need sleeping policemen on the approach from both sides. We have bus stops where school buses drop kids off to cross the road, we have an elderly population in the village who aren't the fastest at crossing etc. I myself got my car hit from behind at the x-roads in the village with speed being a factor. I am worried that if the situation with Bridge Hill changes and traffic goes to the end of the one way (which I agree with) we need to start making sure all routes in to the village are slowed down. The 30 signs don't seem to have an impact. Neither do the no entry signs from Jawbone junction to Orchard St/Forge Lane.

Have the council actually thought about this? the proposal will mean large reduction in parking on road, take away custom from local shops/Cock Inn. There will be lots more congestion on top road as all the traffic wanting to go back round the top of the one way system will need to wait to get into the flow of traffic at the white heart especially with the increase in traffic after the new houses are built where there will be a large increase in road traffic through the village. Have the council actually done a study of the area & watched the speed some idiotic drivers come down the road past the cock inn to fast, a cost efficient way would make the area along the main road from the top corner to past the bus stop (or further) a 20mph zone with a decent speed bump and speed check the area, in France they put simple chicanes to slow traffic, this would be an easy task on a one way road, this would hopefully make this area safer& reduce accidents in the area & will keep the road structure the same without causing excessive congestion. Also change bridge hill bottom junction from give way to a stop junction.

From the letter that someone has posted on the Oughtibridge and Worrall Facebook Page, it says there will be waiting restrictions. What do they intend by that, traffic lights? Also, what are they intending to do about those coming down Jawbone and turning right (illegally) onto Forge Lane?

As a local driving instructor road safety is close to my heart. I don't think there is an easy solution. What with future increases in traffic due to new housing I'm afraid its only set to get worse!?! Personally, I think that the majority of accidents are down to driver error and the attitude rather than the layout. If everyone was sensible and kept to safer speeds, not the limits, and over then there may well have been less accidents, or at least less severe ones, as people may have had time to react, brake or whatever. I strongly believe that the proposals will shift problems from one junction to another. Frustration of increased queuing will lead some to take greater risks, either at the bottom of Church Street, or the junction at the old White Heart pub. I think the entry end of the village, if possible, ought to have traffic calming in the form of chicanes, or/and, speed bumps. An electronic flashing warning sign to kill speed on approach wouldn't go amiss, and the zebra crossing becoming a pelican crossing may help to stem the fast flow of traffic towards it, possibly allowing more courtesy for cars emerging from Bridge street, give cars have to wait. I have in fact narrowly missed been hit on the crossing on two occasions over the years. Once in the dark from a speeding motorist, and once from someone taking the left turn from the bridge from a person possibly not seeing me in the blind spit of the pillar between the windows in their car, which I'm sure due to its angle and junction

proximity to the zebra crossing, many local drivers will know that is a visual issue. There could be a reasonably high raised 'safe crossing' area from the Cock inn side of Bridge Hill, across the road towards the zebra crossing. This would severely slow risk takers down as I see a lot of people simply 'speed looking' and going straight across towards the bridge and jawbone. The junction itself could be a STOP junction, and could maybe be warned about on the approach from entry point of Low Rd, as in, the hill end from the White Hart. I agree with all other peoples congestion worries, the area where residents won't be able to park on the top one way system, and I have never heard something so stupid as having a turning point in the mouth of a junction by the bottom of Bridge Hill! It beggers belief, especially given that this is supposed to be a safety initiative! We have got to sort this problem out once and for all. We have to protect those who used the road, the area, and our children who often arrive in large groups as the start and end of school times.

The issue with jaw bone hill is due of Lorries and pedestrian safety over the railway bridge is a real niggle. More and more lorries are using it, despite the restriction on width signs. As things stand they are breaking the law on a regular basis daily. An d more often than not it is the same companies. This also has an effect on the swing they need over the bridge to make the turn into and out of the road by the zebra crossing.

I am writing re your proposal to close the road on Bridge Hill, Oughtibridge.

I am very much in favour of this scheme. There have been too many accidents and near-misses at this junction and there is potential for even more as the amount of traffic using this part of the road looks set to increase.

Please close Bridge Hill to through traffic. I understand that there will be access from the bottom of the hill, which is unfortunate, but I don't see how it can be avoided. Please could you also put up measures to prevent drivers from turning right at the bottom of Station Lane into Forge Lane – which happens quite often.

Would it also be possible to move the zebra crossing to the other side of the junction or further along the road? I know of several people who have just escaped injury on that crossing.

SCC closing too many roads, doesn't think this is the answer. Suggests reducing speeds to 20mph to give people more time to react and enforcing this with a speed camera. Problem is people's driving not the road layout.

Support to closure but wants to know if it would be possible to ride a horse up Bridge Hill and come out through the closure.

This proposal will create new issues whilst attempting to solve others

- 1) not moving crossing still leave a problem with this junction, too many junctions plus crossing too much too watch. Moving it or pelican crossing could slow traffic.
- 2) large vehicles turning in junction gives another issue to deal with in junction
- 3) although this is supposed to aid injuries to bikers and cyclists they are not always blameless . Cyclist use junction badley they double back off Station Lane to travel up Orchard St on pavement to join main road. Cars also turn on to Forge Lane. CCTV would show that the road system is fine its how its used that is the problem.
- 4) Planting at the top of Bridge Hill will not prevent cyclists coming across Church St and down Bridge Hill
- 5) Parking limitations will be devastating for businesses and residents
- 6) Whilst altering the junction at White Hart junction there will still be an use crossing for pedestrians. By widening road Orchard St by no parking still means traffic joining from right still has to get in lane to turn into Station Lane. If you have an incident between Church St and Orchard St -> Station Lane to the whole village would be impassible.
- 7) Lack of parking would be devastating to the village and peoples livelihoods
- 8) Additional parking could be made using grass verge at Westnall House making access from Church St
- 9) Turning would be difficult after delivering etc in Bridge Hill. Maybe no parking in pub car park due to ownership changes.
- 10) If over run areas were changed to hard corners as we were told at meeting 14/3/19 to stop cars doubling back to Forge Lane would not work large vehicles wouldn't get over bridge causing chaos especially peak times. Make these people aware they cross through no entry signs.
- 11) Issue with parking Langsett Rd Nth by Cockshutt Lane could be resolved by putting parking bay.
- 12) There will be more likelihood of more incidents on White Hart at peak times when drivers are impatient to get into traffic flow from Stocksbridge.

I support the idea behind the scheme. However I believe the measures to relieve congestion along Langsett Road North between the top of Bridge Hill and the end of the one-way system will not be adequate. This short stretch will carry all traffic coming down Church Street in a morning whether going into Sheffield or to Stocksbridge, as well as traffic coming out of Sheffield. It ought to be two lane, but the bus stop prevents this. Could you provide a lay-by for the Millennium Green bus stop (or possibly move the bus stop).

Please accept this email as our objection to the closing off of the top of Bridge Hill in Oughtibridge, and also the problems with placing yellow lines both on Orchard Street and the restriction on Langsett Road North.

We have our business in Oughtibridge – and have been here since 1982 – and we feel for the businesses on Bridge Hill if you implement the new plans.

A pull in bus bay would elevate the problems with cars backing all the way up Langsett Road South and also enable emergency services to get passed the parked cars.

We have always been aware that the zebra crossing is in the wrong place – and how it ever came to be allowed to be there has always been questionable.

We do hope that a solution can be found – otherwise shops will start to close due to lack of customers being able to visit the shops.

Firstly I would like to commend the council on attempting to improve the safety of Oughtibridge village. It is an issue that is long overdue.

I am writing my objection now as I believe it was important to attend the drop in session with council officers (held on 14/03/19) so that I could be as fully informed as possible. After listening to what the officers had to say I feel the current proposal is rather misguided as it doesn't actually solve the problem.

I believe the real issue has been overlooked and that this proposal focuses on a junction as the epicentre rather than the overall cause, which is speed! The council have completed a survey of the junction where it was noted over 300 cars per hour at peak time passed through Bridge Hill and I believe it was 45 large vehicles. However the accidents that have occurred at this junction have not been caused by volume of traffic, it has been motorists pulling out of the junction. Therefore to close the road to through traffic isn't addressing the real issue.

The two main roads leading in to the village are higher speed roads meaning that when motorists arrive in the village they are often travelling too fast.

The junction in question just highlights this with the number of accidents that have occurred there, including rather ironically the most recent incident happening the day of the drop in session. There are a lot of variables that can happen at this junction with six possible vehicle movements (Orchard Street to Low Road, Forge Lane to Station Lane, Forge Lane to Low Road, Station Lane to Low Road, Bridge Hill to Station Lane, Bridge Hill to Low Road) as well as the pedestrian crossing. It is not clear who has priority when emerging from either Bridge Hill or Station Lane, therefore when a small gap appears in the flow of traffic motorists will rush to join the flow. Due to the speed of oncoming motorists there is less time to react to someone pulling out often causing collisions. Cyclists make up the majority of victims due to a motorists unconscious thought of not expecting a cyclist to be there in the first place therefore not seeing them or misjudging the speed modern cyclists can progress at.

It is this reason why I believe the council's proposal isn't sufficient as the proposal does not minimise these variables, in fact it has the potential to decrease safety and increase the likelihood of further accidents.

The proposal wants to turn Bridge Hill in to a cul-de-sac therefore allowing two way traffic access via Orchard Street. If this proposal was to go ahead it would increase the number of potential vehicles movements to seven as you will be able to do all the above already mentioned as well as Orchard Street to Bridge Hill. This right turn will include large vehicles making deliveries therefore reducing visibility of traffic behind them. If a vehicle wanted to leave Bridge Hill at the same time that one was making the right turn in to it the potential for a cyclist (the main victim of recent collisions') to travel well with in its legal right and pass down the left hand side of the right turning vehicle and not be seen by the vehicle leaving Bridge Hill is very high, resulting in another collision. By allowing vehicles to turn right in to Bridge Hill it will also make it more difficult for traffic emerging from Bridge Hill with the intention of going up Station Lane due to the layout of the junction.

Other aspects of the proposal that are also not sufficient or accurate is the belief that a large vehicle could even make the right hand turn from Orchard Street to Bridge Hill. The council officer stated that this turn had been simulated on a computer but as a driver of large vehicles I can assure you that no large rigid vehicle could make that turn without encroaching on to the pavement therefore putting pedestrians in danger. I would also suggest there would be several large vehicles that could not make the turn from Langsett Road North to Orchard Street even with the proposal making that junction wider. In fact it goes to show that computers don't know everything as the proposal intends to make this junction wider on the nearside by removing some of the already established road furniture, however especially for

articulated vehicles the extra space would be required on the offside as the trailer unit cuts in. The only way to do this would be to remove space from the pavement outside Lulu Mae Bridal therefore putting pedestrians at risk again.

The implementation of double yellow lines on Orchard Street will also increase the likelihood of a collision as one of the residents there is disabled. I understand as part of the proposal this resident will have their driveway reinstated but this will mean them either reversing on to or off of their driveway approximately 5 metres from a blind bend where traffic has been travelling at 50mph and only had approximately 50 metres to slow down to 30mph. Even if a vehicle has slowed down sufficiently to 30mph as they follow the road ahead and take the bend on to Orchard Street if the disabled resident is stopped in the road either entering or leaving their driveway the oncoming motorist will not have enough time to stop.

The added impact on residents, local businesses and the village as a whole would also reduce safety levels even further due to the restrictions on parking around Langsett Road North and Orchard Street. By reducing parking, without offering a viable alternative is actually very reckless of the council and will only contribute to an already congested location. If this proposal were to be implemented there would be even further reduced visibility as people will end up parking in inappropriate places.

I am led to believe the budget for this work is in between £60k and £80K but for the reasons mentioned above as well as the impact on numerous people and businesses I believe there is a far more economical, practical and safer solution that also offers longevity. It is at this point though I do feel the need to ask the question of how much is someone's life worth? If the aim is to reduce risk to road users then surely the budget should be what is most practical. I feel if any of the incidents that have led to this proposal been a fatality then the budget would be significantly greater.

The following solution is broken down in to elements so implementation can take a phased approach giving motorists time to adjust to the changes therefore reducing the likelihood of an incident.

Firstly and most importantly the one way system around the village should have its speed reduced to 20mph. This would have minimal costs implications for the council and will afford motorists more time when exiting either Station Lane or Bridge Hill on to Low Road as on coming motorists will be approaching at a slower speed. It will also make the village as a whole safer allowing easier movement across roads and junctions for pedestrians and evidence suggests a slower speed limit can actually ease the flow of traffic as it slows down the build up of traffic at junctions. This 20mph zone should have a phased approach from the current 50mph on the on coming roads to 40mph, then 30mph before finally reaching 20mph as you enter the village. This approach is echoed in many villages across the country with a high degree of success. This approach also offers the longevity of safety when taking in to consideration the new housing estate being built at Oughtibridge Valley as it would be unsafe to have that number of houses being built where the new owners would be expected to leave the development straight on to a 50mph road. I am unsure as to the council's current stance on installing new speed cameras to enforce speed limits but I know for a fact that South Yorkshire Police currently position mobile speed cameras on Low Road so the new limit could easily be enforced.

The next stage is to begin to reduce the number of variables at the junction in question. There are a number of ways this can be achieved whilst having a minimal impact on road users. In my opinion the best option would be to make Bridge Hill in

to Low Road a right turn only with a stop line or a give way sign. This could be implemented fairly easily with minimal cost and disruption. The nearside kerb on Bridge Hill could be built out slightly to discourage vehicles from going straight over to Station Lane and the offside kerb cut in to slightly making the junction more of a slip entry. By implementing this approach you are reducing the number of potential vehicle movements at the junction therefore making it safer. Large vehicles that have previously used Bridge Hill to Station Road should be encouraged to use Manchester Road by way of applying a weight limit on Bridge Hill and Station Road. This is another quick and cost effective measure to make the village safer as Station Road up to Grenoside isn't suitable for large vehicles.

Another alternative to minimise vehicle movements is to turn the bottom of bridge hill in to a 2 lane carriageway where the left hand lane is ahead only to continue up Station Lane and the right hand lane is a right turn only lane. This again isn't unreasonable or cannot incur too much cost as the current council proposal involves turning the bottom of Bridge Hill in to a two directional junction so all you are doing with this solution is allowing the traffic to flow in the opposite direction.

If it is too expensive to alter the road layout then a simple "right turn only" sign could be erected. This would not be as effective but you can not account for motorists that are willing to disobey the rules. The stop line would clarify that motorists coming from Station Lane have priority. At the drop in session it was mentioned that the junction does not meet the government guidelines for a stop line however I would hazard a guess these guidelines are discretionary as otherwise the guidelines would be counter-productive to road safety. If this is not the case then relocating the "give way" sign from the bottom of Bridge Hill to the other side of the road facing the exit of Bridge Hill would make it clearer who has priority. At the moment the "give way" sign is prior to the junction and located on the nearside therefore it is not in its most visible position meaning if a motorist does not see the sign on their approach down Bridge Hill they will not be able to see it once at the junction. I would suggest if the "stop line" is not a viable option relocating the "give way" sign and adding a "give way to on coming traffic". To reinforce this message a "priority over on coming traffic" sign should be placed at the bottom of Station Lane. This would clarify who has priority and further reducing the potential for an incident.

Finally the zebra crossing should be turned in to a pelican crossing. This would stop traffic when required by a pedestrian and also allow the risk free exit of vehicles from Bridge Hill or Station Lane as they would be joining stationary traffic. Referring back to the drop in session it was mentioned that a pelican crossing is too expensive but to revisit my point of budgets if this is the best option surely it should be considered.

If the pelican crossing is still not viable then the zebra crossing should be moved on to Orchard Street, prior to the junction therefore removing another variable and making it safer. If possible this zebra crossing should be raised to speed hump height to further slowdown traffic. A council officer opposed this by saying that people have unconscious thinking and the fact that a crossing has been there for so long people would still cross there. This point is invalid as previously mentioned when talking about the "right turn only" sign you can not account for people not crossing at the designated point. It would however be easy to erect a barrier discouraging people from crossing at that side of the junction. And as a further counter argument to the proposal I use the councils argument of unconscious thinking. The proposal intends to restrict parking on Langsett Road North to allow the bus stop to be active whilst also allowing traffic to flow along the current unrestricted parking but people have parked in this location for years when visiting

local businesses therefore they are unlikely to adhere to restricted parking at peak time meaning that when a bus arrives at the bus stop the flow of traffic will cease from Langsett Road South and Church Street. The local businesses in the vicinity of this parking area are generally quick stop shops meaning motorists will be more likely to disregard the restrictions as they believe they will only be there for a short amount of time and not realise the potential impact their parking will have. With everything mentioned above I believe it would be prudent for the council to reconsider this proposal.

Regular user of the road.

Where does all the extra traffic go, just creating a new pinch point.

If we go ahead will it be done temporarily to see how it works?

By closing Bridge Hill to through traffic as proposed you will be reducing the probability of further accidents at the junction at the bottom of Bridge Hill due to the significant drop in traffic volume entering the junction from this direction.

But you are not reducing the likelihood of an accident occurring as this poorly laid out junction will remain almost entirely unchanged, including some traffic still joining from Bridge Hill. And if traffic exiting Station lane would now be able to cross straight over into Bridge Hill then you're adding some new risk.

Traffic entering this junction will be unchanged in so much as four roads converge together and your risk assessment seems to be entirely reactive and so not to have considered two obvious issues, namely -

Traffic is pulling into the junction from different directions but with the drivers all focussed on one road - Orchard Street. Drivers are pulling out without giving due consideration for traffic joining from the opposite direction and particularly not from Forge Lane. This scenario is exacerbated by the fact that Orchard Street/Low Road is one way meaning that drivers are all looking in one direction whilst moving off in a different direction.

The second overlooked issue is an extension of the first one, namely the position of the zebra crossing. Again, all traffic joining from Station Lane and Bridge Hill, and to a lesser extent Forge Lane, are pulling out whilst looking in the opposite direction to this crossing. But because the crossing is so close to the junction by the time the driver's focus is back in that direction they have already on the crossing. Any pedestrians using the crossing are gambling that drivers pulling out at the junction have actually looked in their direction first. I don't know what the accident history might be on this crossing but I don't see why it should need accidents and injuries before changes are made, surely risk assessments and judgements are possible without people having to be hurt first?

I am writing to voice my concerns and opposition to the proposed Road closure at the top of Bridge Hill, Oughtibridge, Sheffield S35. If this Road is made a cul de sac i think that this would compound the traffic problems. It would be impossible for H.G.V s to turn in such a tight space, they would only reverse into Orchard Street which is more dangerous to oncoming traffic. The traffic on the top Road, Langsett Rd South would flow faster, making it more dangerous for pedestrians crossing after alighting a bus at the bus stop, traffic would attempt to go into the right turn lane into oncoming traffic, to overtake stationary buses. The problem of traffic collision would just be moved to the junction of Langsett Rd South/Orchard Street instead of Orchard Street/Bridge Hill. Cars would rush around this corner at peak times to join the traffic flow .Restricted parking on Langsett Rd South would aid the speed and overtaking of traffic making this Road more difficult for pedestrians and cyclists.Restricted parking would also devalue and effect the potential sale of the properties on this Road

Closing Bridge Hill would be detrimental to the local businesses in this area, because of the reduced parking facilities and the blockage of through traffic the passing trade upon which these businesses rely upon, would cease.As a resident of Bridge Hill i naturally want to access parking outside my own property, my occupation involves covering N.H.S. night call outs and i do not feel safe walking a long distance with heavy equipment to access my vehicle. I feel if this Road is a cul de sac, my parking is more likely to become restricted. Certainly in snow and ice conditions i would not be able to drive up this hill, whereas driving down in these conditions is manageable. H.G.V. delivery vans for the local businesses certainly would not get up the hill in ice/snow. I do not think that as a cul de sac Bridge Hill would be a priority for Road gritting. I am currently off work, and have severe mobility problems which i foresee will continue this next year. Access to parking outside my property will be vital to my mobility.

I believe the problem should be attempted to be resolved by putting in place traffic calming. The speed of traffic going down Orchard Street to this junction, in my opinion, is the main cause of the accidents. If speed bumps across the whole width of the Road were put on Orchard Street (make this a B Road to facilitate this) it would slow on coming traffic. Make the Road a 20 m.p.h. restriction and put stop signs at the bottom of Bridge Hill and Station lane. This would probably resolve this issues with minimal upset to Village life / local Businesses. A pelican crossing could also help with traffic calming. Many thanks for taking my opinions into consideration, before a final decision on this matter, is made.

I would like to put forward my thoughts for consideration with respect to the proposed closure of Bridge Hill, Oughtibridge, ref 2078/PC.

The aim, as I see it is to make the the crossing safer.

As I see it there are several reasons that impinge on the safety aspects of the crossing.

The first is that the junction signs are give way and not stop signs. This means that vehicles approaching from Station Lane do not need to stop, merely give way to other traffic. When approaching the junction, these drivers/riders can see from quite a distance whether or not any other vehicles are approaching in the opposite direction. As a result they do not slow down early. From a little closer to the junction, these same drivers/riders look to the right to see if any vehicles are approaching from Orchard Street, and, if there are no vehicles in sight, continue to drive out of the junction without slowing down or stopping.

This being a one way system, drivers do not look left before either pulling out or simply driving out without stopping. This would appear to me to be the principal

cause of danger to pedestrians and school children using the crossing, which is also positioned far too close to the junction and does not give drivers/riders enough time to observe the crossing properly.

My conclusion to this section would be to replace both give way signs with stop signs and to relocate the crossing further from the junction and to employ highly visible Belisha beacons to make the crossing more visible.

In my opinion, the closure of Bridge Hill would not improve the situation one iota, in fact it could make matters even worse with there being less drivers approaching from the opposite direction from Station Lane.

Another consideration in desperate need of attention is the speed of traffic through the village. Only a week ago a car overturned on the one way system, a 30mph zone! Vehicles drive through the village at high speed. This is even more evident in the early morning and in the evenings. The Langsett Road South of the A6102 heading north is subject to vehicles travelling at very high speed through the village especially in the evenings, even Sheffield buses drive through at very excessive speeds! This results in some drivers/riders having an inappropriate mindset and also travelling too fast in the other direction, having to slow initially on the approach to Orchard Street before accelerating down the incline towards the crossing at dangerous speeds.

My conclusion to this section would be to install traffic calming measures on Orchard Street and on Langsett Road South at the junctions with Bertram Road, Holmesfield Road and just before the shops and the Zion Church. I would also advocate the introduction of a speed camera system. Perhaps a 20mph speed limit through the whole village would be worth considering too.

I hope that you will consider the points that I have made and that we can work together to make Oughtibridge a far safer and more enjoyable place in which to live as also a safer journey for people passing through the village.

While vehicles would indeed 'still be able to access shops, houses and the public house' if the top of Bridge Hill is closed and this could seem a feasible plan just by looking at a map, in practice it would lead to many problems. The chemist needs to be constantly accessed - has it been considered how this closure would affect parking/access especially for the elderly/vulnerable/blue badge? This hill is quite a steep gradient. Has it been considered how this chemist right at the top of Bridge Hill and access for the other shops and houses would be affected by large delivery lorries turning? A dustbin lorry would have great difficulty turning without posing danger to residents/ customers/pedestrian/people sitting outside pub. The same surely goes for emergency vehicles. Removing parking on Langsett road would cause inconvenience/potentially less safe access for many.

Slowing down traffic on Low Road with speed bumps would surely be less disruptive?

I am writing to object to the proposed road changes at the bottom of Bridge Hill in Oughtibridge.

I think a far better solution would be to build a mini roundabout at the bottom of Bridge Hill. Move the Zebra crossing to the bottom of Orchard Street and put speed bumps down Orchard Street to slow traffic down.

The accidents at this spot are almost certainly caused by this behaviour. Without this vehicle the view would be perfectly adequate. You could save the tax payer a hell of a lot of money and inconvenience plus eliminate accidents by making this no parking and narrow the exit so only one vehicle can exit the junction at any time.
Thanks

Also I'd like to add the amount of signage is ludicrous. This doesn't help matters.
Thanks

We would like to register our opposition to the proposed permanent closure of the top end of Bridge Hill, Oughtibridge as we feel that this would make the junction of the bottom of Bridge Hill with Orchard Street and Station Lane much more dangerous.

We are Oughtibridge residents and drive or walk over this junction daily so are aware of the situation.

We oppose the proposed changes to Bridge Hill at Oughtibridge. We don't feel that blocking off Bridge Hill will work. It will affect local businesses, still pose a hazard when vehicles turn at the bottom and will restrict parking for local residents.

Making Bridge Hill a right turn only would help prevent accidents and will not affect local businesses/residents.

Please note our objections.

I was given your details as someone in the SCC connected with the consultation about improving the safety of the road junction in Oughtibridge Low Road (A6102). I live in Oughtibridge and work in the city centre with the Universities. I commute by bicycle. I've been knocked off my bicycle at that junction by a car driver (also an Oughtibridge resident), pulling out from Bridge Hill to go up Jawbone Hill. They pulled out to cross the southbound priority flow of traffic, into my path. I crashed into the car, breaking my hand, and then flipping over the car, landing on my back in the road. I bear no malice to the car driver - I'm one too. The driver kindly took me to hospital rather than wait for an ambulance. This is just a dangerous junction, and one that is more dangerous than most road users appreciate.

That was about 10 years ago now, and all is fine. I still cycle to work. However, I regularly have to be on guard for that junction when cycling (and driving) to avoid cars pulling out into my path taking the same route. I wear bright colours, have lights, and bob around to provide movement ... but I still have to slow down in anticipation of a car positioning itself in front of my path. Defensive cycling. It is the by far the most dangerous part of my daily commute.

My point of writing is to support the case for bollarding off the top of Bridge Hill. and making traffic go around the ex-White Hart pub (now a bridal shop). This would stop cars taking the route that is so consistently dangerous. It is only this direction that I think is unjustifiably dangerous. I've never had concerns about cars pulling out from the other side of the junction (the East side coming down Jawbone). I think this could be beneficial to the village too by creating a more pedestrianised area in the heart of the village.

Some people seem to want to wrap up this issue with the pedestrian crossing on the A6102. All pedestrian crossings are hazards and require vigilant usage, but I don't think this one is any more dangerous than others. It is a natural desire line of pedestrian travel, even if the crossing was moved.

The solution being proposed seems like a sensible cost-effective change to providing the greatest improvement in safety, and reasonable cost both financially and in terms of cost to journey patterns by road users.

APPENDIX C TRO CONSULTATION LETTER AND PLAN

Strategic Transport, Sustainability and Infrastructure, City Growth

Head of Strategic Transport, Sustainability and Infrastructure: Tom
Finnegan-Smith, Howden House · 1 Union Street · Sheffield · S1 2SH

Tel: 0114 273 6170

E-mail: traffic.regs@sheffield.gov.uk

Website: www.sheffield.gov.uk

The Owner/Occupier
Oughtibridge

14 November 2019

Dear Sir or Madam,

Proposed Traffic Regulation Order (TRO) Bridge Hill, Oughtibridge

As you may be aware there is an ongoing injury accident problem involving people using motorcycles and bicycles on Orchard Street being hit by people driving out of Bridge Hill into Station Lane without giving way.

We held an informal consultation with Oughtibridge residents in March 2019 about our proposal to close Bridge Hill to solve this injury accident problem. Since then we have looked at the suggestions residents and the Oughtibridge Road Safety Action Group made, considered parking and how vehicles could access Bridge Hill to make deliveries. In consultation with Local Councillors and the Cabinet Member for Transport we concluded that the only practical way to reduce accidents at the junction is to close Bridge Hill. In summary we are now proposing to;

- close Bridge Hill to motor vehicles at its junction with Langsett Road North, people on bicycles and walking would be able to go through the closure,
- put one disabled badge holder parking space on Langsett Road South outside the shops,
- introduce time restricted parking, double/single yellow lines and prohibition of footway parking on Bridge Hill and double yellow lines on parts of Langsett Road North.

Further details of the TRO are shown on drawing 2078-DA-TRO-02, attached to this letter.

We are also proposing to move the 30mph speed limit on the north side of Oughtibridge 95m further back further towards Stocksbridge. Further details of this are shown on drawing 2078-DA-TRO-01, attached to this letter.

As part of the legal process associated with a TRO you are invited to make comment or object to this proposal. These must be submitted in writing, details given below, with a deadline for responses of 14 December 2019. Any requests for clarification or further information should also be made in this way.

By e-mail to: traffic.regs@sheffield.gov.uk

In writing to: Tom Finnegan-Smith
Head of Strategic Transport, Sustainability and Infrastructure
City Growth Department
Howden House
1 Union Street
Sheffield
S1 2SH

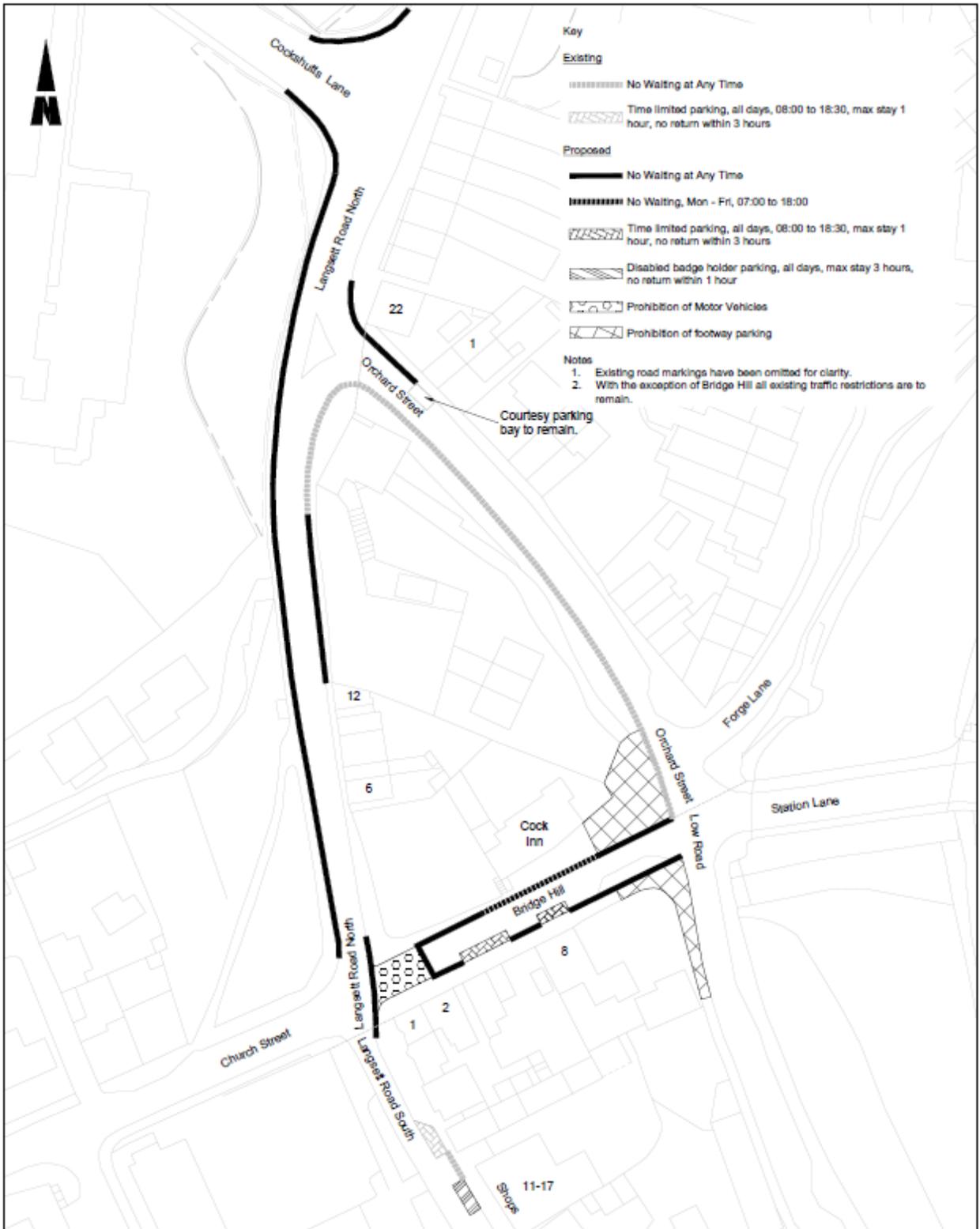
If you make comment or object you are giving your consent for the council to process your personal information. This information will only be used in relation to the above proposed highway works and will not be shared with anyone else without your express permission.

Any objections received will be reported to the Cabinet Member for Transport who will make a decision on how the works should proceed.

Yours faithfully



Matthew Lowe
Senior Engineer,
Strategic Transport, Sustainability and Infrastructure



- Key**
- Existing**
- No Waiting at Any Time
 - Time limited parking, all days, 08:00 to 18:30, max stay 1 hour, no return within 3 hours
- Proposed**
- No Waiting at Any Time
 - No Waiting, Mon - Fri, 07:00 to 18:00
 - Time limited parking, all days, 08:00 to 18:30, max stay 1 hour, no return within 3 hours
 - Disabled badge holder parking, all days, max stay 3 hours, no return within 1 hour
 - Prohibition of Motor Vehicles
 - Prohibition of footway parking

- Notes**
1. Existing road markings have been omitted for clarity.
 2. With the exception of Bridge Hill all existing traffic restrictions are to remain.

Courtesy parking bay to remain.

TRANSPORT PROJECTS SERVICE STRATEGIC TRANSPORT, SUSTAINABILITY & INFRASTRUCTURE 5th FLOOR, HOWDEN HOUSE 1, UNION STREET, SHEFFIELD, S1 2SH E-mail: Scheme.Design@Sheffield.gov.uk Tom Finnegan-Smith - Head of Service	Client	SHEFFIELD CITY COUNCIL	
	Scheme	Local Safety Scheme Bridge Hill, Oughtibridge	
<small>© Crown copyright and database right 2018. All rights reserved. No part of this data may be reproduced without the prior written permission of the Controller of Her Majesty's Stationery Office or the Ordnance Survey. It is illegal to copy or disseminate information contained in this publication in any form or by any means without the prior written permission of the Controller of Her Majesty's Stationery Office or the Ordnance Survey.</small>	Drawing Title	Proposed Traffic Regulation Order	
	AUTHOR ML DATE Oct 19	CHECKED CD DATE Oct 19	Drawing No.
		Scale:	NTS
			A3
		Date:	Oct 19

APPENDIX D TRO CONSULTATION COMMENTS

I am responding on behalf of CycleSheffield.
We support the proposed TRO for Oughtibridge. We have received a lot of accident reports and safety concerns from people cycling in this area and we are pleased that these are being addressed.

Based on feedback from supporters we have one comment/suggestion:
Some drivers turn right at Station Lane to go up Forge Lane. It is possible to have a kerb build out or planter or obstacle on the red highlighted section of the photo below to make this manoeuvre more difficult and so less likely?

I have been reading about the proposed changes to Bridge Hill in Oughtibridge

I am very happy to see the proposed closure of through traffic on Bridge Hill.

I commute to work from Wharnccliffe side to Tinsley everyday, the junction in Oughtibridge is by far the most dangerous part of my journey. (cars from bridge hill to station lane)

I have had many close calls here and a friend was knocked off by a driver on this very junction.

The main cause of the problem was parking on the footway, im very happy to see this will now not be possible.

Will barriers to stop cars parking on the footway be installed?

Another issue that I feel needs addressing is people turning right out of station lane onto forge lane. As there is no physical obstacle to stop this, I have had incidents where I have been faced with an oncoming car travelling the wrong way up the one way system. Some planters on the decorative paving between the two roads would make the manoeuvre more difficult.

I've just seen a letter regarding a Proposed Traffic Regulation Order. and wanted to make a comment.

I live on Forge Lane so offset from Bridge Hill and I cycle to work everyday. I'm bewildered by how often I reach the junction to see a cyclist or motorcyclist on the floor or several cars parked up with debris scattered around.

When leaving Forge Lane, I'm always aware of the cars coming down Bridge Hill and ensure I have eye contact with the driver before I proceed across the lane. On a weekly basis, a car will focus on traffic coming from the left or straight ahead and pull out oblivious to me on a bike (bizarre considering I've got flashing lights and a fluorescent yellow jacket).

For me, it seems a no brainer to close Bridge Hill off. I'm completely behind it. Certain residents and self appointed groups in Oughtibridge have declared themselves the mouthpiece of the village and seem to believe their opinion is the voice of the people. I have a young family and would feel much safer knowing traffic would have to drive an extra 25 seconds to go around the one way system, rather than cut down the hill and repeatedly risk lives. It's only a matter of time before someone is killed

Regarding the closure of Bridge Hill, Oughtibridge.

As a family of 6, we would like to voice our concerns regarding the above closure. We are certain the the closure is dangerous and will create as many hazards as it may takeaway.

It seems to us that you haven't taken on board any of the opinions put forward from residents at the consultation in March. Everyone I know that attended feels completely unheard and that it was just a formality??

The only safe and sensible option would be to install traffic lights and re-site the pedestrian crossing - anything else, danger remains.

We do hope that the dangers are at the forefront of your mind when making these decisions, not time and money??!!

We look forward to your response.

I would like to object to the plan to close off the top of Bridge Hill Oughtibridge. As described in the drawing 2078-DA-TRO-02.

I believe that this will not prevent the accidents that have happened in Oughtibridge and will cause serious traffic build up in the village especially during rush hour.

It poses risk for large vehicles going up Station Lane as they will need to go onto the other side of the road and can cause serious issues with that.

It also cause difficulties for parking and will have a negative impact to the residents and business owners around the proposed plans with some businesses already saying they will move shops.

Question: How can i find the up to date traffic order for bridge hill in oughtibridge please?

Why has this information not been added to the residents leaflets delivered this morning?

Will this information be available online to the public?

I have been informed that a traffic regulation order has been advertised this morning for the closure of all through traffic on Bridge Hill in Oughtibridge, Sheffield.

I would like the full reference to this paper so i can search it on the council website please as it seems to have been left off of the traffic regulation order that has been posted to local residents this morning.

I would appreciate your response as soon as possible.

Can you confirm about traffic on Bridge Hill. I presume you cant close the pub car park, so there still will be traffic on that junction? Also, it will be 2 way traffic potentially when cars are coming in and out of the car park? Will motorists be able to go straight across from station lane onto bridge hill? If not, how will the council stop this from happening?

Forgive me, but isnt it presumptuous that the people causing the accidents were merely passing through Oughtibridge as opposed to using the businesses on Bridge Hill? If they were using the businesses, then this layout doesnt solve the issue at all. And surely, making it so you can drive straight over from Station Lane to Bridge Hill is just increasing the potential for more accidents but from the

opposite direction? Also adding to the increased amount of signage at the junction which is already cluttered with too many signs. I also have major concerns for the safety of my children when using Bridge Hill whilst a HGV lorry is trying to turn around after delivering to the businesses.

I have seen your Documents via the Oughtibridge & Worrall neighbourhood Watch Face book page. We are asked to express our views again. I attended the consultation event and those of us who agreed with your proposals in principle seemed to be pushed away by those who objected to your ideas. I never had the chance to complete a comments form, we heard about those later.

I have to say that I agree with your proposals and would like to see them put into place with immediate effect. Since the consultation there have been other incidents reported in the village, I have to say that if the objectors had agreed to the proposal for a trial period, these incidents may not have happened and they would have had more time to produce a tenable counter proposal, the like of which I have yet to see. Nothing you will be doing will be irreversible.

So Please proceed as soon as you can.

I live at [REDACTED]. The closure of Bridge Hill will dramatically increase the traffic flow past my house. I have off road parking, and as it is it is very difficult to get off my drive with the constant flow of traffic coming from the direction of Stocksbridge at rush hour with a 1 second gap between vehicles. The extra traffic coming from the opposite direction can only add to this. There is a disabled parking bay above my property that restricts my view and is a potential death trap to cyclist coming around the corner down the hill at over 30 miles per hour as they do. The additional traffic will make it necessary to drive into my parking area forwards as there will be no time to reverse. This will mean that I will have to exit the property in reverse, adding to the visibility issues. If a speeding cyclist is hit whilst I am reversing, I would like this email to be kept on file as evidence of my concern. I spent £5000 installing the off road parking thinking that it would benefit the parking situation on [REDACTED], whereas the Bridge Hill closure will mean that on many occasions my wife and I will have to park in the road as it will be too dangerous to make use of it. Please explain how you expect me to look in three directions whilst reversing. I look forward to your suggestion as to how I can reverse out safely at such a busy junction. Furthermore, there are two more property's closer to the junction which will have the same problem but to a greater extent. I look forward to your reply, in particular to my safety concerns.

Support closure - too many accidents. Something has to be done

I am writing with concern of the proposed road closure of bridge hill in Oughtibridge. This will make the village even more congested during peak times and will directly impact local businesses located on bridge hill eg the Cock Inn car park. The problem with that area is the pedestrian crossing is too close to the junction and this is what causes the accidents as you can't see it before pulling out of either bridge hill or station lane. A right turn only would be a more appropriate measure to take, bringing the kerb out so drivers can see further up orchard street. The majority of the people who live in the village are opposed to this yet you seem to be dismissing our concerns and opinions. I'm the third generation of my family to live here and I have a daughter who attends the local school so I feel that my opinion and that of others who live in the village should be taken in to account.

I am writing this email in protest against the proposed closure of Bridge Hill, Oughtibridge.

If the closure was to happen these are the negatives;

- Loss of Parking spaces outside the residents homes on Langsett Road South (which would also devalue their homes).
- Loss of parking on Bridge Hill (which would also devalue their homes).
- During the daily busy times (rush hours) the traffic on Langsett Road South (top 1 way) due to Bridge Hill being closed will be at a stand still, not even thinking of during the football season (SWFC games)
- The turning point to get onto the bottom 1 way system (outside Lulu Mae) would be impossible for larger trucks and not give a chance for the HGV's to get around.
- The bottom entrance to Bridge Hill would be 2 way, which makes the junction even more hazardous which ever direction you are coming or going from, be it Station Lane, Forge Lane, Bridge Hill or Langsett Road.
- The bottom entrance will still have the exact same problem (plus more hazards) as it does now but with fewer cars.
- If you are on Bridge Hill facing up-wards, how are the vehicles going to turn around? (cars, vans delivering to shops and pub, (the beer wagon, how is that going to work.)

I have spoken to a lot of people that live in Oughtibridge and not 1 of them are in favor of this proposal.

The two facts that are causing the accidents on this junction.

1. Cars going straight on from Bridge Hill and up Station Lane.
2. Cyclists/ motor cyclists coming down Orchard Street at speed.

The probable cause of the accidents are (1) the cyclists coming at speed down Orchard Street towards the junction, and the motorist not stopping, but giving way at the bottom of Bridge Hill, OR (2) if the traffic has stopped for the pedestrian crossing, the cyclist continues at speed through the stationary traffic.

(1) If you give way at the bottom of Bridge Hill (you are still moving slowly towards the junction) you can lose the cyclist in the blind spot between the passenger window and the car windscreen (the door jarm?). OR (2) if the traffic is stationary on Orchard Street and has left a gap for the cars to go across from Bridge Hill to Station Lane, the car sets off across the junction not seeing the speeding cyclist coming down Orchard Street.

The solution to this is to slow the cyclist (and cars) approaching from Orchard Street by putting 2 or 3 kerb to kerb sleeping policemen (similar to the ones at Wisewood 20 MPH zone), raising the zebra crossing to make it a speed bump as well and 2 large (high) kerb to kerb sleeping policemen (the narrower ones) strategically placed for the rear wheels at the bottom of Bridge Hill, this will make the cars stop (or virtually stop for bad drivers) at the junction. This will slow all the traffic down at that junction from the 2 directions that are causing the accidents and make it safer when crossing on the (at the moment) very dangerous zebra crossing.

I have attached a plan of my proposal.

Regarding the proposed closure of bridge hill in Oughtibridge I feel this is a bit extreme.

There is the issue of the incidents that have taken place which I understand but there is also the businesses to consider, the extra 2-3 parking bays are valuable at times in that area.

Could it not be an idea to improve signage at the bottom of Bridge hill? Signs such as 'look left' , 'accident blackspot' or 'check for cyclists' etc etc.

I just feel its got to be worth a go as signage is a bit lacking at that junction especially if you arnt from the area.

I moved to Oughtibridge 1yr ago and in that time the majority of incidents appear to have been caused by one vehicle stopping suddenly for a pedestrian on the crossing. In the letter to residents you state the closure of Bridge Hill is to reduce incidents between motorcycles and bicycles due to people driving out of Bridge Hill into Station Lane. Surely your proposal will only move the potential for a incident further down the road, on a bend and probably at a greater speed, meaning the severity of the collision increasing!

So as not to effect local business, including those on the top road not just Bridge Hill, to keep the Council spend to a minimum but more importantly in a attempt to reduce incidents and harm to persons the following suggestions could be considered. With regards to the road layout of Bridge Hill perhaps this could remain as it is and install two smart stop/give way signs placed at the junction of Bridge Hill/Orchard St warning the vehicles approaching it. Move and replace the zebra crossing with a pelican crossing further back along Orchard St, thus meaning only one line of traffic approaching it, not the four it currently has. I'm sure you would agree following your risk assessments, four lines of traffic in a small area converging on a zebra crossing increases the probability of a incident, worryingly the potential outcome being fatal, especially in low visibility due to weather conditions similar to that we're experiencing tonight. I'm sure all involved just want to make this junction a safer place for all users!

I appreciate your time taken in reading this and look forward to receiving your reply and thoughts to my suggestions.

Regarding the proposed closure of Bridge Hill in Oughtibridge i am now aware that you have applied for a traffic regulation order to go ahead with your planned scheme.

Can you please send me a copy of all risk assessments that you have carried out on Bridge Hill , Langsett Road North ,Orchard street and Low Road including the Zebra crossing.

I will then be in an informed position as to object or not to the traffic regulation order

Please reply to my previous email if you do not have the information I requested please point me in the direction of who does Please confirm receipt Thank you

I OBJECT TO THE WHOLE PROPOSAL

I HAVE LIVED IN THIS VILLAGE ALL MY LIFE ■■■ YEARS

I HAVE NEVER HAD AN ACCIDENT AT THE BRIDGE HILL JUNCTION I LIKE MOST OTHERS TAKE MY TIME AND PAY ATTENTION IT IS NOT AN ACCIDENT BLACK SPOT THE ONLY PROBLEM IS BAD DRIVERS AND UNFORTUNATELY YOUR PROPOSAL JUST GIVES THOSE IMPATIENT BAD DRIVERS MORE TO NEGOTIATE .

ARE YOU TRYING TO TELL ME THAT IF YOU CLOSE THE TOP OF BRIDGE

HILL AND LET DRIVERS GO IN AND OUT FROM THE BOTTOM THAT IT WILL ONLY BE CAREFUL DRIVERS THAT USE BRIDGE HILL AND THERE WILL BE NO MORE ACCIDENTS WELL I AM SORRY TO HAVE TO TELL YOU BUT YOU ARE DELUSIONAL.

YOU HAVE SENT ME THE RISK ASSESSMENT THAT YOU HAVE CARRIED OUT FOR THIS PROPOSAL AND I AM DUMFOUND AND INSULTED THAT THE GREATEST RISK AND ONLY ONE HIGHLIGHTED RED IS THAT RESIDENTS MAY OBJECT. ??????

I HAVE ASKED MR LOWE THE ENGINEER TO SEND ME THE RISK ASSESSMENT FOR THE PEDESTRIAN CROSSING ON LOW ROAD AS I AND MANY OTHERS IN THE VILLAGE FELL THIS IS THE GREATEST RISK TO LIFE .

TO DATE HE HAS FAILED TO REPLY TO MY EMAIL OR SEND ME THE INFORMATION I CAN ONLY TAKE FROM THIS THAT THE GREATEST RISK ON THAT ASSESSMENT WILL BE THE EAR ACHE THAT HE GETS FROM THE RESIDENTS OF OUGHTIBRIDGE WHO SEE AND EXPERIENCE DAILY JUST HOW DANGEROUS ITS POSITION TO THE JUNCTION IS.

I EXPECT THAT YOU TAKE MY VIEWS AND CONCERNS SERIOUSLY AND THAT THERE WILL BE A PUBLIC MEETING BEFORE ANY WORKS COMMENCE.

I VERY MUCH LOOK FORWARDS TO HEARING FROM SHEFFIELD CITY COUNCIL AND INDEED THE COUNCILLORS I ELECTED TO REPRESENT ME

I strongly disagree with the proposal to close bridge hill in Oughtibridge.

I have lived in and around Oughtibridge all my life and am very familiar with this section of road and how dangerous it has become since the installation of the pelican crossing in the ridiculous location where four lanes of traffic all meet.

I knew this from the very first time I used the crossing. Vehicles do not have enough time to examine if the crossing is clear when they pull out onto the road. There is another one in Worrall that must have been assessed for danger by the same inadequate person or team. I wonder if anybody actually did a health and safety assessment for these crossings.

Why would you place a pelican crossing immediately after a right angle junction? People on the crossing are regularly in the blind spot of people driving their cars.

I am very confident that unfortunately somebody will lose their life due to the dangerous placing of this crossing. I hope that the council can answer all the relevant questions relating to the safety of the crossing and why they did not act on the warnings received about how dangerous it is.

Your plans to close bridge hill do not remove the problem of the crossing.

With regards to the TRO for Bridge Hill in Oughtibridge, it's clear that no one has listened to or understood the residents wishes here. If you close Bridge Hill the impact on the businesses and traffic build up in that area will be catastrophic. Why in earth is council going to all this expense, when this us NOT what the people wanted or asked for?! It's a very busy road system and the fact folks can 'cut through' Bridge Hill is the only thing stopping colossal jams and tail backs, for instance when cars are parked on one side and buses are at the stop on the other!! NO ONE WANTS THIS, please stop NOW before it's too late!! Surely to goodness it just needs traffic lights at the crossroads on the bottom road, which would be cheaper, less upheaval and hindrance to an already busy trunk road, and would eliminate accidents!?! But to close it altogether is utter madness. Please, No

I am writing to object to the recent changes to Bridge Hill proposed by your dept The residents of Oughtibridge have offered numerous ideas to help prevent the accidents occurring, including moving the zebra crossing on the junction and relocating with a pelican crossing There is a very restricted view at that junction, and simple measures such as preventing vans /cars parking would help Please allow Bridge Hill to remain open -maybe slow down the flow of the traffic using humps -On the hill Making it a right turn only at the bottom might also help, which I seem to remember was on one of your own proposals Oughtibridge residents are fully aware of the costs of this -but this village is expanding and the situation will only get worse - we need your support to help keep the village safe

I write to lodge my objections to the proposed TPO for Bridge Hill in Oughtibridge. I am further more disappointed to see that the local action group, supported by the community, has had such a negative response from those sitting on the panel! The proposed TPO to close Bridge Hill is not the answer to issues in question. Closing the road will simply move the problem to the corner of Langsett Rd North/Orchard St, which is already impossible to get out of in rush hour traffic!! Removing parking areas where there are already limited spaces will undoubtedly affect trade for local businesses and what spaces there are will be used by residents who are having their parking abilities removed! I am unfortunately a firm believer that once a notice is made public the deal is done and documentation shows this appears to be the case with Bridge Hill. At least trial the changes with significant monitoring if this is the case but more importantly please take local opinion in to account and 'meet with' and 'listen to' what people have to say on the matter.

I am opposing the TRO which is planned to close Bridge Hill in Oughtibridge for the following reasons.

At present HGV's and delivery vans cannot park on Langsett Road North when delivering to local businesses, there are always parked cars in front of the shops on the right hand side of Langsett Road North, this leaves a single lane for traffic travelling north through the village. Most of the delivery vehicles turn right into Bridge Hill and park on this road to make their deliveries.

With Bridge Hill closed to traffic on Langsett Road North, delivery vehicles including large brewery HGV's delivering to the Cock Inn PH would have to reverse into Bridge Hill from Low Road, large HGV's would have to drive onto the pedestrian crossing to give them enough room to reverse into Bridge Hill, reversing any vehicle into Bridge Hill from this busy junction would be dangerous to other traffic and to pedestrians.

Large articulated HGV's going up to the factory on Oughtibridge Lane currently turn down Bridge Hill and go straight across Low Road into Station Lane, if they cannot

do this they are faced with 2 tight turns, the first is by the old White Hart pub into Orchard Street, here they have difficulty with a car parked in a disabled parking bay on Orchard Street, the second turn is a left turn from Orchard Street in to Station Lane.

I also think that closing Bridge Hill would cause traffic congestion along Langsett Road North and Church Street, traffic queues would build up when a vehicle try's to deliver to local businesses, when the bus stops and when there are queues with traffic turning right off Langsett Road North in to Orchard Street.

I think that the main problem with the junction at the bottom of Bridge Hill is that the pedestrian crossing on Low Road is too close to the Junction, vehicles coming down Orchard Street, turning out of Forge Lane, Station Lane and Bridge Hill sometimes have to stop quickly at the pedestrian crossing and this is when some of the accidents happen, with regards to cyclists being injured at this junction, not all cyclists stop when traffic stops, they will often try to cycle through the junction when traffic is stood and get caught by a vehicle when it sets off.

With regards to HGV's above I do speak with some experience of driving them, I held a Class 1 HGV licence for 40 years.

I am retired and have lived in the Oughtibridge area all of my life and think it would be a big mistake to close Bridge Hill.

I have received your letter regarding the proposed TRO Bridge Hill Oughtibridge In the letter you state that "you will introduce time restricted parking, double/single yellow lines and prohibition of footway parking on Bridge Hill and double yellow lines on parts of Langsett Road North"

You enclosed a drawing 2078-DA-TRO-02

I can see on that drawing where you plan to put the double yellows and what are already the existing no waiting at any time lines on Langsett Road North.

On your website in FAQ document under the heading Why are the waiting restrictions proposed and why are some experimental ? You say

"The waiting restrictions on Langsett Road North are proposed to ensure that queues caused by closing Bridge Hill do not block people traveling towards Stockbridge."

"The waiting restrictions on the East side would be experimental to give the council flexibility to adjust the length or times of operation to suit what happens on site and to minimize the loss of Road side parking."

"The waiting restrictions on Orchard street are proposed to ensure there is enough visibility into Langsett Road North for people to see to make the turn safely and to ensure there is enough space for a large vehicle to turn."

Under the heading You are putting waiting restrictions outside my house , where will I park ? You say

"In law there is no legal right to park on the road outside your house. However where practical we try to minimize the impact of waiting restrictions on residents, especially if they have no alternative parking. This is one of the reasons why we are making the restrictions on the East side of Langsett Road North experimental so we can try to balance the needs of residents against the need to keep people moving."

So can you please therefore inform me as to exactly we're the experimental

restrictions on Langsett Road North will be and what Do they entail ? As they are not on the drawing supplied.

Can you also please supply the same information for Orchard Street .

With the exception of the time limited waiting restrictions on Bridge Hill and the double yellow lines on Langsett Road North and Orchard Street I can find nothing on the drawing that refers to experimental parking restrictions.

Please could I ask that you confirm you have received my email and reply to my questions

I write to submit my formal objection to the road changes that Sheffield City Proposes to do in Oughtibridge.

The proposed closure of the top of bridge hill to motor traffic is a danger to the public. Please see my reasons below.

Bridge hill will not accommodate two way traffic as well as parking facilities and turning space at the top of the road therefore vehicles would be forced to reverse down bridge hill to the proposed turning space at the bottom witch is actually a foot path this would all the while be being done with oncoming traffic pedestrians and cyclists that may sill enter at the top . You may have AUTOCAD to do this on a computer but as Mathew Lowe has said in an Email to Councillor Francyne Johnson in reality it may not work. But you still push ahead with this plan despite the engineers own admittance that it MAY NOT WORK ??

The council refers to the accident black spot being the bottom of Bridge Hill at the junction of Orchard St ,Station Lane and low Road. Yet unbelievably you actually plan to add more hazards at this very spot.IE

You will be able to enter and exit straight across from bridge hill to station lane(this is how the council claim the accidents are cased) and from station lane to Bridge hill a new and even more dangerous as one vehicle can shadow the other.

A vehicle must wait on the junction and then pull into bridge hill whilst a car maybe exiting behind it and another coming straight across from station lane .

Then with all this going on you will have vehicles some hgv reversing down Bridge Hill and turning at the proposed turning point that is right at the very entrance/ exit of the junction.

Then you have the zebra crossing on low road that everyone in the village of Oughtibridge says how dangerous it is as it already stands but if the council add all these other movements on to that junction the pedestrian has to look in so many different directions and then make a judgement as to when it will be safe to cross someone will be killed .

By closing the top of Bridge hill you will be causing queuing traffic on Church Street and Langsett Road South /North .This is the very heart of the village Sheffield City Council has all these plans for a clean air zone within the city centre and has the stats to prove queuing traffic causes serious risk to health, yet they claim there will be no effect in our village this is an untrue statement and this should be taken very seriously the queuing traffic would be outside my home outside the doctors surgery

outside Westnall house old peoples home and outside the parade of shops . Oughtibridge is the main thoroughfare to Stocksbridge and beyond and many heavy goods vehicles and commuters use the routes to get to Woodhead and Manchester. It has been put to Sheffield City Council that much of this can be alleviated by simply installing a bus lay-by on Langsett Road North allowing traffic to continue to flow and Emergency vehicles to be able to gain access in an emergency . But all this has been dismissed on the grounds of cost alone .Our health and others that may require emergency help and treatment has a price on it. The council will and have been given funding for the road network by the developers that are building in the area so why can we not use that to keep people healthy and save lives.?

The councils proposal to send the traffic around the corner from Langsett Road North onto orchard Street is another accident waiting to happen and some time ago some was killed at this very junction how do the council envisage people being able to reverse on or off driveways when they almost find this impossible to do now . The council has been very shout sighted about the amount of traffic that will be entering the village at orchard street they have not taken into account the increase of traffic from the large housing developments at Stocksbride, Deepcar and Oughtibridge Mill .

I ask that the council do not dismiss mine and so many others peoples genuine concerns about the safety of the councils proposal after all this whole project was born out of safety issues do not add more just for the sake of keeping the cost down.

I ask that you please reply to the issues i have raised and keep me fully informed on any progress.

I write in response to the above TRO, a copy of which has been passed to me.

I oppose these proposals on a number of grounds:

A) Making Bridge Hill two way and adding lorries delivering to the Cock Inn will lead to more turning movements in the problematic area

B) Your proposals will significantly increase the amount of traffic forced into Langsett Road North and the sharp corner into Orchard Road, which is likely to increase hazard for other road users and pedestrians in this area.

C) Dangerous incidents I have witnessed at the Bridge Hill/Station Lane junction include vehicles turning from Station Lane into Forge Lane, vehicles parked on the Bridge Hill/Orchard Street pavement obstructing sight lines, vehicles moving too fast along Orchard Street/Low Road. Your proposals do nothing to improve any of this.

Perhaps further consultation with the local community is needed to determine a workable affordable solution to all the issues?

I would like to raise an objection to the closure of Bridge Hill to traffic. Whilst I appreciate there have been a number of injuries, I do not feel the community have been effectively consulted or listened to. The closure of Bridge Hill to traffic will have an impact on -

- local businesses
- available parking
- access and parking for local events, of which the village has many
- flow of traffic in the village, risking moving the problem to the junctions at church street and the white hart. This will be particularly relevant with the sizeable development underway at Oughtibridge mill which will result in a significant increase in traffic.
- The traffic system in Oughtibridge is an important through flow for the local area. I believe these proposals will cause further congestion and possible pollution in the village.

I am not convinced the proposals will impact positively on the numbers of accidents or the overall traffic issues within the village. I fear that resources are one of the key drivers for the council's solution. I think this issue needs to be taken up again with the community to find a more effective and popular solution.

I am objecting to the closure of Bridge Hill for the following reasons .

- 1) Council proposals will make that junction worse than it is now . With cars going straight across up Bridge Hill making junction more confusing than it already is .
- 2) Lorries will be reversing/ turning onto a main road causing more danger , more accidents and back log of traffic.
- 3) No thought has been given to residents and business with the parking and when a bus is stopped on Langsett Rd North there will be a back log of cars stuck .
- 4) I have lived in Oughtibridge all my life and the majority of accidents has been since the zebra crossing was put on Low Road. At the meeting held between yourselves and residents of Oughtibridge it looks like this crossing had been ignored due to lack of money . It is time the Council admitted they put this in the wrong place . Move it . Plenty of people have voiced this opinion but it has been ignored. Have you actually looked how many accidents happened here before the zebra crossing was put there ?? I doubt it .
- 5) Your report refers to pedestrians/ cyclists only , do car drivers not matter as many have been involved in accidents at the crossing too ??

The residents of Oughtibridge do want to make this junction safer but our views have been disregarded. I thought we lived in a democracy??

I agree with all the proposals sent to yourselves by ORSAG or anti road closure group which you have renamed us !

Your proposals will cause more chaos and more accidents .

Perhaps it's time to listen before making another bad decision.

I wish to register that myself and my family are totally against this change.

I have lived in Oughtibridge for 30 years and think that the council should listen to the residents. The main issue with the junction at the bottom of bridge hill is the fact that the council has put the crossing in the wrong place. Closing access to

bridge hill will cause more accidents as bikes will be shooting out of the junction and the traffic will be backed up through the village. What about the parking for residents who live where the double yellow lines are going to be put. You need to get a grip and do the right thing.

We would just like to voice our support for the changes proposed for the Bridge Hill closure in Oughtibridge. We appreciate that it will cause inconvenience for a small number of residents, but this can't be used as an excuse to compromise road safety, and we don't feel their counter proposal addresses this satisfactorily.

Hello, I am a resident in Oughtibridge and I agree with the council's plan to close Bridge Hill to traffic. I think this will cut down on accidents and make the area better for pedestrians.

A better solution would be to fit traffic lights to the bottom of bridge hill and just before forge lane on Orchard st. This would solve the accident issue and also address the problem of getting out of forge lane which once the new housing in the valley is in place will make it impossible to get out at busy times. This seems like common sense to me, but councillors seem to like to make things more complex and not listen to the people who know best and live here. You will be changing it all and spending more money, typical council type thing to do. When will you ever learn?

The dangerous road condition at the bottom of Bridge Hill is primarily caused by the number of roads converging at that point. There are 6 carriageways converging at the bottom of Bridge Hill- 1 from Orchard Street, 2 from Forge Lane, 1 from Bridge Hill and 2 from Station Lane.

It follows that to make the roads safer Bridge Hill needs to be closed at the bottom and not the top where there are only 4 carriageways in play- 1 from Langsett Road South, 2 from Church Street and 1 from Bridge Hill.

If vehicular access is still to be permitted up and down Bridge Hill from the bottom when closing the top of Bridge Hill the currently dangerous situation will be made worse as an additional carriageway will have been added to the problem area.

My view is that Bridge Hill should be closed both at the bottom and part way up so as to allow access to the Cock Inn car park from Langsett Road South. The road so closed should be pedestrianised and market stalls should be permitted to trade over weekends. This would benefit all involved with the village of Oughtibridge.

Please consider the above carefully

How dare the Sheffield Council decide to close off one of our village roads without even listening to the residents' opinion. It is a wrong time to make a decision like this when an election is due soon.

I have lived in Oughtibridge for over 40 years and remember when Bridge Hill had two way traffic but we never saw accidents that now occur on the junction. If you ask the locals they would tell you that all these have occurred since the pedestrian crossing was put in the wrong place. If the crossing was situated further up near Forge Lane opposite the Cock Inn then when the traffic coming from Stocksbridge stop at the crossing it would then allow traffic to exit from Station Lane and Bridge Hill.

As for taking our parking spaces away and putting yellow lines down that would be

disastrous. Those parking spots are badly needed for the overflow of the doctors surgery car park and when residents go and pick up their prescriptions not to mention visiting the local shops. Bare in mind there's a lot of elderly people live in Oughtibridge and need to use their cars but they don't all have blue badges. Also how are the customers going to park in the pubs car park which is also used by the locals visiting the chemist.

It's all very well making plans at a desk in an office by someone who hasn't a clue about the area, closing this road will make congestion at the at the old White Hart pub where the traffic would have to turn right to get on to Low Road. the traffic coming from Stocksbridge is terrible in rush hour and is aimed to get even worse when all the new houses are finished that are be built on the Paper Mill site.

The decision to close this road will cause even more problems, shame on you.

I would like to register my complete agreement with the council's plans for traffic improvement in Oughtibridge, exactly as they stand. I would further like to emphasise that the 'Oughtibridge Road Safety Action Group' does not in any way represent the whole of the village.

I trust that loud noise from a few voices will not be sufficient to sway the council to alter a thoroughly sensible plan.

I am writing to comment about the above TRO.

It seems that you don't realise that the issues at that site are caused by vehicles meeting at the bottom of Bridge Street. The solution therefore needs to include either slowing traffic down at that site and/or reducing the potential for collision by talking away the risks.

I would therefore propose that you -

1. Close the bottom of Bridge Hill, thus eliminating one direction of traffic and the one that has difficulty seeing those coming from Orchard Street direction.
2. Prevent vehicles from exiting the pavement below the Cock Inn so that they can no longer then head across the road to Forge Lane. I caught a red Range Rover type vehicle doing that 2 weeks ago. Planters will do the job.
3. Your plan enables vehicles coming down Station Lane to cross over to Bridge Hill thus not joining into Orchard Street traffic. This increases the collision risk.
4. Move the pedestrian crossing at least one more car length away from the bridge, giving vehicles more time to see pedestrians at the crossing.
5. Install speed humps on Orchard Street higher up than Forge Lane to reduce traffic speed as they come to the bridge.
6. Extend the 30mph zone further than your plan so that it at least reaches level with where the bottom of Bedford Road is. That makes it ideal for a speed camera.

All of this won't stop people coming down Station Lane and turning right onto Forge Lane against the legal flow of traffic. I find it difficult to come up with a suggestion for that as the bridge isn't wide enough to put an island forcing people left, but by closing the bottom of Bridge Hill it will give room for arrows signs pointing for traffic must go left.

I trust you will take the above into consideration.

I commute by bike from Oughtibridge to the city centre most working days and cycle round the one way system in Oughtibridge 3-4 times a week. I cycle from [REDACTED] to the riverside path which is accessed from Station Lane.

I am grateful that there has been recognition of the serious issue at the junction of Bridge Hill with Orchard Street and the issues that the four way junction at that point present. I believe that the proposal to close the top of Bridge Hill and reduce traffic flow from Langsett Road South through the fourway junction would be a positive move towards addressing the accident rate at the junction.

I am aware that there are significant concerns from residents within the area about the proposed changes. One issue is the proposal to limit parking in the area, with the impact that this may have on house prices and residents having the ability to park close to their house. I hope that this is considered when extending the double yellow lines in the area and that the council considers how the impact of the proposed yellow lines on the TRO can be mitigated.

I also feel that the concerns of the residents should be weighed against the safety of cyclists who pass through that junction along Orchard Street and Forge Hill, several of whom have been injured seriously at this junction.

I have been aware of discussions within the Oughtibridge Neighbourhood Group about the possibility that closing Bridge Hill to through traffic will make a new accident blackspot at the "Lulu Mae" junction. This is the junction that I regularly cycle through. Approaching that junction means that I have to traverse across the flow of traffic to the centre of the two lanes to turn right onto Orchard Street. That does feel like a risky manoeuvre in busy traffic. If there were a 20mph speedlimit in the one way system, that would make the lane change a safer manoeuvre at that point.

I welcome the reduction of the speed limit on Langsett Road North from 50mph to 30mph and I believe that a speed camera at that point is also required to reduce the potential for incidents at the Lulu Mae junction.

The bottom of Bridge Hill will still be open to traffic accessing the shops / parking places on Bridge Hill and delivery vehicles for the Cock Inn. This may then create a potential accident spot with vehicles making three point turns and exiting Bridge Hill. Are there any ways in which this risk can be reduced? I cannot see any point in the plans for a turning point on Bridge Hill.

There have also been many near misses and accidents at the zebra crossing on Forge Lane. The crossing is too close to the junction with Station Lane for the crossing to be used safely, many cars are unable to stop in time when joining Forge Lane from Station Lane. I've noticed when I am driving, walking and cycling in the area are that frequently people cross Orchard Street at the North side of Forge Lane. This makes access to Coronation park safer, as crossing Station Lane opposite the park (the route that you take from the existing zebra crossing) is very difficult given the amount of traffic at that point and the proximity of the junction with Orchard Street. I think that moving the zebra crossing to the north side of Forge Lane gives drivers better sight of the crossing and will allow safer access to the park. If Bridge Hill is closed to through traffic then it would be safer to cross Bridge

Hill to reach the zebra crossing on Langsett Road South.

I hope that these concerns are taken into consideration, but overall I support the proposed TRO to reduce the accident injury issue at that junction.

I would like to formally oppose the above Traffic Regulation Order for the following reasons:-

- The original point of concern has been the number of accidents at the junction of Bridge Hill and Low Road where 4 roads meet. Closing the top of Bridge Hill at its junction with Langsett Road North will add a further flow of traffic by making Bridge Hill two-way rather than the one-way it is now, thus adding to the amount of traffic at that junction.
- Delivery vans and lorries accessing businesses on Bridge Hill will not have room to turn around to exit Bridge Hill, particularly the large brewery lorries that deliver to the Cock Inn public house.
- Traffic heading for Station Lane that has to go round the one-way system on Langsett Road North will cause congestion at the junction which is already busy with traffic coming from Stocksbridge. At busy times, the increased flow of traffic on Orchard Road will, in my view, make the Bridge Hill/Low Road junction more dangerous as drivers will have no break in traffic to exit the junction safely.
- Restricting residents' parking on Langsett Road North at peak times will negatively affect those residents and may also decrease the value of their homes.

I know there is a limited budget for any new traffic scheme and I welcome the proposed moving of the 30 Mph limit sign further back towards Stocksbridge, but moving the zebra crossing to the other side of the junction would possibly also be a positive move. This would give more opportunity for traffic to exit Station Lane and Bridge Hill by giving breaks in the traffic flow.

Would there, perhaps be enough space to install a mini (painted rather than built-up) roundabout at the Bridge Hill/Low Road junction?

Your receipt of this objection would be appreciated.

The accident rate at the junction of Bridge Hill and Orchard Street / Low Road is clearly unacceptable and action to improve the junction is overdue. The closure of Bridge Hill to through traffic would appear superficially to offer a solution which critically to the City Council will be attractive because it is the cheapest option. However, it is far from being the best option. Why is it that local people, who have to live with the consequence of these central decisions are ignored? The junction area needs a radical rethink.

The decision some time ago to place the pedestrian crossing to the right of the junction was flawed. It does offer the advantage of being close to the bus stop, but:

- a. It takes drivers attention away from traffic coming from the left.
- b. On numerous occasions I have witness people having to jump out of the way on the crossing because drivers turning right don't stop.

Positioning it to the left of the junction at the bottom of Orchard Street would be much more sensible, although it would probably necessitate an additional crossing across Station Lane.

Through traffic coming down Church Street should be routed to the left on the one-way system, thereby going round onto Orchard Street to progress onto Station Lane. Traffic from the bottom of Bridge Hill should be forced to turn right, and if the pedestrian crossing has been moved this would improve the traffic flow in this direction.

Slowing of traffic coming into the village from Wharnccliffe Side by extending the 30mph zone, installing a flashing sign to indicate speed and installing rumble strips on Orchard Street would all help. This might help deal with the increased traffic flow which will be the result of all the housing developments further up the valley. (That's the ones we are repeatedly told will not have an appreciable impact!)

All these suggestions would increase the cost of the scheme, but could save lives. I don't think anyone has been killed recently, but as things are it is probably only a matter of time. The simple closure at the top of Bridge Hill will not solve the problem, access to the businesses must be provided so there would be traffic trying to turn up from Orchard Street, or crossing from Station Lane, then trying to exit again. In addition, the proposal is to allow cyclists to pass through, presumably to cross Orchard Street to progress onto Station Lane. How will the proposal protect them?

The proposal also provides for a significant increase in parking restrictions as well as making it very difficult to use the Cock Inn car park, which helps congestion during the early part of the day when it is not needed for customers. All this will make life very difficult for the few remaining businesses that serve the local community and help reduce longer traffic journeys.

Can we please have some in depth thought put into this project with meaningful consultation that is listened to?

As a resident of Oughtibridge for more than 30 years I am greatly concerned with the proposed closure of Bridge Hill. Everyone I speak to seems to be of the same opinion, please do not close this vital section of Road. I object to these changes very strongly.

I am writing to object to the proposal to close Bridge Hill in Oughtibridge.

I believe this is an absolute ludicrous proposal as the main problem is the positioning of the zebra crossing and a simple solution would be to move the crossing back towards Deepcar (just before the entrance to Forge Lane).

I am writing to object to the proposal to close Bridge Hill in Oughtibridge.

I believe this is an absolute ludicrous proposal as the main problem is the positioning of the zebra crossing and a simple solution would be to move the crossing back towards Deepcar (just before the entrance to Forge Lane).

I could write a book full of reasons why Bridge Hill in Oughtibridge should not be closed at the top, but I will bring to your attention just one of the numerous reasons.

Two weeks ago I happened to be walking past the Cock Inn pub on Bridge Hill when they were receiving their beer delivery (photo attached). I asked the driver how he would proceed after such a closure.

After taking a minute to consider the road layout he said that his delivery lorry was a six wheel rigid just about 10 metres long with 'the turning circle of the Queen Mary' and that he would need to stop the traffic for the full length of the bridge over the river for him to pull on and square the lorry up, then also stop the traffic coming down Orchard Street and off Forge Lane, and finally reverse across the junction and up Bridge Hill. Not too clever on a busy Friday morning and incredibly dangerous. This situation would also apply to the food delivery lorry (almost as long) and presumably the gas cylinder lorry, the bin lorries and so on.

I know the road layout and its problems well. I have both lived and run a retail business in the centre of Oughtibridge for 35 years. I cross this junction every morning between 8 and 9am whilst walking 2 dogs.

The worlds gone mad.

I was one of a hundred or more Oughtibridge residents attending the initial meeting to look at Sheffield councils proposal to close Bridge Hill to “ solve the problem of multiple collisions involving motorcycles and bicycles “

Perhaps 1% of the people attending appeared to agree with the proposal, are the 99% going to be ignored ? I said to a local councillor it seemed a decision had almost been made at the time, definitely not was the response! But here we are again, it appears that none of our considerable suggestions have been listened to.

One good idea to move the 30 mph closer to Wharncliffe Side.
I also suggested very slightly raised ,rough textured red'ish lines across the road when approaching from Wh'cliffe side.

My husband is in favour of a slightly raised mini roundabout at the bottom of Bridge Hill. The extra wide pavements in that position could be reduced in width to facilitate its positioning.

I am also concerned about traffic being able to access the bottom of Bridge Hill whilst cyclists can still go down it . The beer delivery van is very large, where will it turn round? Will we have to park in the pub car park (customers only) to access our Pharmacy, florist, hairdressers, village shop, restaurant and cafe ?

Car parking for the residents in Oughtibridge is currently only just meeting their needs. Double yellows and time limited parking will cause major problems.

There is nowhere else to go !

I suggested a pull-in bus stop beside Millennium Green so traffic can still pass the parked cars.

When the 320 new houses are built on the Paper Mill site we are going to have many more cars coming through the village. More cars , more accidents !

SLOW TRAFFIC DOWN, TRAFFIC LIGHTS, BETTER CROSSINGS

We deserve more than the cheap option of a barrier at Bridge Hill !
Our young people deserve a long term solution, as do the people that have been traumatised by the injuries they have sustained

It is stated that the accidents occurring at the junction at the bottom of Bridge Hill are caused by drivers not giving way so why does the Council not put up a 'HALT' sign there and see if that solves the problem before going to all the expense of the alterations proposed.

Closing Bridge Hill is way over the top, as in the introduction of yellow lines and time restricted parking on Langsett Road South. For a Council that is strapped for cash this seems a very extravagant and unnecessary proposal.

Moving the 30mph speed limit sign 95 meters further towards Stocksbridge is an absolute joke. Has no one ever driven along this road to check. All traffic coming into Oughtibridge has to slow down to 30mph or less anyway to navigate the bend by the old White Heart.

These accidents are not caused by speed but by bad driving and in my opinion a 'HALT' sign with maybe an 'ACCIDENT BLACK SPOT' sign alongside may go a long way toward preventing further accidents. Please give it a try.

I would like you to consider my suggestions and if possible give me your opinions.

On behalf of the Oughtibridge Road Safety Action Group (ORSAG) I would like to bring to your attention some concerns and a couple of proposals for consideration.

We as a group have worked hard for most of this year in order to find a safe solution that is agreeable to both residents and the council, we feel that a proper sit down meeting involving the council and ourselves could formulate a solution to a very difficult situation. I recognise that the council does want to reach the same outcome as ourselves and that is to make the junction as safe and accident free as humanly possible. I also recognise that the council may have issues with our alternative ideas but surely sitting down and discussing, is a sensible route to take.

It was made abundantly clear to myself that at the original consultation many residents felt that their views were not noted, I myself handed over ten objections to Francyne Johnson with my contact details from residents who could not attend on the day and expressly asked Francyne that a response was forwarded to me, as of now that has not been forthcoming.

We had an initial meeting with Mathew Lowe, Simon Vincent and Ed Highfield in attendance and although council attendees started quite defensively, Ed Highfield stated that really everything should be open to discussion and some degree of old-fashioned compromise may be in order because of the complex nature of the problem and any solution will have its issue. He also stressed that he wished for positive communication between the council and ORSAG during the process.

Before we went ahead with pursuing the merits of our proposal we contacted all residents in Oughtibridge via a leaflet drop asking them if they were happy with the council proposal or not the results were uncannily almost a duplicate of your initial consultation responses.

I have been dismayed at the lack of interaction that has been afforded to us from both the council and the City Councillors whom represent the village of Oughtibridge.

Our concerns with regard to the proposal you have put forward are as follows:-

1. By closing the top of Bridge Hill, traffic will both enter and exit Bridge Hill, this will mean there will be vehicles turning right from Orchard Street, vehicles from Forge Lane will be able to turn left and immediately right, vehicles from Station Lane will be able to go straight across and after discussions with the delivery drivers for the Cock Inn they have stated that they will have to reverse on or off Bridge Hill as they use a Class 2 rigid lorry that has a bigger turning circle than an articulated vehicle. This in itself raises safety issues and delays in the free flow of traffic through the junction.

2. Because of point one individuals crossing on the Zebra Crossing will be even more confused and as stated in previous council arguments individuals will still be in a mindset of looking in the direction they are used to looking. If the council insist on their plan then it is a necessity that the crossing is placed prior to Forge Lane.

3. At the start of consultation, we were informed that any new scheme needs to be self policing, parking restrictions and double yellow lines are not, however our proposal for speed bumps and rumble strips are.

4. Traffic coming from Orchard Street can be stuck in the middle of the junction waiting for people to exit before they can enter, this will cause extra standing traffic which I believe will cause additional pollution.

5. Bridge Hill is not wide enough to accommodate two-way traffic, three point turns and have parking space

6. It seems that it has been taken for granted that vehicles would need to turn around at the top, or use the Cock Inn car park, this is actually private land, it cannot be assumed that this would be permitted. Traffic could well be forced to reverse down Bridge Hill to the proposed turning point on the council plans which is actually a footpath.

7. No consideration has been given to the fact the accident black spot is quite likely to be moved to the corner of Orchard Street and the Bus Stop on Langsett North Road. We also have major concerns that the potential bottleneck of traffic at peak times may hinder emergency vehicles passing through the village.

8. The Council proposal does not take into consideration the significant amount of traffic that will be added to the one way system due to the large housing developments taking place at Stocksbridge, Deepcar, Oughtibridge Mill and Worrall and also proposed road closures in Hillsborough on match days.

9. The proposed plan will increase stationary traffic on Langsett North Road, which in turn will have an environmental impact to homes and residents, we are acutely aware that the Council is very mindful of changes that may well have a negative impact on the environment. The council for this very reason has dismissed traffic lights as a solution.

10. The Council's briefing note has not taken into account the feedback from the consultation process that was undertaken, where the majority of residents expressed their concerns about the proposal

11. The council has been totally dismissive of the alternative options put forward by this group and local residents as per position paper.

12. It is understood that the Council have offered to install a drive for a resident on Orchard Street with a disabled bay. With the increased traffic that the Council's plan will have and future new housing developments, how are residents on Orchard

Street going to be able to safely reverse on or off drives into the increased traffic flow, as they find it extremely difficult now.

13. The village have just funded a new defibrillator which is installed on Bridge Hill, if the Council proposal is implemented, then access to it is going to be difficult and more time consuming, the potential difference to a life being saved or not.

We have three alternative proposals that can be either implemented entirely or discussed and implemented with some of the councils proposal.

Proposal 1. Is attached

Proposal 2. Make Bridge Hill a No Through Road allowing access only for residents, HGV's, Deliveries and Public House Patrons. This could be set up with very little cost as only signage would be needed initially.

Proposal 3, A raised bed and a yellow box junction at the foot of Bridge Hill, which will decrease speed and ensure traffic exiting Bridge Hill take extra care.

I hope this email shows you that all our concerns are genuine and all in the interest of finding a safe solution.

Oughtibridge Road Safety Group
Revised Road Safety Proposal
August 2019

Reduced speed limit

- Reducing the speed limit of 30mph, down to 20mph around the Bridge Hill junction to include Bridge Hill, to start in front of the shops on Langsett Road and end just after Cockshutts Lane, to also follow this back down Orchard Street to finish after the bus stop on Low Road. The 20mph limit to end just after the entrance to Coronation Park.

- Reducing the 50mph limit coming southbound into Oughtibridge on the A6102, down to 30mph due to the fatal accident that has occurred on the corner when entering the village and giving motorists sufficient time to reduce down to 20mph for Orchard Street.

- A fixed speed camera prior to the forge lane junction or an automatic 20mph speed aware sign?

Pedestrian Crossings

- Change the current zebra crossing on Low Road to a pelican crossing that is also raised.

- Move further down Low Road, away from the junction of Bridge Hill and Station Lane.

- Add another pedestrian crossing (raised pelican crossing) to Orchard Street before the junction of Forge Lane.

Speed Bumps

- Full width speed bumps/rumble strips added to Orchard Street and to Bridge Hill.

Road Signage

- Reduce the number of signs currently in place and change these for clearer, more informative signs.

- Change the "Give Way" sign at the bottom of Bridge Hill to "STOP".

- Warning signs needed on the A6102 on the approach to Orchard Street.

- Painted road signs.

Pavement outside of The Cock Inn

- Make this area no parking.

Forge Lane junction

- Make it impossible to illegally turn right from Station Lane into Forge Lane.

- Make it impossible to illegally turn left from Bridge Hill into Forge Lane.

I have sent you an email outlining the concerns of the Oughtibridge Road Safety Action Group (ORSAG).

I have been informed that the legal team from Punch Taverns are now involved, would this not be a good opportunity to have a meeting to see if we can come up with that is suitable for all interested parties.

I write to you regarding the traffic regulation order currently in place for the junction of Bridge Hill and Low Road in Oughtibridge. I am shocked, saddened and surprised that none of the plans you have include the wishes and views of the local residents and those who use the junction on a daily basis.

The plan to make Bridge Hill two way and blocked off at the top is nothing short of ludicrous. You are not removing the accident blackspot but adding to it. Having traffic accessing from Bridge Hill and exiting from the same junction is not going to work. It will not allow delivery to homes and businesses. There is insufficient turning space, parking and vehicular access. The community funded defibrillator will also be compromised in its accessibility which is something you need to seriously consider when you look at your ludicrous proposal. It could make a difference between life and death !! If you believe that adding in hazards improves safety then may I suggest that you come out to site, look at the comments and views of those who actually use this junction and take it on board. Your proposals are a death waiting to happen.

To submit views about the proposed changes at Bridge Hill Oughtibridge. The council have not listened at all to the residents views which have been submitted on several occasions.

The closure of bridge hill at the top is Not a solution it will just create more accidents as lorries will have to reverse out of Bridge Hill
Also this does nothing to stop the accidents at the crossing due to those turning out of Gorge Lane or due to the crossing which is too close to the junction.
Please take notice of the previously submitted views of those who live in and around the village

I am a resident of Oughtibridge and would like you to know my feelings with regard to the alterations of Bridge Hill.

Having looked at your proposal am I right in saying that as I come from Clough Grove along Station Lane I will be able to go straight across into Bridge Hill? If this is the case then I will have to do a three point turn to come back down Bridge Hill as the top of it will be closed off. This means that the motorists, pedestrians and cyclists will have to have their eyes on a swivel as traffic can be coming from all angles.

The zebra crossing in its present position will become more of a minefield than it is at the moment. That was never a good place to put a pedestrian crossing as it is too close to the junction.

The other point and this doesn't affect me is what about the residents of Orchard St and Langsett Rd who are going to have their parking removed from the outside of their houses. If as I understand has been suggested that you give them some sort of drive way etc I fail to see how this will help they will have to walk a bit further and yes in the days of us all needing more exercise that might be good but what if the person who lives there is in poor health and can't walk so they need their car outside their house.

As far as I can see from the proposal there is a chance that it will increase accidents and as we all know it is the pedestrian or cyclist who comes of worse as the motorist is protected by thir car.

When the council held the open meeting in Oughtibridge we were assured that the councillors, who are supposed to be looking after our best interests would listern to the residents. As far as I can see this isnt happening prove me wrong and listen to us.

I strongly oppose the closure of Bridge Hill Oughtibridge and the forced reduction in parking space at that part of the village.

Council highway's policy is not being developed in the interests of the good people of Sheffield but in the interests of a small minority interest group (Cyclist Lobby in the form of Cycle Sheffield). Only 2% of journeys are by cycle. Over 65% are by car.

By closing off access roads cars are forced to make longer detours, churn out more fumes and wait in longer ques to join main roads. The effect IS NOT GREEN. It causes more air pollution and increases respiratory problems of people living near the hotspots.

I contest that Matthew Lowe's and the Highways department's extreme passion for cycling render them unable and unsuitable to make objective decisions in relation to their job in general and the closure of Bridge Hill specifically. It would be nice to have a highway's department that came to work thinking "How can we help the people of Sheffield safely get to work and back?" rather than "What can I do today to encourage and develop dangerously fast cycling throughout the city?"

Sheffield council have managed to acquire and nurture a massive anti-car and pro-cycle culture within the highway's department. The Sheffield road structure is being converted to a large cycle track by stealth and incrementally. The outcome being more pollution and static traffic. The cycling lobby will then move in for the kill by blaming cars and not poor road design for increases in pollution and use this as leverage to ban cars from the city center. The Cycle lobby like the gun lobby in the US is a powerful minority interest group. The gun lobby also use safety as a reason for allowing Americans to bear arms.

If the council are going to ignore resident opinion why waste council tax money holding consultations in the first place. The consultation was more like a timeshare sales pitch and the good folk of Oughtibridge reacted by strongly rejecting the proposed scheme.

There are other better and safer options which the council have refused to fully investigate because they will slow cyclists down. Attached is a video of a solution in Grantham which you can see working but which you will probably ignore as Councillors use the excuse of going with the professionals to ignore the wishes of local residents.

I am writing to object and express my sincere concerns to the closure of Bridge Hill Junction in Oughtibridge Sheffield , and I believe it should not be closed.

By closing said junction, I fear it will simply pass on problematic and real safety issues to at least three other junctions in key areas of the village.

I am myself a driving instructor of 18 years or more .I am an advanced driver and a pass Plus instructor, and I pride myself on passing on my safe driving techniques and skills to my pupils be them young or old, and giving them 'driving skills for life '

I have indeed taken part in safe driving initiatives particularly with younger drivers and one of these was indeed the Sheffield Council's 'learn safe, drive safe' program.

As a driving instructor I know that most accidents are caused by driver error and not necessarily Road layout or a mechanical failure. I drive as you can imagine, hundreds and hundreds of miles around the city every week, and in particular in my own area of Oughtibridge where I live . I observe the Bridge hill junction everyday, at all times of the day , and I strongly believe that the closure will just cause huge problems .

Bridge Hill Junction itself could benefit from a large full-length speed hump passing from one side of the road across to the other, doubling up as a safe Crossing area with tactile pavement either side. I believe this would significantly reduce speed of the riskier drivers who pass down bridge hill and tend to speed glance to the left, and cross over to Station lane.

Its interesting, but I note many similar, and busy junctions across the city. One of which I was emerging from today , Bents road.

I have noted for some time, this is a STOP junction. For me this seems no different to the Bridge hill junction. I have heard feed back about Bridge hill being a STOP junction was dismissed on the grounds the vision was too good , and didn't qualify ,thus, for such status.

The Bents road junction is no different , with traffic emerging left and right. Vision is good , Yet it is a STOP junction. You have, however, the question of vehicles blocking vision when side by side. This is the case at Bridge hill. To combat this obscuring of vision, could not there be another option at Bridge hill ? possibly be a division in the road, either painted, or a small island possibly, so that right Turners making the right Turn into the lower main road , could sit just slightly ahead , with a GIVE WAY, that stands clear of those to their left wishing to go road ahead. this would make visibility much better.

There has been other initiatives in areas of England by councils, particularly in the south, with a speed indicating devices , the SMILEY faced speed signs that since been introduced have significantly reduced overall speed of already speeding vehicles, and on the whole reduced speeds by around 2mph. Not massive, but never the less it makes a difference.

Going back to the closure, I think it will also cause problems for vehicles that will be using bridge hill for access, both to properties and businesses. The larger vehicles that need to deliver will have no turning circle and may well have to be seen to be reversing out of the junction into the main Lower Road, which from my point of view cannot be a good thing .To conclude I believe, in a nutshell , that whilst intentions are good by the council , I do not believe that the road closure at the top of Bridge Hill will solve anything, it will only serve to pass on the problems to other areas and cause more traffic waiting , more pollution, and not really reduce accidents in the area but only serve to pass problems on to other junctions.

Local residents have already expressed their concerns but alas, they do not seem to be listened to.

I believe a proper and sensible consultation is needed where all involved can find a better , safer conclusion, and increase the road safety in Oughtibridge.

I'm sure you have many letters , but I would very much like a response to my views and ideas.

I am writing to you today to say how bitterly disappointed I am, along with a large amount of other villagers, in the disrespectful way that the views of the local people have been totally disregarded in respect to the proposed closure of Bridge Hill in Oughtibridge.

Whilst it is unquestionable that there needs to be action to reduce the number of accidents at the junction at the bottom of Bridge Hill I feel that the proposed closure

of the top of Bridge Hill will not only move the problem to the top of Orchard Street but significantly increase the number of accidents. With the new housing estate currently under construction on the old paper mill site the volume of traffic through Oughtibridge is set to increase yet again. A 20 MPH speed limit throughout the village would be very welcome and a change of the 'Give Way' at the bottom of Bridge Hill to a 'Stop' would be an improvement. The crossing close to the junction on Low Road is totally in the wrong place and needs to be re-located. An overall solution needs to be sought for the entire safety of the village and not just a quick fix with little thought behind it, which appears to be the case at the moment. Please listen to the villagers, the people who will have to live with the traffic alterations. We are, after all, the people who know the village best and have the interests of the local residents and businesses at heart. Currently I feel that the views and opinions of the villagers are not valued. It feels like we are of no importance when it comes to decisions that will affect us all. The impact of the road closure will have a huge, negative effect on the heart of the village and the local businesses.

Please don't close Bridge Hill. It will not solve the problem of the dangerous junction. It is the position of the crossing that is the problem. There was never any problem before the crossing was installed. Your proposals will destroy local businesses which we need to prosper in the village.

My objections are as follows

You propose to make what you refer to as an accident black spot junction more hazardous WHY

You may reduce the amount of traffic exiting the junction but accidents are not caused by volume of traffic they are caused by driver error so why would you make the junction even more complex therefore increasing the likely hood for more driver errors ?

You cannot expect to solve the problem of driver error and impatience by simply moving the volume of traffic to another junction .

Your plans to send all traffic that comes from Langsett road South and Church Street along Langsett Road North is hazardous to the health of all within the immediate area.

There will be long ques of traffic all trying to converse on to one small stretch of road and as the council has refused to install a bus lay-by solely because of cost, they have instead said they will monitor the traffic flow and may apply parking restrictions at a later date taking away parking from outside peoples homes and provide even less parking for those wishing to access shops and businesses . Oughtibridge has a thriving community centre and if local businesses can not sustain there business due to lack of parking facilities we will loose the heart of it . All that would be required to be done to allow the traffic to flow freely and not polute the area with toxic fumes is put a bus lay-by in .

Sheffield City Council on its clean air policy admits that Sheffield local air quality levels are among the worst in the UK and as a result impact on life expectancy , their are 500 premature deaths in Sheffield each year due to the poor air quality .

You have stated that this project will not cause pollution I ask that you provide myself and the residents of Oughtibridge with the monitoring data you have taken for Langsett Road North /South and church Street and Orchard Street Oughtibridge to back your claims up I trust you have carried out all this before making such a important statement.

Having spent most of my life living in and being part of Oughtibridge life, the idea of changes to the road layout on Bridge Hill is somewhat worrying, particularly in light of the possible closure at the top. Although I personally have no issue with the road layout with not a single problem in 40 years of driving, there's clearly a need to re-site some of the posts and signage at the bottom of Bridge Hill to make visibility up Orchard Street slightly easier. This along with a whole raft of minor adjustments would in my opinion, solve the problem.

What would be disastrous for the village is the proposed complete closure of the road at the top. Whilst I'm sure it might be a very cheap option to slap a lump on concrete in the road, the ramifications for village life couldn't be worse, particularly on businesses in the neighbouring area, all of which are the beating heart of the village life.

The local shops will soon be under enormous strain from a super market development on the plot of the St Christopher car sales site in the village and to put further stress on the already embattled businesses would surely send them to the wall. I'd go as far as to say that within a year of a road change and the supermarket opening, these shops will cease to exist including the store and post office on Church Street.

The residents of Oughtibridge have a very strong village ethos and to blindly ignore their wishes would be a resounding disaster not only for them, but for the council in terms of lost revenue when the shops and pubs fail.

This decision is hugely important to everyone concerned and to close the road on a whim when minor adjustments could be made, in my opinion would be the death Knell of village life, so I would strongly urge the council to do the right thing and not to opt for a cheap option and listen to the people, who live and work in the village.

I trust you will, in the end make the right decision

I am writing to you to state my opposition to the proposed Road closure of Bridge Hill, Oughtibridge, Sheffield S35. I believe this closure would be detrimental to the commercial heart of the village. It will close shops which residents particularly those at Westnall House rely upon. I believe that at the public consultation about the proposed Road closure, the majority of local residents did not want the Road to be closed and yet these opinions have been ignored. By closing the road, heavy goods delivery vehicles will be unable to turn around and will be forced to reverse back into Orchard Street, which will make on coming traffic at greater risk of collisions. You state that cyclists will still be able to go down Bridge Hill. I believe this will put them at greater risk to injury, as traffic will be going both up and down this Hill and manoeuvring in a restricted area. If the Road is closed, then it should be closed to cyclists too. You state that there will be three restricted parking areas outside the shops on Bridge Hill, when there are only two spaces, as one area has a dropped kerb in front of a residents garage at [REDACTED]. As part of my contracted

hours i have to cover some monthly on call 24 hours, with potential emergency call outs throughout the night. As such i would not want parking restrictions on my parking outside my house. It would be difficult to carry heavy equipment to my car should i have to park elsewhere. By closing the top of Bridge Hill, i believe traffic will be encouraged to drive at speed as they turn the corner to get onto Orchard street from Langsett Rd South, and they try to negotiate the heavy flow of traffic going into Sheffield at peak periods. The collision issues at the junction at the bottom of Bridge Hill will just be moved to the junction of Langsett Rd South/Orchard Street.

I oppose the closure of Bridge Hill Oughtibridge, Sheffield S35'

I would like to state my objection to the proposed closure of Bridge Hill, Oughtibridge. It seems an unnecessary burden on how the area operates, and will have a large impact on the businesses and people in the area, with little positive effect since it will not prevent bikes coming down the road anyway, so the problem of potential crashes with cars coming from Stocksbridge direction stays.

I'm writing in response to the Traffic Regulation Order displayed on Bridge Hill, in Oughtibridge. It invites opinion on proposals for that road and others in Oughtidridge. I strongly object to all plans and proposals that would close Bridge Hill to vehicular traffic, in whole or in part. I have been an Oughtibridge resident for over twenty five years. I live on the opposite side of the river and drive down Bridge Hill whenever I return from a car or bicycle journey. As you will be aware, during the quarter of a century that I've lived in Oughtibridge, >100 homes have been built in Oughtibridge (largely on the flood fields, by the river). At least another 71 homes are to be built above the old train station and 284 homes are being built just outside Oughtibridge, up river. Stocksbridge has seen huge residential development and Deepcar is set to get @413 new homes. Each of those homes will have at least one car. Most will travel daily through Oughtibridge. The eastern side of the river has always had poor air quality, due to emissions from the highly polluted Internet Refactory industrial site (where 71 homes are to be built). However, since the flood fields have been built on, and more homes have been built up river, and Wadsley Park Village has been built on the fields of Middlewood Hospital, air quality on Station Lane, Low Road and Bridge Hill has got significantly worse and pollution exceeds European thresholds. The air has become difficult to breathe on these roads during times of peaks in travel – morning, evening, and during village events (I know, as I have a respiratory disease and easily detect change). The cause is queuing vehicular traffic. Traffic backs up on Langsett Rd, across the upper end of Bridge Hill, whenever a bus stops on Langsett Rd. It also backs up on Station Ln & Orchard St, each day. Bridge Hill permits drivers that want to cross the river to avoid queuing on Langsett Rd, or getting stuck in queues on Orchard Street.

There have been some complaints that it is difficult for drivers on Bridge Hill to get an adequate sightline of traffic travelling down Orchard Street when at the lower end of Bridge Hill. A stone wall beside Coumes Brook partially obstructs the sightline when looking toward the northern end of Orchard Ln, as do vehicles parked on the northern corner, off the carriageway, at the lower end of Bridge Hill. In all my years of driving, the only times that I've had difficulty viewing traffic coming down Orchard Street are when people have parked on the aforementioned corner. If others believe the aforementioned wall to be a problem, that can be demolished and replaced with a grille. Off carriageway parking on the corner can be prevented by use of bollards, alternative surfacing, or raised surfacing with abrupt edging.

As there is going to be a very significant increase in road traffic through Oughtibridge, Low Road will certainly NEED traffic lights. The zebra crossing has never afforded adequate safety for pedestrians. Thought MUST be given to how Middlewood, and Hillsborough will cope with an & 1000 additional vehicles travelling on roads during peak times for travel. Thought must also be given on where the schools in Hillsborough can be relocated to, as the air is no longer safe to breathe.

Do remember that there are currently proposals to build 350 new homes in Loxley valley, which will certainly result in queues of vehicular traffic that back up from Hillsborough as far as Middlewood Hall or Oughtibridge. See: SEVERAL WEB LINKS PROVIDED.

There NEEDS to be an adequate, strategic, INTEGRATED approach from both SCC Planning & Highways.

I would like to request a consultation meeting with yourselves regarding the proposed road changes in Oughtibridge.

This request comes on the back of a petition signed by 647 individuals who have concerns over the road proposal.

310 signatures have been obtained through the website change.org and both Councillor Johnson and Mathew Lowe have been named as decision makers and therefore you should have received a notification of this petition from change.org, please let me know if you have had any issues receiving this.

I also have 337 signatures that have been collected within Oughtibridge and I would be grateful if you could let me know where I need to deliver these signature and to whom I should address them.

I look forward to arranging a meeting with yourselves.

As a resident of [REDACTED] I feel that you have not listened one bit to the people who live and work in the village . The plan you have come up with is absolutely ridiculous and a dangerous solution to the problem .How can you possibly think that this is a safe for large vehicles to enter and leave Bridge Hill SAFELY !!!!! I have spoken to the operators of various large vehicles that have to deliver to the shops and the Cock Inn pub . They laughed at me when I suggested they could turn there vehicles around safely in the so called turning space . They told me the only way to do it would be to either reverse up the road off of the main road or reverse down the hill back onto the main road . This is in the area where there is a zebra crossing and the so called dangerous junction , Add to this car drivers turning around at the top of Bridge Hill on a steep gradient .Then we also have the new option to be able to enter Bridge Hill arriving from the direction of Grenoside ,would you like to be the driver of a large vehicle doing this manoeuvre ????? This would then mean that all vehicles would have to come around by the bridal shop causing a build up of traffic on langsett road creating traffic chaos and long lines of vehicles sat polluting the air as school children go too and come back from school .

I also know that these are some of the concerns have been raised with many more people , do you ever listen to local people that live and work in this area or are you

not concerned about there view ??

We write to show our dissatisfaction with the City Council's proposal to make roads in Oughtibridge safer. We not only disagree with much of what is proposed, but we are also concerned that our local authority seems to have not listened to the residents of Oughtibridge, who have taken part in two consultations, one organised by the City Council and the other by the village's road safety action group. It appears the City Council prefers to consult with two local councillors and the cabinet member for transport rather than people who experience traffic problems every day in Oughtibridge village.

We urge the City Council to postpone the Traffic Regulation Order and involve itself in further consultation with the people of Oughtibridge before making any decision.

I am approaching ■■■ years old and have young grandchildren who I look after on a regular basis. Parking is difficult enough in the village but if further restrictions are put in place this will make things very difficult for residents on this road. I am well aware that no-one has a "right" to park outside their house but if all the spaces are filled on Langsett Road North and the proposed double yellow lines are implemented I cannot think of anywhere else that I would be able to park, safely remove my two year old granddaughter from the car and get her to my flat.

I think that Bridge Hill should remain open, with a STOP sign at the junction to prevent cyclists from riding straight through. I don't think that two way traffic would work on Bridge Hill as the road isn't wide enough to accommodate vehicles turning round to exit the road at the same time as vehicles are turning into Bridge Hill from Orchard Street. I think this would cause traffic queues on Orchard Street.

I agree with the extension of the 30mph speed limit on the approach to Orchard Street from Wharncliffe Side and with the prohibition of footway parking at the bottom of Bridge Hill.

If Bridge Hill is closed the businesses will suffer, people will go elsewhere where it is easier to park and Oughtibridge will be significantly detrimentally affected.

In brief, this is a long overdue measure to significantly improve safety at this junction.

As a cyclist who passes through this junction most mornings with fists clenched in apprehension, I fully support this proposal. Thankfully, I've never been involved in an accident at this location myself but I have witnessed two cyclists and one motorcyclist prostrate on the kerb being attended to by emergency service in the past few years.

I'm more than happy to personally represent support for this initiative if required.

I have been out to visit ■■■■■, Orchard Street, Oughtibridge this morning and she has requested that I submit an official response to the Traffic Regulation Order (TRO) for her.

We had a discussion regarding a number of concerns that she as, as a result of living on the junction for over ■■■ years and seeing first-hand the main cause of the Road Traffic Collisions (RTC). I have explained the council's position to ■■■■■ and the rationale for the plan as set out in the TRO. She wishes however, for the following objections to be lodged please.

██████ doesn't believe that the closure of Bridge Hill will prevent accidents. She states that traffic turning from Station Lane and having to break suddenly for people on the crossing, along with the speed of traffic coming along Orchard Street has a significant impact on the number of RTC's at this location. Mrs Nicholson would also like her objection to note that the problem of traffic emerging from Forge Lane, and its adverse impact on the junction is not addressed by the changes proposed in the TRO.

As a result, ██████ would like to see the speed on Orchard Street reduced to 20MPH as part of the TRO. She would also like to see the crossing and the bus stop moved further along Low Road.

██████ stated that she had previously written to me, Cllr Johnson and Matthew Lowe. She was unhappy with the response from Matthew, and did not receive a response from myself or Cllr Johnson for which I have apologised. It would appear our letters went to the Stocksbridge Library. She believes that the decision had been made and that officers and councillors were not listening to residents. She was critical of the drop-in session held at the Church stating it was poorly organised, and questions put by residents were not answered.

She would like to meet with Matthew to discuss this matter further. I did explain the point in the process where we were at; notwithstanding this she would still appreciate a visit. ██████ is concerned that the emphasis has been put on RTC's involving motorcyclists & pedal cyclists and not enough weight has been given in the proposals to RTC's involving cars.

APPENDIX E ELECTRONIC PETITION COMMENTS

<p>Having lived on Station Lane for more than 16 years, I have lost count of the number of accidents and near misses I have seen from vehicles coming out of the bottom of Bridge Hill. The council's proposals not only fail to address this but make it even worse by making the road 2-way, therefore increasing the number of things going on at an already overly congested junction. This is so disappointing - I naively thought the role of our Councillors was to listen to their citizens....</p>
<p>There are much better ways to improve the road system in Oughtibridge and closing Bridge Hill at the bottom is not it, delivery lorries exiting at the top of bridge hill is suicidal. Speed bumps, move the crossing, chop trees back for a clearer view i believe would have a major improvement, you can't take away driving errors but this would certainly help. When the new estate opens at the mill traffic lights are essential to manage traffic coming into the village.</p>
<p>Visibility to the left is really bad when approaching the junction from Bridge Hill. I don't think the proposals will help sufficiently. Residents who experience this every day should have a proper say.</p>
<p>The crossing in the photo is the most dangerous one I have ever seen, I avoid it as much as possible.</p>
<p>The current council proposals will not fix the issue and cause chaos for all the businesses on Bridge Hill.</p>
<p>Listen to the villagers SCC!! They know this area and road system best!! Show some common sense and plan the changes together!!</p>
<p>The council proposals are inconsistent with actual public need</p>
<p>The problem isn't just the turning right at the bottom of bridge hill, it is the combination of forge lane, Oughtibridge lane and the crossing all happening at once</p>
<p>Two many accidents</p>
<p>I'm signing because the local residents are aware of the traffic issues in this area and their comments/advice has, even after consultation sought by the Council, been ignored by the Council. The Council has stuck to their initial plan which does not address many of the issues and will cause big traffic congestion problems.</p>
<p>I'm sick and tired of politicians ignoring the views of the people who put them in the positions they are currently in .</p>
<p>SCC, closing Bridge Hill is not the solution to this busy junction, the zebra crossing is too close to the junction, volume of traffic will increase dramatically once the new houses are built, please listen to the residents of Oughtibridge who use these roads on a daily basis</p>
<p>It's dangerous</p>
<p>It's peoples life's at the end of the day the local authority should make it safe for every one</p>
<p>Councillors need to stop thinking they know what's best when residents deal with this junction every day.</p>
<p>This is a bad idea</p>
<p>The crossing has always been the problem. It needs moved further away from the junction.</p>
<p>Local people will have to live with the decisions made.</p>
<p>The crossing is and always has been a danger to people using it. Health and safety has clearly been completely ignored.</p>
<p>You do not realise the problems you are going to cause by closing Bridge Hill. This is a shame. Are you going to right your wrong when you realise your mistake? It is</p>

really bad that you are not listening to the people that are going to be stuck with your solution to the problem, but on a positive think of the money you will save to create a bigger problem.
The Junction is dangerous
I live here and use these roads in the car and on my bike
The proposals are unhelpful and will cause more problems than they are solving
I'm concerned about the safety of pedestrians, cyclists and drivers due to the current hazards in Oughtibridge
Listen please
Im an oughtibridger born an bred. .i use that junction and it is a dangerous junction due to vision problems.. when speed is an issue with cars comeing down orchard street. Slow it down drivers...樂
Residents are the best people to listen to. They use the junction countless times a day.
This needs to be addressed urgently before there's another bad accident
I'm signing this because the proposed council solution is unnecessary....the crossing is far too near the junction and should be moved along the road. It should also be changed to a pelican crossing.
Resident of Oughtibridge
I live close by and local opinions matter
The council seem to have ignored the feedback and wishes of local residents.
One or two minor changes could prevent major costly changes and improve safety. Listen to those who use this junction and care about getting it right!
I believe that the councils proposal will be detrimental to traffic safety and residents
The residents of Oughtibridge are being ignored. The councillors need to show they truly have the interests of their constituents at heart and start to listen. They were elected to represent us all and not just disregard such strong, local viewpoints on a decision that will have a massive impact on the village.
It is important that councillors hear and listen to local residents views, and take the views seriously.
Properly consult with the residents and listen to what they have to say, do not use this as a bargaining chip to win votes the safety of everyone who passes through either by foot, bike, or vehicle should be genuinely considered
The power's that be always override the population who actually use the road, local people should be heard.
The residents should be consulted
Nearing a General Election on 12th December and you want constituents to believe you listen and care about our concerns. Start listening and taking note of our requests to have safe roads for Oughtibridge and the surrounding areas. More houses, more traffic, more chance of someone getting killed. Move the crossing after the bus stop. Keep Bridge Hill open, sort the signage out at the bottom. Come and look at the impact of what your planning and the affect it will have in the village. Represent the people you were elected to serve.
I feel we have not been listened to or our views considered. Your proposal is not a safer system for our village and its users.