



# **SHEFFIELD CITY COUNCIL**

## **Cabinet Highways**

### **Committee Report**

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**Report of:** Executive Director, Place

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**Date:** 8 DECEMBER 2011

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**Subject:** ECCLESALL ROAD SMART ROUTE – SCHEME CONSULTATION  
AND IMPLEMENTATION

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**Author of Report:** David Whitley

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**Summary:** The report provides the results from the second stage of consultation on the Ecclesall Road Smart Route and describes how these results have changed the 'preferred scheme' for implementation on the route. The second stage consultation builds on the results of the first stage which was reported to Cabinet Highways Committee in February 2011. The report also seeks authority to advertise Traffic Regulation Orders (TRO) changing loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads and to make changes at the outbound junction of Ecclesall Road South and Ringinglow Road and the Moore Street/Charter Row exit from Moore Street roundabout.

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#### **Reasons for Recommendations**

The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with revisions to some interventions, deletion of others and introduction of two new elements.

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#### **Background Papers:**

**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

|   |
|---|
| <b>Financial Implications</b>   |
| YES    Cleared by: Matthew Bullock  |
| <b>Legal Implications</b>   |
| NO    Cleared by: Julian Ward   |
| <b>Equality of Opportunity Implications</b>                                     |
| None outstanding    Cleared by: Ian Oldershaw                                   |
| <b>Tackling Health Inequalities Implications</b>                                |
| NO  |
| <b>Human rights Implications</b>  |
| NO  |
| <b>Environmental and Sustainability implications</b>                            |
| NO  |
| <b>Economic impact</b>  |
| NO  |
| <b>Community safety implications</b>  |
|   |
| <b>Human resources implications</b>   |
| NO  |
| <b>Property implications</b>  |
| NO  |
| <b>Area(s) affected</b>   |
| Central, Broomhill, Nether Edge, Ecclesall                                      |
| <b>Relevant Cabinet Portfolio Leader</b>  |
| Councillor Leigh Bramall  |
| <b>Relevant Scrutiny Committee if decision called in</b>                        |
| Economics, Environment and Well-being   |
| <b>Is the item a matter which is reserved for approval by the City Council?</b> |
| YES   |
| <b>Press release</b>  |
| NO  |

# REPORT OF THE DIRECTOR OF DEVELOPMENT SERVICES

## REPORT TO CABINET HIGHWAYS COMMITTEE

8 DECEMBER 2011

### ECCLESALL ROAD SMART ROUTE – SCHEME CONSULTATION AND IMPLEMENTATION

#### 1.0 SUMMARY

- 1.1 The report provides the Cabinet Highways Committee with the results from the second stage of consultation on the Ecclesall Road Smart Route and describes how these results have changed the 'preferred scheme' for implementation on the route. The second stage consultation builds on the results of the first stage which was reported to Cabinet Highways Committee in February 2011. The Ecclesall Road Smart Route is a jointly funded project between the City Council and South Yorkshire Passenger Transport Executive (SYLTE).
- 1.2 The report seeks authority to advertise Traffic Regulation Orders (TRO) changing loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads. The response to any objections to the advertised TRO will be reported back to a future Cabinet Highways Committee.
- 1.3 Finally, the report seeks authority to make changes at the outbound junction of Ecclesall Road South and Ringinglow Road and the Moore Street/Charter Row exit from Moore Street roundabout.

#### 2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 Previous consultation with residents, businesses and users of the corridor has taken place to develop proposals designed to improve bus and car journey times on the Ecclesall Road corridor. The next stage of the project is to start implementing changes associated with the first two phases of consultation and re-design some elements of the scheme to enable the public to respond to revised plans of the proposed interventions. The planned changes should make it easier for most users to travel along the corridor.

#### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about existing travel conditions along Ecclesall Road. The overall project contributes to the "sustainable and safe transport" objective with proposals to improve access to the public transport network, public transport journey time reliability and alternatives to the private car for some local journeys in Sheffield.

- 3.2 A key outcome of the report will be approval to advertise a TRO changing loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads. A further outcome will be confirmation of proposed revisions to the design of existing interventions within the corridor and slight change in the direction of the project following the public consultation process.

## 4.0 REPORT

### **Background**

- 4.1 The Ecclesall Road corridor runs for approximately three and a half miles south-west from Sheffield City Centre to Bents Road at Bents Green. Along it are hundreds of businesses, shops and amenities. It provides principal access to many residential communities, schools and universities. Up to 26,000 vehicles use the road every day. Currently, around 4,250 trips are made along Ecclesall Road during the morning rush hour, of which approximately 3,100 are by car and 1,150 are by bus.
- 4.2 Car and bus journey time surveys have been carried out on an annual basis on Sheffield's key route network for a number of years. In terms of cumulative delay along the route, Ecclesall Road is among the worst in most years (but behind routes through Broomhill) despite peak hour bus lanes generally being effective in reducing journey times for all vehicles. Looking at outbound peak (1630-1830) cumulative delay is also among the worst in the city (worst in 2008) even with the peak hour bus lanes.
- 4.3 The second Local Transport Plan (LTP) identified Ecclesall Road as a 'congestion target route' where there was a desire to reduce personal journey times and provide better public transport. The main locations of journey delay were at Hunters Bar and Moore Street roundabouts.
- 4.4 The section of Ecclesall Road between Summerfield Street and Hunters Bar is among the ten highest areas for personal injury accidents in the three years between 2004 and 2007 in South Yorkshire.
- 4.5 The Smart Route concept is that buses are the most effective means of transporting high numbers of passengers on corridors in urban areas, but understands that many journeys can only be made by the car. Therefore, the Ecclesall Road Smart Route aims to:
- Improve traffic flow and reduce journey times (the initial target was to limit person journey time increases to 8%<sup>1</sup> (from a 2004/06 base) by 2011, despite an anticipated increase in the number of overall trips)
  - Tackle congestion at key hotspots and junctions
  - Improve the reliability and punctuality of public transport
  - Provide better bus stops with RealTime information
  - Improve road safety

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<sup>1</sup> Source: South Yorkshire Congestion Delivery Plan 2007

- Ensure parking availability in the wider area
- Provide better facilities for pedestrians and cyclists
- Contribute towards reducing carbon dioxide emissions and improve air quality

### **Consultation**

- 4.6 The consultation process for the Ecclesall Road Smart Route has been split into a number of phases. Each phase uses a range of techniques to deliver key messages and encourage comments on the scheme and its impact.
- 4.7 The consultation is being jointly developed, but SYPTE are the lead authority. One of SYPTE's consultants were commissioned to deliver the different phases of the consultation programme. The different consultation phases are set out in Appendix A.
- 4.8 The results and detailed comments behind the headline figures from the first stage of consultation helped develop an outline 'package' at fourteen locations along the corridor. As the project aims to compliment a number of other schemes in the area (including the review of a Permit Parking Scheme), the implementation of a large retail development and planned road maintenance works, some investment along the corridor had already been delivered. These changes were also included in the second phase consultation material for information.
- 4.9 The second phase of public consultation on the Smart Route proposals took place from 16<sup>th</sup> March to 16<sup>th</sup> April 2011. The aims of the consultation were to:
- Provide feedback on the first stage of consultation
  - Introduce detailed proposals for the Smart Route and obtain feedback on them
  - Identify any other issues that should be considered
  - Maintain an ongoing dialogue with Ward Members, local communities, businesses and commuters; and
  - Provide information about funding for the improvements.
- 4.10 Almost 500 people responded and comments were received about each of the fourteen specific locations on the route. The consultation did not ask respondents to specifically state whether they support or oppose the proposals, however it is possible to make some interpretations based on the comments received and the levels of feedback about different locations on the Smart Route. Such interpretations include that:
- Proposals at Hunter's Bar and the Greystones Road junction appear the most controversial/contentious, given the high volume of feedback received for these areas;

- There are conflicting views about which road users should receive priority along the Smart Route - many respondents welcome the proposals and feel they will reduce congestion but others feel they will be detrimental to bus users, cyclists and pedestrians and that these users should be given more priority; and
- A number of respondents are sceptical about the impact of the proposals on congestion and some feel they will worsen it.

4.11 The summary of the results of feedback at each of the fourteen locations (and a brief outline of the proposed way forward) is included in Table One below. A brief summary of what the 14 locations are set out in Appendix B. A more detailed analysis of the results of feedback by each of the fourteen locations is included in Appendix C.

**Table One: Summary consultation results**

| Smart Route location           | Status of intervention (as expressed in consultation leaflet) | Brief summary of feedback  | Proposed way forward   |
|--------------------------------|---|--|--|
| 1. Bents Green                 | Will not happen   | Relatively low level of feedback, but majority expressed disappointment that improvements will not take place.   | Ensure request for better crossing points and time limited parking in Bents Green centre is known by South West Community Assembly.<br><br>Significant support for traffic lights at Bents Road to be revisited subject to funding   |
| 2. Knowle Lane                 | Will happen   | Even levels of support and opposition for proposals, requests for Knowle Lane junction improvements.   | Bus stop works completed in July 2011. Knowle Lane junction improvements outside scope of project  |
| 3. Ringinglow Rd & Gisborne Rd | Could happen  | A contentious issue demonstrated by large level of feedback. Overall, even levels of support and opposition for either the whole or parts of the proposals. Increased congestion and cycle safety are particular issues. | Improve the uphill inside lane width slightly for cyclists, progress with double yellow lines on Gisborne Road and Ecclesall Road South. Trial dedicated right turn lane into Ringinglow Road, but not Gisborne Road. Progress a quieter road alternative route for cyclists on or parallel to Ecclesall Road South. |

| Smart Route location                                | Status of intervention (as expressed in consultation leaflet) | Brief summary of feedback  | Proposed way forward  |
|---|---|--|---|
| 4. Ecclesall Rd South                               | Will not happen   | Even levels of support and opposition for fact that mini-roundabouts will not be introduced. Safety concerns about present situation.  | No change   |
| 5. Glenalmond Rd junction                           | Could happen  | Mixed views about the proposals with more concerns highlighted than statements of support. Strong feeling that better enforcement of no parking at bus stop is needed.   | Move the bus boarding point, but keep the shelter in existing location.<br><br>Enhanced enforcement by the Council Parking Services                                 |
| 6. Ecclesall Rd at Psalter Lane junction            | Could happen  | A high level of support for proposals however some feeling that proposals are not needed/not welcome due to impact on bus priority and parking.  | Implement the proposal, but give consideration to amending the junction slightly as part of a wider parallel cycle route to Ecclesall Road and Ecclesall Road South |
| 7. Ecclesall Rd Greystones Rd junction              | Could happen  | A contentious/controversial issue demonstrated by large level of feedback.<br><br>An even level of comments in support and opposition to proposals. Concerns relate to increased congestion and pedestrian safety. | Progress with double yellow lines opposite Greystones Road (but do not make the outside lane 'right turn only') and move the bus shelter                            |
| 8. Ecclesall Rd between Rustlings and Greystones Rd | Will not happen   | Only a small number of people commented about the fact that road widening will not take place here. Majority requested parking restrictions to increase road capacity.   | This is a good suggestion, so will advertise double yellows in this area to provide similar benefits the strip widening   |
| 9. Hunter's Bar                                     | Could happen  | Large amount of feedback received for individual scheme elements (9a, 9b and 9c) indicating this location is most contentious along route.   | More detailed comments highlighted in each element below  |

| Smart Route location                                    | Status of intervention (as expressed in consultation leaflet) | Brief summary of feedback   | Proposed way forward   |
|---|---|---|--|
| 9a. Hunter's Bar - bus lane removal                     | Could happen  | Feedback shows a greater level of concern about proposals over support. Key issues of concern relate to the impact of the proposals on cyclists, cycle safety and bus journey times.                              | <p>Leave inbound bus lane in, take outbound bus lane (on exit) out. Greater reliability problems in outbound direction, evening peak</p> <p>Continue feasibility of advisory on road cycle route (outbound) to replace bus lane and work towards providing a parallel off road route to Ecclesall Road, ideally including a short section of route through the park.</p> |
| 9b. Hunter's Bar - widened lanes and smaller roundabout | Could happen  | More people gave feedback about this proposal than any other along the Smart Route. Very strong levels of concern identified, which relate to the historic and aesthetic value of the roundabout and road safety. | <p>Do not progress with reshaping – but progress with land enquiries on corner to facilitate potential changes in the future.</p> <p>Land purchase could enable toucans and shared use walking/cycling facility on this bend in the future.</p>  |
| 9c. Hunter's Bar - pedestrian crossing improvements     | Could happen  | Significant concern identified in terms of whether or not pedestrians will benefit from the proposals, whether they are needed and whether they will improve congestion.  | Trial better co-ordination of signal timings in advance of decision to amend crossings. Consider lower cost way of improving facilities for visually impaired with access officer.   |
| 10. Collegiate Crescent                                 | Will happen   | Relatively low level of feedback about proposals. Majority showed support.  | No change.   |
| 11. Marks and Spencer                                   | Will happen   | Relatively low level of feedback about proposals. Most frequent comments relate to concern about the traffic impact of the new store.   | No change  |



| Smart Route location  | Status of intervention (as expressed in consultation leaflet) | Brief summary of feedback  | Proposed way forward  |
|---|---|--|---|
| 12. Road widening by Network Q                                      | Already happened  | Very low level of feedback about changes which have taken place. Some respondents note an additional issue or that change is not noticeable. | No change   |
| 13. Moore Street Roundabout - lane markings                         | Could happen  | A higher level of support than opposition. A large number of suggestions about how the roundabout could be improved.                         | Progress with proposals – particularly queuing capacity for right turning vehicles.<br><br>Add in 'two lane' exit onto Moore Street/Charter Row and consult on 'bus pre signals'. |
| 14. Moore Street Roundabout - changes that have already taken place | Already happened  | Very low level of feedback about changes which have taken place.   | No change   |

### General comments about the project

- 4.12 The consultation response form asked respondents to give any other comments about the Smart Route (i.e. non location specific). Almost 300 people provided such feedback via the hard copy and online response form, which has been split into 306 individual comments. The four most frequently mentioned comments related to:
- Support for the proposals (mentioned 51 times). Comments included, *“most of the suggestions are welcome”, “the sooner it comes the better” and “excellent proposals”*.
  - Requests for more promotion of sustainable travel (mentioned 30 times). Comments included, *“car users should not be encouraged”, “would like to see as much incentive to use the buses as possible” and “reducing rather than encouraging car use”*. These comments relate to the focus of the scheme, which are similar points to those made in the petition referred to in paragraph 4.13.
  - The need for consideration of parking along the Smart Route (mentioned 26 times). Comments included, *“parking restrictions should be enhanced”, “clearway should be enforced...cars parked in*

*the bus lane slow down the flow of traffic” and “allow parking at peak times on the non-busy side of the road”.*

- Better cyclist provision (mentioned 25 times). Comments included, *“not sure what specific plans you have for cyclists”, “not much for bikes”* and *“there is nothing about bikes and cycle lanes”*. These comments relate to the focus of the scheme, which similar points to those are made in the petition referred to in paragraph 4.13.

### **Petition**

- 4.13 A 422 signature petition was received at Cabinet Highways Committee on 14<sup>th</sup> July 2011. The petition stating that *‘we, the undersigned, hereby register our opposition to Sheffield City Council’s Ecclesall Road Smart Route proposals for the following reasons:*

- a) they are very costly, yet will not solve the problems of congestion*
- b) they will worsen, rather than improve, the pedestrian and cycling environment*
- c) they prioritise private vehicles over buses*
- d) they ignore the safety needs of families using the local schools and Endcliffe Park*
- e) they would destroy the unique character of this locality by encouraging speedier traffic flow*

*We therefore urge the Sheffield City Council to reject this scheme and instead use any available funds for traffic calming measures and promote public transport, walking and cycling in order to benefit local residents, businesses and visitors.*

- 4.14 An response to the points made in the petition is included in Appendix D.

### **Next steps**

- 4.15 This report seeks approval to respond to the comments made in the consultation (including the petition) and to implement some smaller interventions within the corridor too.
- 4.16 Because of the significant reduction in public sector funding, it will be important to be upfront and highlight through the next stages of consultation and feedback that not all elements of the developing scheme will be able to be funded, particularly in the short term. .

### **Relevant Implications**

- 4.17 Subject to members’ approval, it is proposed to fund the anticipated £45,000 cost of advertising and implementing the TROs, changes to the Charter Row exit to Moore Street roundabout and outbound approach to the Ringinglow Road junction using a £45,000 contribution from the Passenger Transport Executives allocation from the South Yorkshire Local Transport Plan (SYLTP). Additional design and future consultation

work is expected to cost around £20,000 which would be split using the 2011/12 Local Transport Plan allocations from the Passenger Transport Executive and Sheffield City Council. In addition, the loss of the pay and display parking area on Moore Street/Charter Row would reduce revenue income by around £350. There are no legal implications associated with this report.

- 4.18 A full Equality Impact Assessment has been undertaken for this scheme. It concludes that the actions proposed are equality neutral in most cases although they may have some low level negative effects on certain groups (e.g. elderly, disabled). An action plan has therefore been prepared to mitigate these impacts where possible – see full EIA for details.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the degree of outline support for the proposals and the content of each individual comment received. Where larger numbers of respondents are in favour of an intervention these have been prioritised. Doing no further consultation on these proposed interventions is an option, but would be contrary to ‘working better together’ value of the Council Plan “Standing up for Sheffield”.

- 5.2 Other options that were considered on an intervention by intervention basis and are reported with the relevant section in Appendix B.

- 5.3 In terms of advertising the Traffic Regulation Orders, doing nothing is an option, but would lead to a continuation of ineffective use of highway capacity along the corridor.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with revisions to some interventions, deletion of others and introduction of two new elements.

## 7.0 RECOMMENDATIONS

- 7.1 Note the contents of this report, including the response to the lead petitioner,
- 7.2 Authorise the advertising of a Traffic Regulation Order to change loading and waiting restrictions on parts of Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads as shown in various plans in Appendix E.
- 7.3 To report any objections to the Traffic Regulation Order to a future Cabinet Highways Committee.

- 7.4 Subject to no objections, authorise the design and construction of the changes to the inbound exit from the Moore Street roundabout towards Charter Row, reintroducing two lanes as shown in plan TM-BN724-P3 Appendix E
- 7.5 Authorise the design and construction of the changes on the approach to (and at) the outbound junction of Ecclesall Road South and Ringinglow Road as shown in plan TM-BN721-02 in Appendix E
- 7.6 Authorise the construction of the new locations for the bus stop on Ecclesall Road near Greystones Road as shown in plan TM-BN726/P2 in Appendix E
- 7.7 Approve a review of signal timings at Hunters Bar to see whether that would help reduce the queues back onto the roundabout in advance of moving the crossings
- 7.8 Support working with Parks, Countryside and Woodlands Service to develop an off road safer cycle route parallel to Ecclesall Road from Hunters Bar roundabout to Rustlings Road near Onslow Road
- 7.8 Authorise consultation on a bus pre-signal on the Ecclesall Road approach to Moore Street roundabout

Simon Green  
Executive Director of Place  
8 December 2011

## **Appendix A: Summary of consultation phases in the Ecclesall Road Smart Route project**

A.1 The consultation phases on the Ecclesall Road Smart Route are:

### **Phase 1 - Confirm Priorities for the Corridor**

Introducing the public to the concept of the Ecclesall Road Smart Route and seeking views on overall project strategy and priority locations for improvements along the corridor.

This phase also introduced the idea of eleven improvements in key locations on the corridor and asked if these were appropriate. People who use the route everyday are in a good position to confirm or contradict our existing data. Phase 1 also acted as a platform to make more detailed proposals. However, existing journey time delays led to Moore Street and Hunters Bar roundabouts being priorities for investment.

This phase included setting out the constraints of the project as well as its aims with a focus on encouraging people to help us on the road to improvement

### **Phase 2 - Proposals for Corridor**

Presenting, and seeking views on, plans at fourteen locations along Ecclesall Road. This will lead to more local consultation related to specific scheme sites.

### **Phase 3 - Presentation of Final Build Programme**

Presenting details about the highway interventions that will be built, and when.

### **Phase 4 - Feedback**

Asking for peoples views on whether the 'as built' interventions were what they expected and whether they met their expectations.

A.2 The consultation techniques used in the Phase One consultation included:

- **Newspaper wraparound** - A four page advertisement feature in the Sheffield Gazette.
- **Community Access Points (CAP Site)** - A network of 100 local shops and amenities used to distribute consultation materials to the public
- **Website** - A comprehensive online portal ([www.smartroutes.co.uk/ecclesallroad](http://www.smartroutes.co.uk/ecclesallroad)) was made available from the start of the consultation. The website included comprehensive information, feedback opportunities and contact points for the project team. The website also contained an email update facility, to allow users to sign up to receive regular updates about the progress of the project and future consultations.

- **Telephone Information Line** - A dedicated 0845 telephone information line was available to answer queries and provide further information for the public.
- **TxTYourViews** - In keeping with the council's strategy to utilise new media this method allowed the public to have their say by sending comments via SMS text message. The service was free to use and would be targeted at bus passengers travelling along the corridor.
- **Audio CDs** - describing the project, which were made available at key commuter locations
- **Facebook group** - In keeping with the council's strategy to utilise new media this method allowed the public to have their say by sending comments via a project specific Facebook group.

A.3 The consultation techniques used in the Phase Two consultation included:

- **Consultation leaflet** detailing the scheme background, proposed improvements and consultation opportunities was distributed to 11,340 properties that surround the Ecclesall Road Smart Route.
- **Community Access Points (CAP Site)** - A network of 100 local shops and amenities used to distribute consultation materials to the public
- **Media** - a press release was issued which promoted the consultation and Smart Route initiative. It was picked up within The Star, The Sheffield Telegraph and Westside magazine; all of which gave details about the consultation.
- **Consultation Website and DigiBrief®** - The existing consultation website ([www.smartroutes.co.uk/ecclesallroad](http://www.smartroutes.co.uk/ecclesallroad)) was updated to contain information about the Ecclesall Road Smart Route and the consultation activities. The update included a DigiBrief® which is a twelve minute video produced to describe the proposed improvements, explain why they had been designed and describe the consultation and how people could provide feedback. The DigiBrief® used satellite imagery, CGI animation and recorded video to ensure that the viewer was fully informed about the proposals before they gave their response

The website also included an online version of the consultation response form and an email facility for further comments and questions. The site received a total of 547 visits and 2,650 page views during the consultation period.

- **Emails and letters** Members of the public were able to email additional comments to [ecclesallroad@smartroutes.co.uk](mailto:ecclesallroad@smartroutes.co.uk) or via letters sent to the consultation freepost address. In total, 22 emails and one letter was received.

- **Telephone Information Line** - A dedicated 0845 telephone information line was available to answer queries and provide further information for the public

## **Appendix B: A brief summary of the 14 locations along Ecclesall Road.**

- **Intervention 1:** Bents Green local shopping area. Highlighting that planned bus stop, crossings and parking management improvements would not be progressed.
- **Intervention 2:** At the junction with Knowle Lane, providing a new bus shelter closer to the road, allowing people to wait in more comfort and still see approaching buses.
- **Intervention 3:** Providing right turning lanes off Ecclesall Road South into Ringinglow Road and Gisborne Road - so these vehicles wait out of the way of through traffic.
- **Intervention 4:** Mini-roundabouts on Ecclesall Road South at Brincliffe Edge Road. Highlighting that such a facility would significantly affect traffic flow along the road and as such will not be progressed.
- **Intervention 5:** Moving the inbound bus stop at Glenalmond Road slightly down hill would allow traffic to flow more freely by reducing the frequency that a stopped bus blocks other traffic
- **Intervention 6:** Making the outbound bus lane on the approach to the traffic lights at Psalter Lane slightly shorter.
- **Intervention 7:** Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road. Moving the inbound bus stop to the north side of Greystones Road to maintain a through lane for traffic passing vehicles waiting to turn right into the Co-op.
- **Intervention 8:** Highlighting that the costs associated with widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road would mean that it would not be progressed.
- **Intervention 9a:** Amending the approach to Hunters Bar by removing the inbound and outbound bus lanes between Hunter's Bar and Rustlings Road and improving the pedestrian crossings on the roundabout itself.
- **Intervention 9b:** Amending Hunters Bar roundabout to provide two 'proper' lanes on the roundabout and improved lane markings on the roundabout approaches.
- **Intervention 9c:** Amending Hunters Bar roundabout to improve pedestrian crossing facilities on all sides of the roundabout, widening the islands to make more space for pedestrians crossing and moving the crossings slightly so that traffic is less likely to queue back onto the roundabout.



- **Intervention 10:** Amendments to parking spaces on Ecclesall Road (from Summerfield Street to Hunters Bar) to ease right turning movements (particularly outbound) off Ecclesall Road and lengthening or moving a small number of bus stops.
- **Intervention 11:** A new pedestrian controlled crossing near the Nursery Tavern – implemented and funded as part of a Marks and Spencer's retail development on the former Evans Halshaw site.
- **Intervention 12:** Lengthening the merge on Ecclesall Road (outbound) beyond Summerfield Street.
- **Intervention 13:** To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself
- **Intervention 14:** Marginal road widening and lane management improvements on Charter Row and Hanover Way approaches to Moore Street roundabout.

## Appendix C: Feedback about individual locations on the Smart Route.

C.1 Each of the fourteen locations were categorised into one of the following three areas:

- Interventions that will happen or have already happen - not much detail of the response has been included here as the schemes were planned to happen anyway
- Interventions that could happen – a response including a proposed way forward is included for each element
- Interventions that won't happen - not much detail of the response has been included here as the schemes were not planned to happen

C.2 The intervention numbers link back to Table One in paragraph 4.11. Text in *italics* is verbatim comments from the consultation.

### **Interventions that will happen or have already happened**

C.3 With outline details, followed by brief comments, on each intervention being:

- **Intervention 12: Lengthening the merge on Ecclesall Road (outbound) beyond Summerfield Street.** This intervention was completed in parallel with a resurfacing scheme on Ecclesall Road. Only five respondents provided feedback about the changes that with one noting an improvement, two noting no changes and two relating to separate issues.
- **Intervention 11: A new pedestrian controlled crossing near the Nursery Tavern – implemented and funded as part of a Marks and Spencer's retail development on the former Evans Halshaw site.** 22 respondents provided feedback about this location and feedback was split into 22 individual comments. The most frequent comments related to concern about the traffic impact of the new M&S store (8 comments) and four comments supporting the proposals. Experience to date has shown that there have been no ongoing traffic issues associated with the new store.
- **Intervention 10: Amendments to parking spaces on Ecclesall Road (from Summerfield Street to Hunters Bar) to ease right turning movements (particularly outbound) off Ecclesall Road and lengthening or moving a small number of bus stops.** 22 respondents provided feedback about this location with 23 individual comments. The most frequent relate to: Support for the proposals (10 comments) and more parking restrictions and enforcement needed (3 comments). The support is noted. Observations to date have shown that the moving of the inbound stop at Collegiate Crescent has been particularly effective at reducing the time the junction is blocked by buses using the stop.

- **Intervention 14: Marginal road widening and lane management improvements on Charter Row and Hanover Way approaches to Moore Street roundabout.** Five respondents provided feedback about the changes to Moore Street Roundabout that have already taken place with no improvement being noticed. However, observations have shown that lane usage at the roundabout has improved, thus reducing the delay that the majority of vehicles exiting the City along Charter Row experience on the approach to the roundabout. A suggestion was made that traffic lights on the roundabout are needed and that there should be better lane markings. Note: the lane markings on the north side of Moore Street roundabout from Ecclesall Road to Charter Row still need to be implemented. They were planned to be implemented in parallel with one of the interventions that 'could' happen. Traffic lights on the roundabout itself were considered, but would be very expensive to implement as the shape of the roundabout would need to be changed to allow for enough space to queue traffic on the way round it. Traffic modelling shows that the limited benefits offered by this were not cost effective, but that better signal co-ordination in the area could improve the number of vehicles passing through the junction at limited cost. Better traffic signal coordination was always planned to be an output of the Ecclesall Road Smart Route project.
- **Intervention 2: At the junction with Knowle Lane, a new bus shelter will be provided closer to the road, allowing people to wait in more comfort and still see approaching buses.** The comments showed a fairly even split between those that support/do not support the proposals. Approval for the amendments at this bus stop was obtained at Cabinet Highways Committee in February 2011 and was completed in July 2011. The community notice board within the original 'historical' shelter has been appreciated, but no further feedback has been received about this stop.

In terms of the request for a junction improvement at Knowle Lane/Ecclesall Road South/Millhouses Lane, the initial Smart Route consultation ran between May and July 2009 and was designed to obtain public views about what issues and priorities should be considered during the development of the smartroute scheme as well as providing details of the scope of the project. Respondents were given the opportunity to comment on a number of key locations along the corridor (highlighted in the consultation material) that they would like to see improved. Although the Ecclesall Road South/Knowle Lane/Millhouses Lane junction was highlighted by a small number of respondees, it was not a priority for most. Along the whole corridor, the consultation provided evidence that the majority of respondents wanted to see improvements to travel along rather than onto or across the Ecclesall Road corridor. The detailed feedback and comments received shaped the development of outline proposals to provide improvements at the key locations highlighted in the consultation, including Bents Green.

As a result, a comprehensive consultation about further proposals in Bents Green took place between December 2009 and February 2010. In total, around 415 responses were returned, with confirmation of the main problems in the area being the junction where Bents Road meets Ecclesall Road South, the need to improve traffic flow through Bents Green and the need for improved pedestrian crossing facilities on Ringinglow Road.

At this stage, requests for improvements at Ecclesall Road South and Knowle Lane/Millhouses Lane were requested by 45 respondents. However, this location was not identified as a significant issue within the initial scheme scope - or in the Stage One consultation - and as such was not to be progressed within the scope of the Smart Route scheme as limited financial resources are being used to maximise the benefit for all users along Ecclesall Road. In addition, although the junction was the subject of a petition regarding its road safety in 2006, with five 'slight' accidents in the five years to January 2010, limited road safety resources has been allocated to target areas with a history of more serious road safety problems.

- **Improved bus stop facilities.** Nine bus stops have been improved so far in 2011/12. This leaves just five stops that need improving to provide 'level access boarding' on the section of Ecclesall Road and Ecclesall Road South from Moore Street roundabout to Ringinglow Road, upgrades at a further four stops are currently planned for implementation this year.

### **Interventions that could happen**

C.4 With outline details, followed by brief comments, on each intervention being:

- **Intervention 9a: Amending the approach to Hunters Bar by removing the inbound and outbound bus lanes between Hunter's Bar and Rustlings Road and improving the pedestrian crossings on the roundabout itself.** 84 respondents provided feedback about the proposals for this location, and their feedback was separated into 103 individual comments. The three most common categories relate to:

- Support for the proposals (34 comments) *"Removal of bus lane around Hunter's Bar much needed to speed up traffic flow."*

Response: support noted

- That buses should have more priority/the proposals will make bus journeys worse/need to do more for sustainable travel (24 comments) *"Keep bus lanes. They're well used and its important to keep encouraging people out of their cars."* and *"We need to positively support buses, to reduce the number of cars using the route!"*

Response: The first phase of consultation highlighted that the priority themes for investment were (in order): Tackling Congestion,

Improving Road Safety, Improving road and pavement surfaces, Improving Public Transport and Improving crossing facilities. This led to the type and nature of schemes proposed at Phase Two. Both inbound and outbound bus lanes between Hunters Bar and Rustlings Road were proposed for removal. This response relates to the proposal to remove the outbound bus lane, away from Hunters Bar. The outbound (particularly evening peak) journey time (and journey time reliability in terms of buses) through Hunters Bar was a particular cause of delay. Analysis showed that Hunters Bar could work more efficiently if both approach lanes to the roundabout (from the City) were better used. Traffic tends to use the outside lane on the approach to the roundabout because the inside lane on the exit to the roundabout is either a bus lane (during peak hours) or used for parking (during the interpeak hours). Traffic modelling has shown that bus journey time reliability is improved with the bus lane removed as it enables all traffic (including buses which get stuck in general traffic when there are not bus lanes) to get to the roundabout quicker. Junction capacity – rather than the number of lanes on the links between junctions – determines journey times. At any junction, a bus lane on the approach to the roundabout (enabling it to bypass a queue) is a more useful facility than one on the exit – when all vehicles tend to be moving anyway. This intervention has been discussed with bus operators.

- Cyclist safety concerns associated with proposals (21 comments); *“This will create significant challenges for cyclists, who will no longer have the middle lane as a safe refuge from which to head across the roundabout onto Ecclesall Road into town.”*

Response: Journey times tend to be shorter (and more reliable) in the inbound direction (particularly morning peak) through Hunters Bar. The intention was to remove the inbound bus lane on the approach to the roundabout to get best use of the (proposed improvements) to the two lanes on the roundabout itself. Significant concerns regarding the re-shaping of the roundabout highlighted through the public consultation – coupled with reduced project budgets – mean that it is now proposed to leave the roundabout the shape and size it is, thus not changing the lanes. As it is also proposed to keep the existing peak hour inbound bus lane (on the exit from Hunters Bar), there is no benefit in taking out the inbound ('middle') bus lane on the approach to the roundabout, so it will be retained. Although the majority of cyclist concerns related to the loss of the inbound bus lane, there were a number of comments relating to the loss of the outbound bus lane too. As highlighted earlier, it is still proposed to remove this lane. Alternative options for cyclists have been considered and ruled out are: having a shared use walking/cycling link on the footway from Hunters Bar roundabout to the pelican crossing at Rustlings Road (narrow footway in places, bus stop and bins creating obstructions) and having advisory cycle lane markings on the carriageway (narrow lane widths in the area mean that the advisory cycle lane markings could be confusing (particularly to motorists)). It is therefore proposed to continue looking

at the feasibility of a narrow red cycle surface on the carriageway between Hunters Bar and Rustlings Road. Although it will have no legal status, these coloured markings will highlight the existence of cyclists in the area – similar to the route across the junction of Clarkehouse Road at its junction with Glossop Road.

However, a more appropriate solution for less confident cyclists is to develop an off road route. This could have ‘toucan’ crossings (which allow walkers and cyclists to cross together) at Hunters Bar across Ecclesall Road (near William Hill’s) to the bottom of Brocco Bank towards Endcliffe Park. It is therefore proposed that Transport and Highways staff will continue to work with Parks and Countryside to see if a suitable cycle route through Endcliffe Park (from Hunters Bar to Rustlings Road) could be provided to link into the existing advisory cycle route at Ranby Road. The high level of walking around the roundabout will mean that the current footway between Ecclesall Road and Brocco Bank (in front of the Almshouses) would need to be widened to enable a shared use facility. The City Council are already in discussion with the Almshouses to see if it is possible to purchase a suitable amount of land to enable future changes to the highway in this area.

- **Intervention 9b: Amending Hunters Bar roundabout to provide two ‘proper’ lanes on the roundabout and improved lane markings on the roundabout approaches.** 109 respondents provided feedback about the proposals for this location, and their feedback was separated into 156 individual comments. The three most common categories relate to:

- Requests for the roundabout to stay as it is, due to its historic and visual value (65 comments) *“Hunter’s Bar is a beautiful and historical site which has stood for hundreds of years without the interference of the council... touching it at all is wrong.”*, *“The roundabout at Hunter’s Bar is very attractive and important that it remains so”* and *“Roundabout is a good size - leave it alone.”*

Response: The intention was to remove the inbound bus lane on the approach to the roundabout to get best use of two lanes on the roundabout itself. Significant concerns to re-shaping of the roundabout highlighted through the public consultation – coupled with significant costs associated with moving telecommunications equipment and reduced project budgets – mean that it is now proposed to leave the roundabout the shape and size it is. Removing the roundabout completely and replacing it with a signal controlled junction was considered, but traffic modelling showed that this option (without banning some of the existing turning movements) would not work well and the visual impact would be significant. This option was therefore dropped.

- Comments that the proposals do not tackle the 'real' issue; (17 comments). Suggestions that 'real' problems are: traffic volumes, approach roads, bottlenecks off roundabouts and pedestrian crossing timings and

Response: Comments noted. However, one of the reasons that it was proposed to move the pedestrian crossings on the approach roads around Hunters Bar was to reduce 'bottlenecks off the roundabout' by providing more queuing space off the roundabout for vehicles when pedestrians are using the crossing. It has also always been the intention to improve signal co-ordination in the area (which could result in longer waiting times for pedestrians or vehicles at certain times of the day) as it could improve the number of vehicles passing through the junction at limited cost.

- Proposals are not needed/alternative proposals made (20 comments). *"Traffic on the roundabout moves fine when vehicles aren't prevented from exiting."* Suggestions include no entry boxes on roundabout, parking restrictions nearby, improved public transport and improved pedestrian crossings

Response: Comments noted. Similar issues around 'keeping exits free' off the roundabout to those mentioned above. 'No entry' (yellow boxes) are not regularly used on roundabouts and are most effective only if enforced, which, unlike parking offences, is not something that can be done by the City Council at present. A 'keep clear' marking may be an option, but this is also unenforceable so could be of limited value, but will be investigated further.

There are already a significant number of yellow lines parking restrictions around Hunters Bar roundabout. If there are further locations identified where additional restrictions are required, these will be considered.

The Council does need to help improve transport alternatives to reduce car dependency. Our experience has shown that people choose to use the car primarily because it offers a quick journey time, door to door. Although it is difficult for public transport to provide the same level of journey time as every potential car based journey, the key element of our transport strategy is working to improve alternatives to the car. The City Council have already succeeded in working in partnership to help reduce bus and/or tram journey times along Abbeydale Road, the S10 corridor, North Sheffield and through Hillsborough. No one solution will be appropriate for all existing car journeys, so we spend around £3m per year on a variety of local transport schemes, including improving road safety and public transport, and making it easier for people to walk and cycle. For the longer term, additional park and ride schemes are being developed.

- **Intervention 9c: Amending Hunters Bar roundabout to improve pedestrian crossing facilities on all sides of the roundabout, widening the islands to make more space for pedestrians crossing and moving the crossings slightly so that traffic is less likely to queue back onto the roundabout.** 81 respondents provided

feedback about the proposals for this, separated into 93 individual comments. The main areas of comments relate to:

- Proposals are welcomed *"Good idea, strong support."* (20 comments)
- The fact that the crossings will be further away, thus inconveniencing pedestrians *"Moving crossings will be of benefit for vehicles but will make pedestrians worse off. For this reason I am not in favour."*; (17 comments)
- Whether or not the proposals are needed; some respondents think the existing situation adequate and/or that there are not enough pedestrians to justify a change or the proposal does not offer good value for money; *"Not enough people cross the road to justify making the islands bigger."* (12 comments)
- Whether the proposals will tackle the issues - some feel that the timing of the existing crossings creates more of an issue and/or that more or less priority should be given to pedestrians *"I use these mainly as a pedestrian, but they do seem to be very quickly responsive to 'pushing the button' and slow Brocco Bank traffic coming onto the roundabout too much."* and *"Can timings be more intelligent to sync well with traffic flow?"* (12 comments)

Response: This intervention was intended to make more space on the pedestrian islands, while moving the crossings slightly so that traffic would be less likely to queue back onto the roundabout. The increase in size of the pedestrian island has a number of benefits, including providing more space for the mobility impaired, enabling better facilities for the visually impaired and potentially enabling the crossing to be upgraded to a 'toucan' where cyclists and pedestrians could use the crossing together. This would help enable a safer cycling route round Hunters Bar. However, the design at it stands would take pedestrians slightly off the 'desire line' of crossing right at the roundabout. In addition, the moving of the crossings would be relatively expensive. Although it would not solve the access issues for the visually impaired at the crossings nor facilitate safer cycling routes in the area, in the short term, it would be worth trialling changes to the signal timings at Hunters Bar to see whether that would help reduce the queues back onto the roundabout in advance of moving the crossings. A lower cost way of improving facilities for the visually impaired will also be explored with the City Council's access officer.

- **Intervention 7: Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road.** 87 respondents provided feedback about the proposals for this location via the hard copy and online response form, and the feedback was split into 104 individual comments. The three most comment views are: that the respondent welcoming the proposals including the double yellow line *"Good idea please do this", "totally agree, in favour."* and *"Good improvement to have double yellow lines, restricting parking is essential to allow free flow."* (36 comments), that the proposals are not needed *"Waste of time"*, (12 comments) and support



for moving the bus stop *“support moving the bus stop as it is a traffic hazard.”* (8 comments).<sup>11</sup> Other comments suggested merging bus stops in the area: *“two bus stops will be too close together.”* *“One stop would be enough, could not the Carrington Road stop be removed?”*

Response: Although comments about the proposals were generally favourable (particularly about the introduction of double yellow lines to reduce the effect that waiting traffic has on through traffic in the area), there were concerns raised about the affect on trade of additional waiting restrictions in the area (4 comments) and safety issues associated with crossing Greystones Road if the bus stop in that area was moved (7 comments). In addition, cyclists were concerned that the intervention will encourage all vehicles to use the nearside lane, making conflict with cyclists more likely. This is noted, so although the double yellow lines will be advertised, the small traffic island and dedicated right turn lane will not.

On street parking on Ecclesall Road are available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday. Although just a sample, weekday parking surveys have shown that at least 70% of on road spaces on Ecclesall Road between Greystones Road and Carrington Road were unoccupied at any one time. Although the number of spaces in this section would be reduced by around 5 vehicles, there would still be around 75% or 15 spaces available. Without the restrictions, Saturday is much busier (with occupancy at around 75% during some periods on the inbound side) – primarily short stay visitors and not residential. The outbound side still has plenty of spare parking spaces.

Consideration has been given to merging bus stops in the area, some of which are quite close together. In discussions with bus operators, SYPTE and taking into account the hilly nature of the area, it is proposed that all other existing stops will be maintained. Pedestrian surveys have shown that 82% of passengers boarding at the current Greystones Road stop access the stop by walking down Greystones Road. Moving the stop to the north side of Greystones Road should also enable access to more bus services in the area (as the new location could also be served by buses using Greystones Road). Sight lines on Greystones Road near its junction with Ecclesall Road are good because of the extent of existing double yellow lines.

- **Intervention 6: Making the outbound bus lane on the approach to the traffic lights at Psalter Lane slightly shorter.** 32 respondents provided feedback about the proposals for this location via the hard copy and online response form, and the feedback was separated into 36 individual comments. The most common type of feedback relates to the fact that respondents welcome the proposals *“Agree with this - always a slow run to the traffic lights.”* (13 comments). However, a number think that the proposals are not needed *“Surely the objective should be to facilitate bus travel and reduce car travel. How would this help?”* (9 comments) or due to concerns about restricted parking (4 comments).

Response: This intervention is required to enable more vehicles to pass through the junction during each 'green' cycle of the traffic lights – including buses. The increase is needed to maximise the benefit from changes at Hunters Bar. Otherwise, any vehicles which pass through Hunters Bar quicker could just end up at the back of a longer queue. However, local parking opportunities will not be affected by the change as the two parking spaces will still be available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday. Any changes to signal timings in the area as part of co-ordination along the whole route could still enable that buses from the bus stop still get through the next 'green' light.

The area around this junction in Banner Cross is also being investigated as a potential crossing point for an uphill parallel cycle route as an alternative to Ecclesall Road and Ecclesall Road South. The route would run from Psalter Lane into Glenalmond Road.

- **Intervention 5: Moving the inbound bus stop at Glenalmond Road slightly down hill would allow traffic to flow more freely by reducing the frequency that a stopped bus blocks other traffic.** 42 respondents provided feedback about the proposals for this location via the hard copy and online response form, and the feedback was split into 48 individual comments. The most frequent comments relate to the need for better parking enforcement around the location to enable buses to pull into the stop *"The most frequent reason for buses blocking other traffic is cars parking in the bus stop."* (13 comments), support for the proposals *"Traffic would flow more freely if buses were able to pull into the stop."* (12 comments) or that the opinion that the proposals are unnecessary *"We have never noticed cars being inconvenienced by buses at this bus stop."* and *"This would result in less parking for struggling shops."* (16 comments). Overall the comments show a greater level of concern about the proposals over support.

Response: The moving of the bus stop towards the City centre could involve the loss of two parking spaces, which are currently usable during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday. Comments are noted, so it is proposed to keep the bus shelter in its existing location, but move the bus boarding point from one end of the shelter to the other. Experience of moving a bus stop slightly near Collegiate Crescent shows that a small change can make a difference in how the highway network operates. This proposal would lose just one parking space. Finally, ensuring adequate enforcement – no matter where the bus stop is – is essential. The consultation response will be shared with colleagues in Parking Services who enforce loading and waiting restrictions within the City.

- **Intervention 3: Providing right turning lanes off Ecclesall Road South into Gisborne Road - so these vehicles wait out of the way of through traffic.**

107 respondents provided feedback about the proposals for this location via the hard copy and online response form; a higher level of feedback than received for most other areas. The feedback was separated into 131 individual. The most common types of response relate to support for the proposals *"I agree with this proposal. There is a lot of lane switching at the moment."* And *"It is difficult to get into Gisborne Road because of parked vehicles either side of junction"* and *"double yellow lines are needed"* (49 comments), concern that they will increase congestion *"I disagree with making this right turn only"* and *"whilst on occasions it does block, to make it permanent would hold up majority of the traffic, especially as it is left turn only to Carterknowle Road. A lot of vehicles use the outside lane as a consequence of this."* (28 comments). Finally, there is also a view that the proposals are not needed *"Not enough cars turn right to warrant change."* (20 comments). Cyclists concerns related to more vehicles using the inside lane on the section of Ecclesall Road from Psalter Lane to Ringinglow Road.

Response: These interventions will not provide the main journey time benefits (either in terms of actual time or journey time reliability) along the corridor but are aimed at providing clarity of lane usage and improving road safety through reducing 'weaving' between lanes. This often occurs when drivers (knowing that only the outside lane at the Ecclesall Road South/Carterknowle Road junction is 'straight on') use the outside lane on this section of Ecclesall Road South, causing potential conflict with vehicles who then indicate their intention to turn right off Ecclesall Road. Although the right turns are the minority movement, because it involves crossing two inbound lanes of traffic, vehicles often have to wait in the lane before they can turn. In order to maximise the length of 'merge' on this section of Ecclesall Road South following the two lane discharge from the traffic lights at Psalter Lane, it is proposed to drop the dedicated 'right turn' lane into Gisborne Road, but trial of right turn lane at Ringinglow Road. The initial 12 month trial would use road hatchings to highlight the lane rather than a new traffic island. The effect of this intervention (in terms of queue lengths on Ecclesall Road South) could be monitored through the Urban Traffic Control (UTC) camera at Psalter Lane. Although the camera can pick up longer traffic queues, because of a bend in the road, it cannot see all the way up to the Ringinglow Road junction.

Concerns that this intervention would increase congestion were highlighted. As has been mentioned before, it is junction capacity – rather than the number of lanes on the links between junctions – that determines journey times. In this case, as it is not proposed to change the Ecclesall Road/Carterknowle Road junction (and there is a very heavy bias towards 'straight ahead') traffic here, capacity of the junction should not be affected.

Cyclists raised concerns that this intervention will encourage all vehicles to use the nearside lane, making conflict with slower moving cyclists more likely. Although an opportunity would be taken when

remarking the Ringinglow Road junction to increase the inside (uphill) lane slightly for cyclists, it is proposed to continue to progress both a quiet road parallel cycle route and shared use cycle route using the existing footway too. Although the uphill footway in this area is not heavily used by pedestrians, with widths being less than 2m in places, providing a shared use (walking and cycling) facility would require investment and further local consultation in the area.

- **Intervention 13: To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself.** This would make it easier for all traffic to move into the correct lane and travel around the roundabout.

65 respondents provided feedback about the proposals for Moore Street Roundabout via the hard copy and online response form. The feedback has been split into 71 individual comments, with the most common comments relate to respondents welcoming the proposals *“Good idea - very confusing currently.”* (16 comments), suggestions about the road markings – particularly for those turning right (11 comments) or suggestions for changes to the traffic lights (11 comments, some wanting lights removed, others wanting lights moved and others wanting the lights where they are but on for longer!)

Response: this intervention was designed primarily to better cater for the significant increase in traffic both turning right to St Marys Gate (around 50% of buses make this turn too) and ‘u’ turning vehicles following previous access changes for Summerfield Street. There are two additional issues in this area that have been raised during consultation. 1) the need to plan for a two lane exit onto Moore Street/Charter Row – particularly in advance of the New Retail Quarter and 2) request for improved bus journey time reliability through the Moore Street roundabout junction – which could be achieved through widening the road in this area to provide a bus pre signal scheme similar to that at Western Bank near the University.

The two lane exit onto Moore Street/Charter Row is required to cater for changing traffic flows expected after the NRQ is opened. This could be achieved through removing a short section of build out, but would also require removal of an underused on street parking area for about 10 cars in front of the electricity substation. At the same time, removing the ‘offside’ section of build out will enable easier bus access to the bus lane on the approach to Fitzwilliam Gate. A plan of the revised design is included as TM-BN724-P3 in Appendix E. It is intended to advertise a Traffic Regulation Order to remove the parking area, which would be at the same time as local consultation with local premises in the area. Should any objections be received to the TRO, these will be reported to a future Cabinet Highways meeting. Should there be no objections, it is proposed to implement the scheme as shown in TM-BN724-P3 in Appendix E.

Journey time data provided by SYPTE shows that the inbound morning peak journey time between the two stops either side of the Moore Street

roundabout varies from 1 minute 30 seconds to over 9 minutes. A bus pre signal could be accommodated by widening the carriageway in this location. Widening would be needed as it would be important for junction capacity to keep all other existing traffic lanes operational. The widening, in conjunction with flexible signal control, would allow a pre-signal to respond to the 'random' arrival of buses without causing additional delay to general traffic. The bus pre-signal would create a small gap in the already existing queue of traffic which then lets buses cross three lanes. This operation is how the pre-signals work at Western Bank, where delays while queuing on the approach to Brookhill roundabout have reduced for all traffic. It is proposed to consult on implementing this facility. As this is a high profile location, the consultation would have to be relevant to the whole corridor rather than just local properties.

### **Interventions that will not happen**

C.5 With outline details, followed by brief comments, on each intervention being:

- **Intervention 8: Widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road.** The change in kerb location would involve significant costs associated with moving statutory undertakings plant. The consultation received feedback from thirteen people about the details for this location via the hard copy and online response form. Nine of them included comments requesting consideration of parking restrictions at this section of the route: *"available road space could be increased by removing on-road parking along one or both sides of the road."*

Response: As an alternative, double yellow lines in this area would provide a similar benefit to widening at a much lower cost. The total length involved is shown in plan TM-BN721-07 in Appendix E and accounts for around 10 spaces, which are currently usable during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday.

Although just a sample, weekday parking surveys have shown that a maximum of 50% of on road spaces on Ecclesall Road between Marmion Road and Carrington Road were unoccupied at any one time. Although the number of spaces in this section would be reduced by around 10 vehicles, there would still be around 75% of spaces (32 spaces) available on both sides of the road or 45% of spaces (8 spaces) on the outbound side. Without the restrictions, Saturday is much busier (with occupancy at around 75% during some periods on the outbound side) – primarily short stay visitors and not residential. The restrictions would be implemented on the outbound side as there is parking available behind the residential properties on Marmion Road and there are more businesses in this area on the inbound side. There are still plenty of spare parking spaces either side of this section of Ecclesall Road plenty of spare parking spaces.

- **Intervention 1: Bents Green local shopping area.** The overall message is that respondents would like improvements at this location

and are disappointed that they will not be funded as part of the Smart Route. The most frequently mentioned view (6 comments) concerned safety/the need for better crossing facilities. However, the South West Community Assembly has been approached to see if they can fund all or some parts of the scheme. Other frequent comments state that schemes at this location should receive funding (4 comments) and that it should be easier to park at Bents Green (3 comments).

- **Intervention 4: Mini-roundabouts on Ecclesall Road South at Brincliffe Edge Road.** Such a facility would significantly affect traffic flow along the road and as such will not be introduced.

The consultation received feedback from 34 respondents about the proposals for Ecclesall Road South via the hard copy and online response form, and the feedback has been separated into 44 individual comments. The comments show an even level of support or opposition to the fact that changes will not be made at this location. Comments include: *“correct decision - introducing mini roundabouts would be a backwards step.”* and opposing views: *“anything would be better than nothing which appears to be the proposed option.”*

#### C.6 **Other locations along the Ecclesall Road Smart Route and elsewhere in Sheffield**

A number of respondents provided feedback about locations along Ecclesall Road not mentioned within the leaflet or elsewhere in Sheffield. The three most frequently mentioned locations were:

- **Psalter Lane** (mentioned **16** times): comments relate to concerns about the amount of traffic/congestion on road, parking issues, safety concerns relating to traffic speeds and the need for better public transport. Changes to parking availability has occurred through the review of the former Sharrow Vale permit parking scheme while the South Community assembly have proposed some ‘build outs’ to provide narrower crossing points on the road.
- **Bents Road** (mentioned **13** times): majority of comments relate to concerns about the junction of Bents Road and Ecclesall Road: congestion, poor visibility and need for further improvement - signals, road widening etc. Previously reported significant support for traffic lights at Bents Road to be revisited subject to funding
- Locations along **Ecclesall Road South** (mentioned **13** times): comments include requests for an additional pedestrian crossing, better footpath conditions and improved cycle facilities.

## Appendix D: Response to the points made by petitioners

D.1 A 422 signature petition was received at Cabinet Highways Committee on 14<sup>th</sup> July 2011. The petition stating that *'we, the undersigned, hereby register our opposition to Sheffield City Council's Ecclesall Road Smart Route proposals for the following reasons:*

*a) they are very costly, yet will not solve the problems of congestion*

*b) they will worsen, rather than improve, the pedestrian and cycling environment*

*c) they prioritise private vehicles over buses*

*d) they ignore the safety needs of families using the local schools and Endcliffe Park*

*e) they would destroy the unique character of this locality by encouraging speedier traffic flow*

*We therefore urge the Sheffield City Council to reject this scheme and instead use any available funds for traffic calming measures and promote public transport, walking and cycling in order to benefit local residents, businesses and visitors*

D.2 The results and detailed comments from the first stage of consultation helped develop an outline 'package' of measures along the corridor. The first phase of consultation highlighted that the priority themes for investment being (in order): Tackling Congestion, Improving Road Safety, Improving road and pavement surfaces, Improving Public Transport and Improving crossing facilities. This led to the type and nature of schemes proposed at Phase Two

D.3 However, the Council does need to help improve transport alternatives to reduce car dependency. Our experience has shown that people choose to use the car primarily because it offers a quick journey time, door to door. Although it is difficult for public transport to provide the same level of journey time as every potential car based journey, the key element of our transport strategy is working to improve alternatives to the car.

D.4 Many of the interventions in the corridor are aimed at helping general traffic flows, as these are the areas that will also improve bus journey times and bus journey time reliability. This is because there are already significant lengths of bus lane on the corridor. It is still proposed to remove the outbound bus lane at Hunters Bar as it enables all traffic to get onto the roundabout quicker. Junction capacity – rather than the number of lanes on the links between junctions – determines journey times. At any junction, a bus lane on the approach to the roundabout (enabling it to bypass a queue) is a more useful facility than one on the exit – when all vehicles tend to be moving anyway. This is why it is now proposed to consult on a bus pre signal at Moore Street roundabout to help public transport in this location. The pre-signal could respond to the 'random' arrival of buses without causing additional delay to general traffic. The bus pre-signal would create a small gap in the already existing queue of traffic which then lets buses cross three lanes. This

operation is how the pre-signals work at Western Bank, where delays while queuing on the approach to Brookhill roundabout have reduced for all traffic.

- D.5 In addition, some interventions will no longer be progressed in the short term, while several others have been amended to better cater for cyclists who prefer to cycle on street, while others have been amended to work towards a better 'parallel cycle route' solution for less confident cyclists – particularly around Hunters Bar. It is therefore proposed that Transport and Highways staff will continue to work with others in Parks and Countryside to see if a suitable cycle route through Endcliffe Park (from Hunters Bar to Rustlings Road) could be provided to link into the existing advisory cycle route via Ranby Road.
- D.6 In terms of pedestrian crossings – in particular at Hunters Bar – changes were intended to make more space for pedestrians crossing, while providing more 'queuing' space for traffic so it is less likely to queue back onto the roundabout. The increase in size of the pedestrian island has a number of benefits, including providing more space for the mobility impaired, enabling better facilities for the visually impaired and potentially enabling the crossing to be upgraded to a 'toucan' where cyclists and pedestrians could use the crossing together. This would enable a safer cycling route round Hunters Bar. However, the proposed design would take pedestrians slightly off the 'desire line' of crossing right at the roundabout. In addition, the moving of the crossings would be relatively expensive. Although it would not solve the access issues for the visually impaired at the crossings nor facilitate safer cycling routes in the area, in the short term, it would be worth trialling changes to the signal timings at Hunters Bar to see whether that would help reduce the queues back onto the roundabout in advance of moving the crossings.
- D.7 Along the whole corridor, the consultation has provided evidence that the majority of respondents wanted to see improvements to travel along rather than onto or across the Ecclesall Road corridor. The reduction in proposed interventions is based on the reality of reduced project funding, while still aiming to maximise the benefit for all users along Ecclesall Road.
- D.8 It is hoped that the changes in the proposed scheme as outlined in this report will be met positively by the petitioners.



## **Appendix E: Plans**



| KEY   |  |
|---|--|
| Proposed Double Yellow Lines<br>(Prohibition of Waiting at Anytime with No Loading<br>Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm) |  |
| Existing Double Yellow Lines<br>(Prohibition of Waiting at Anytime with No Loading<br>Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm) |  |
| Existing Single Yellow Line<br>(Prohibition of Waiting and No Loading, Mon - Fri,<br>7.30am-9.30am and 4.00pm-6.30pm)             |  |

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

|  |  |  |  |                            |                        |
|--|--|--|--|----------------------------|------------------------|
| DEVELOPMENT SERVICES<br>TRANSPORT & HIGHWAYS DIVISION<br>TRAFFIC SECTION<br>2-10 CARBROOK HALL ROAD<br>SHEFFIELD S9 2DB<br>Tel. 0114-273-6175. Fax. 0114-273-6182<br>E-mail Traffic.Management@Sheffield.gov.uk<br>Director: L Sturch M.R.T.P.I.<br>Development Services | Do not scale from this drawing<br>Any errors/omissions to be reported immediately<br>If in doubt, ask<br>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010 |  | Client<br>SHEFFIELD CITY COUNCIL   | Drawing No.<br>TM-BN721-07 | <br>TRAFFIC MANAGEMENT |
|  | DRAWN<br>ML<br>Nov 11  |  | Scheme<br>Ecclesall Smart Route  | Scale<br>1:500<br>A3       |                        |
|  | CHECKED  |  | Drawing Title<br>Rustlings Road to Greystones Road<br>Example Consultation Proposals | <br>Date<br>Nov 2011       |                        |

# APPENDIX E

Remove existing build-out to provide two lanes and longer merge. Nearside lane to be wider to provide extra room for cyclists

Existing parking area to be removed, including pay and display machine, with double yellow lines implemented as far as clearway

Existing bus stop to remain

Tie in to existing markings

MOORE STREET

## KEY

Proposed Double Yellow Lines  
(Prohibition of Waiting at Anytime with No Loading  
Sign - P14, 7.25km-8.25km and 4.00km-4.50km)

Existing Double Yellow Lines  
(Prohibition of Waiting at Anytime with No Loading  
Sign - P14, 7.25km-8.25km and 4.00km-4.50km)

Proposed Bus Stop Clearway

Existing build out to be removed to provide easier access to bus lane

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JWB  
November 2010

CHECKED

Client

SHEFFIELD CITY COUNCIL

Scheme

ECCLESALL ROAD SMART ROUTE

Drawing Title

Moore Street Roundabout  
Charter Row Inbound

Drawing No.

TM-BN724-P3

Scale

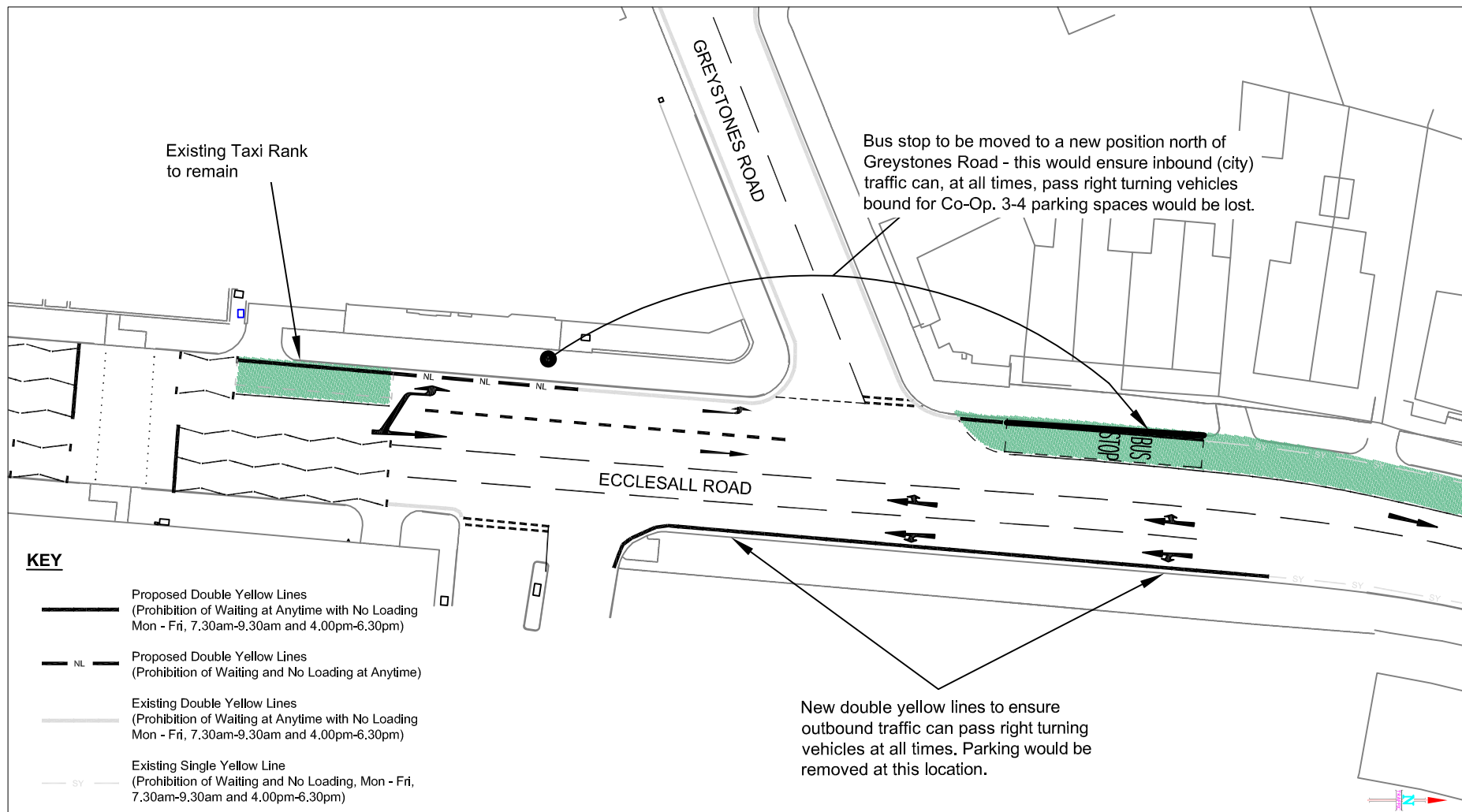
NOT TO SCALE A4

0 Millimetres 30  
Date November 2010

Sheffield  
City Council



DEVELOPMENT  
SERVICES



**DEVELOPMENT SERVICES  
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Nov 2011

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**SHEFFIELD CITY COUNCIL**

Scheme

**Ecclesall Road Smart Route**

Drawing Title

**Ecclesall Road/Greystones Road  
Proposed Scheme**

Drawing No.

**TM-BN726-P2-TRO**

Scale

**1:500**

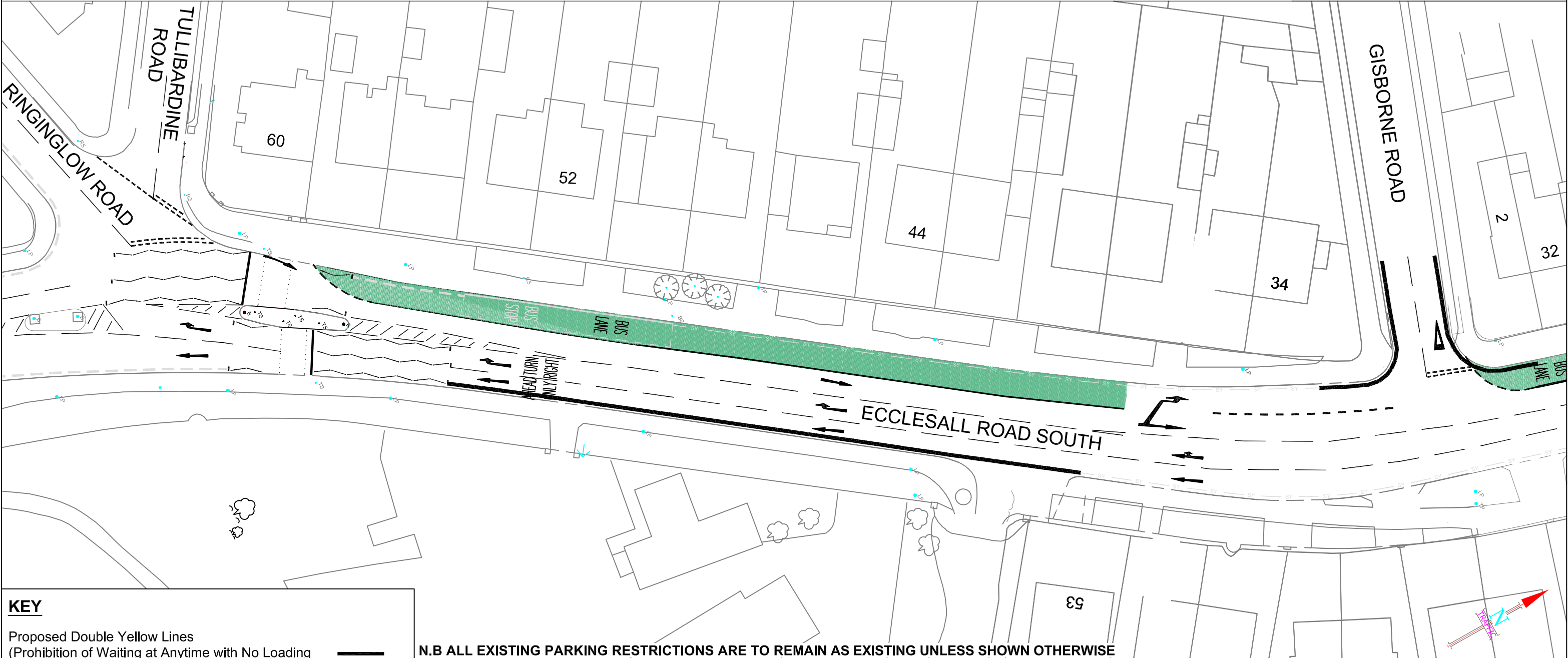
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Date **NOV 2011**



**TRAFFIC  
MANAGEMENT**



**KEY**

Proposed Double Yellow Lines  
(Prohibition of Waiting at Anytime with No Loading  
Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)

Existing Double Yellow Lines  
(Prohibition of Waiting at Anytime with No Loading  
Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)

Existing Single Yellow Line  
(Prohibition of Waiting and No Loading, Mon - Fri,  
7.30am-9.30am and 4.00pm-6.30pm)

Existing Bus Stop Clearway

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

|  |   |         |               |                        |  |             |      |             |          |  |
|--|---|---------|---------------|------------------------|--|-------------|------|-------------|----------|--|
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|  |   |         | Scheme        | Ecclesall Smart Route  |  | Scale       |      | 1:500       | A3       |  |
|  | DRAWN   | CHECKED | Drawing Title |                        | Carterknowle Road to Ringinglow Road<br>Example Consultation Proposals |             | Date |             | Nov 2011 |  |