



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 20 March 2013

Subject: Greenhill Main Road /Greenhill Avenue – Proposed introduction of traffic signals.

Author of Report: Tony Lawery, 2734192

Summary:

To report the outcome of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers responses to representations received.

To report the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.

Reasons for Recommendations:

The proposals described in this report will contribute to improving journey times, reducing congestion and improving road safety, particularly for pedestrians and cyclists.

Following consideration of the objections received during the TRO consultation, it is considered that the benefits of making the Traffic Regulation Orders outweigh any unresolved objections.

Recommendations:

Approve and implement the scheme to introduce traffic signals at the junction of Greenhill main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no 1513BB2-SD-LT107-TRO-B.

Make the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 for the reasons set out in this report, namely that the benefits outweigh any unresolved objections.

Inform the objectors accordingly.

Background Papers:

Appendix A – Consultation letter and plan (first consultation)

Appendix B – Issues raised during first consultation and Officer response

Appendix C – Re-consultation letter and plan (reduced scheme)

Appendix D – Issues raised during re-consultation and Officer response

Appendix E – Plan showing extent of consultation area

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock
Legal Implications
Cleared by: Deborah Eaton
Equality of Opportunity Implications
Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Greenhill
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

GREENHILL MAIN ROAD/GREENHILL AVENUE
RESULTS OF PUBLIC CONSULTATION AND OBJECTIONS TO A TRAFFIC
REGULATION ORDER

1.0 SUMMARY

- 1.1 To report the results of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers' responses to representations received.
- 1.2 To report the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.
- 1.3 Following consideration of the responses to the TRO consultation it is recommended that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objections.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The introduction of traffic signals at Greenhill Main Road/Greenhill Avenue in conjunction with the recently completed improvements at Meadowhead Roundabout will reduce delays for all modes of travel by reducing congestion, improve road safety particularly for pedestrians and cyclists and contribute to making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.
- 3.2 Introduction of pedestrian and cycle crossings at the junction will improve road safety.

4.0 REPORT

Introduction

- 4.1 Development work on proposed improvements in the Meadowhead area was initially undertaken in 2009 which led into public consultation on the developed scheme during December 2009. A new pedestrian crossing was subsequently built at the Bochum Parkway / Dyche Lane junction (replacing the subway) in early 2010.
- 4.2 At its meeting of 14th January 2010, Cabinet Highways Committee approved the detailed design of Phase 1 of the Meadowhead Roundabout improvement and authorised construction. The Committee also approved an outline design for phase 2 which included the introduction of signal control at the Greenhill Main Road/Greenhill Avenue junction. Additional phase 2 proposals included the filling in of the Meadowhead subway and provision of a surface level crossing. These works are currently not being

progressed due to national reductions in funding. Prior to the construction of Phase 1 commencing, funding was withdrawn by Central Government and no further work was undertaken on Phases 1 or 2.

- 4.3 In February 2013, the Department for Transport awarded the Sheffield Bus Partnership £18.3million of funding to become the first Better Bus Area (BBA). The grant (to SYPTE) combined money that traditionally would have been paid directly to operators as Bus Service Operators Grant (BSOG), plus additional Government funding to be invested by the Partnership in improving bus services and traffic management across Sheffield. The Meadowhead roundabout improvement was one of the first projects to be brought forward for construction under the BBA funding programme as part of the Chesterfield Road Key Bus Route project which also includes the Greenhill Main Road/Greenhill Avenue proposals. The roundabout improvement works commenced on site in July 2013 and were substantially completed in February 2014.

Background

- 4.4 Meadowhead is an important gateway into and out of Sheffield and the surrounding area and is used by more than 51,000 vehicles per day. Delays (to all traffic) were caused at the roundabout by issues such as narrow lanes on the approach, the shape of the roundabout and traffic queuing back onto it – particularly from Greenhill Main Road.
- 4.5 In order to develop a preferred scheme for the initial consultation undertaken in 2009, computer traffic modelling was used to determine the anticipated benefits of any changes at Meadowhead. Eight options were tested for the morning peak (0800-0900) and evening peak (1700-1800) periods. The option adopted proposed an alternative geometric layout for the roundabout, introduction of signals at the Greenhill Main Road/Greenhill Avenue junction and provision of new pedestrian crossing on Meadowhead and Dyche Lane. The introduction of traffic signals at the Greenhill Avenue junction was shown to make a material additional contribution to the overall effectiveness of the roundabout improvements.

Greenhill Main Road / Greenhill Avenue: Development and Consultation

- 4.6 The earlier design was reviewed and the opportunity taken to extend the scheme by adding an east-bound bus lane on Greenhill Main Road and extending the shared pedestrian/cycle route to terminate at the TA centre, where cyclists would re-join the main carriageway. A plan showing the proposals together with a covering letter requesting residents' views were delivered to properties in the Greenhill Area in September 2013, with responses requested by mid-October. The letter and plan are shown at Appendix 'A'. Appendix 'E' shows the extent of the area covered by the public consultation.
- 4.7 Representations received (including a 292 signature petition) expressed severe concerns about the scheme, largely because of the proposed banned left turn into Greenhill Avenue. Prohibiting the left-turn delivers the optimum conditions for the signals and pedestrian/cycle crossings layout at the junction. Respondents expressed concerns that the restriction would

result in left-turning traffic transferring onto inappropriate routes through the village, to the detriment of the Greenhill Conservation Area. A 12 hour classified vehicle count at the junction indicates that around 200 vehicles currently turn left onto Greenhill Avenue. Although this is a relatively low number of vehicles and unlikely to be noticed spread over a 12 hour period, residents are already unhappy about the existing volume of traffic passing through the village (particularly during peak periods) and the petition requests the Council to introduce some form of mitigating measures. A number of residents also felt other elements of the scheme were unnecessary. A summary of all the issues raised and officer's response are included at Appendix 'B.'

- 4.8 In addition to the generally negative response received, a subsequent cost estimate of the extended scheme was higher than anticipated. Revised proposals have therefore been drawn up, still introducing traffic signals and associated controlled crossings, with the shared pedestrian/cycle route now proposed to terminate at the access to the sports ground (opposite the junction). Despite the known level of objection, the scheme still retains the banned turn at the junction because this provides the optimum arrangement for the signals and pedestrian/cycle crossings.
- 4.9 A revised plan and letter explaining the reduced proposals (included at Appendix 'C') were delivered to all properties within the previous consultation area inviting further comments from residents. The necessary Traffic Regulation Orders relating to the proposed banned turn and waiting restrictions associated with the scheme were also advertised during the consultation period.
- 4.10 Many of the representations received echoed comments made during the initial consultation, particularly with regard to the proposed banned turn. Four objections were received to the TRO relating to the banned turn and one objection to the waiting restrictions proposed along the frontage of Greenhill Main Road. This latter objection has since been withdrawn following a reduction in the length of double yellow lines fronting the objector's property.
- 4.11 Although the TRO was not advertised during the first consultation, it is considered equitable to class the representations objecting to the banned turn as formal objections to the subsequent TRO advert. This brings the total number of objections to eleven. Furthermore, it is felt the 292 signature petition should also be considered as being an objection to the TRO.
- 4.12 A summary of the representations received during the re-consultation period, together with officers' responses, are included at Appendix 'D.' Recent observations of traffic movements through Greenhill Village and the Conservation Area in the morning peak hour indicate that current traffic volumes are very low and the vast majority of movements are locally generated trips. The proposed banned left turn at Greenhill Avenue is not therefore anticipated to cause any increase in traffic transferring to these roads and overall, conditions within the Conservation Area are not anticipated to worsen.
- 4.13 Other Consultees

Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were consulted about each of the schemes. No objections have been received.

Relevant Implications

- 4.14 The cost of the Phase 2 proposals is estimated to be around £300,000 and is proposed to be funded from the Chesterfield Road Key Bus Route project referred to in paragraph 4.3 above. The allocation for 2014/15 is currently under discussion with SYPTE colleagues and formal approval will be sought in due course via a Capital Approval Form.
- 4.15 A full Equality Impact Assessment has been undertaken for this scheme which concludes that the proposals are fundamentally equality positive affecting all local people equally regardless of age, gender, faith, disability, sexuality etc. Moreover, most aspects of the scheme deliver a positive outcome, e.g. for the young, elderly, disabled and other vulnerable road users in terms of the road safety benefits provided.
- 4.16 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.17 The Council has the power to make a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to persons or other traffic using the road, to facilitate the passage on the road of traffic (including pedestrians) and preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Before the Council can make an Order it must consult with relevant bodies in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and must publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation but the Council should consider and respond to any public objections received.
- 4.18 The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. As the Traffic Authority the Council also has the power under the Road Traffic Regulation Act 1984 to place traffic signals and in exercising that power the Council must be satisfied that it will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 As outlined in paragraph 4.5 above, eight options were considered to assess the optimum combined arrangement at Meadowhead Roundabout

and the Greenhill Main Road/Greenhill Avenue junction. Signalisation of this junction was considered to be the most viable arrangement in all the options tested.

- 5.2 The opportunity was taken to explore the introduction of a bus lane on the eastbound approach to the proposed signals, extending the westbound pedestrian/cycle route and revising the junction of Stenton Road/Greenhill Main Road. These proposals received a generally negative response from local residents and a subsequent cost estimate confirmed that the expanded scheme did not deliver sufficient cost benefits when compared with the original signalisation proposals. Accordingly, a re-consultation exercise was undertaken on a reduced scheme.
- 5.3 In view of the local unpopularity of the banned left-turn element of the scheme, consideration was given to an arrangement which permitted this manoeuvre. Regrettably, it was identified that it would not be possible to provide signal-controlled crossings if the left-turn was retained, severely compromising the safety and amenity of pedestrians and cyclists. When balanced against the relatively low number of left-turning vehicles (200 vehicles/12 hour day), prohibiting the left-turn provides the optimum arrangement in terms of amenity and cost benefits without reducing local accessibility or impacting upon the environment of the Conservation Area to any significant degree.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The proposals described in this report will contribute to improving journey times, reducing congestion for all users and improving road safety, particularly for pedestrians and cyclists.
- 6.2 Following consideration of the objections received during the TRO consultation, it is considered that the reasons set out in this report for making the Traffic Regulation Orders outweigh any unresolved objections.

7.0 RECOMMENDATIONS

- 7.1 Approve and implement the scheme to introduce traffic signals at the junction of Greenhill main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no 1513BB2-SD-LT107-TRO-B.
- 7.2 Make the Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 for the reasons set out in this report, namely that the benefits outweigh any unresolved objections.
- 7.3 Inform the objectors accordingly.

Simon Green
Executive Director, Place

20 March 2014

APPENDIX 'A'

The Occupier

Dear Sir/Madam,

Proposed junction signalisation, Greenhill Main Road/Greenhill Avenue

Proposed highway alterations and bus lane, Greenhill Parkway/Greenhill Main Road

Proposed pedestrian/cycle route, Chesterfield Road South to Greenhill Parkway

You will obviously be aware of the highway works currently being undertaken at Meadowhead roundabout and on its approaches. Meadowhead roundabout forms a key junction for road users who travel to and from Sheffield and within the local area. The junction is used by more than 51,000 vehicles per day and the measures are aimed at easing congestion, reducing journey times and improving road safety for all users. The proposals include re-shaping the roundabout, widening traffic lanes on certain approaches, improving signing and lining to achieve better lane usage and upgrading pedestrian crossings to enable use by cyclists. It is anticipated that when the works are finished, the improvements will benefit all road users, including pedestrians and cyclists who often experience difficulties using the junction.

In order to build on the benefits anticipated to result from the roundabout improvement, a scheme has been developed to introduce traffic signals at the junction of Greenhill Main Road and Greenhill Avenue, together with a number of other measures, as shown on the attached plan. These proposals will, together, help to further reduce/control traffic queues and congestion and provide additional facilities for cyclists and pedestrians. In conjunction with the introduction of signal control at the Greenhill Avenue/Greenhill Main Road junction, it will be necessary to ban the left turn from Greenhill Main Road to accommodate the new pedestrian/cycle crossing points. It is also proposed to close the junction where Stenton Road meets Greenhill Main Road and instead, link Stenton Road with the short length of service road which serves nos 97 to 107 Greenhill Main Road. A raised plateau will be constructed to regulate traffic speed and to link with the proposed crossing point. Provision of a short length of bus lane will enable buses to reach the roundabout with less delay, thus improving overall journey times and reliability. The bus lane is proposed to be operational between the hours of 7-30 am to 9-30 am and 4-00 pm to 6-30pm.

In order to implement certain of these measures and to introduce waiting restrictions (double yellow lines) at the locations indicated on the plan, it will be necessary to make a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, enabling members of the public to make representations relating to the TRO. As part of this process, notices will be displayed on-street and published in the Sheffield Star, currently anticipated to be during October.

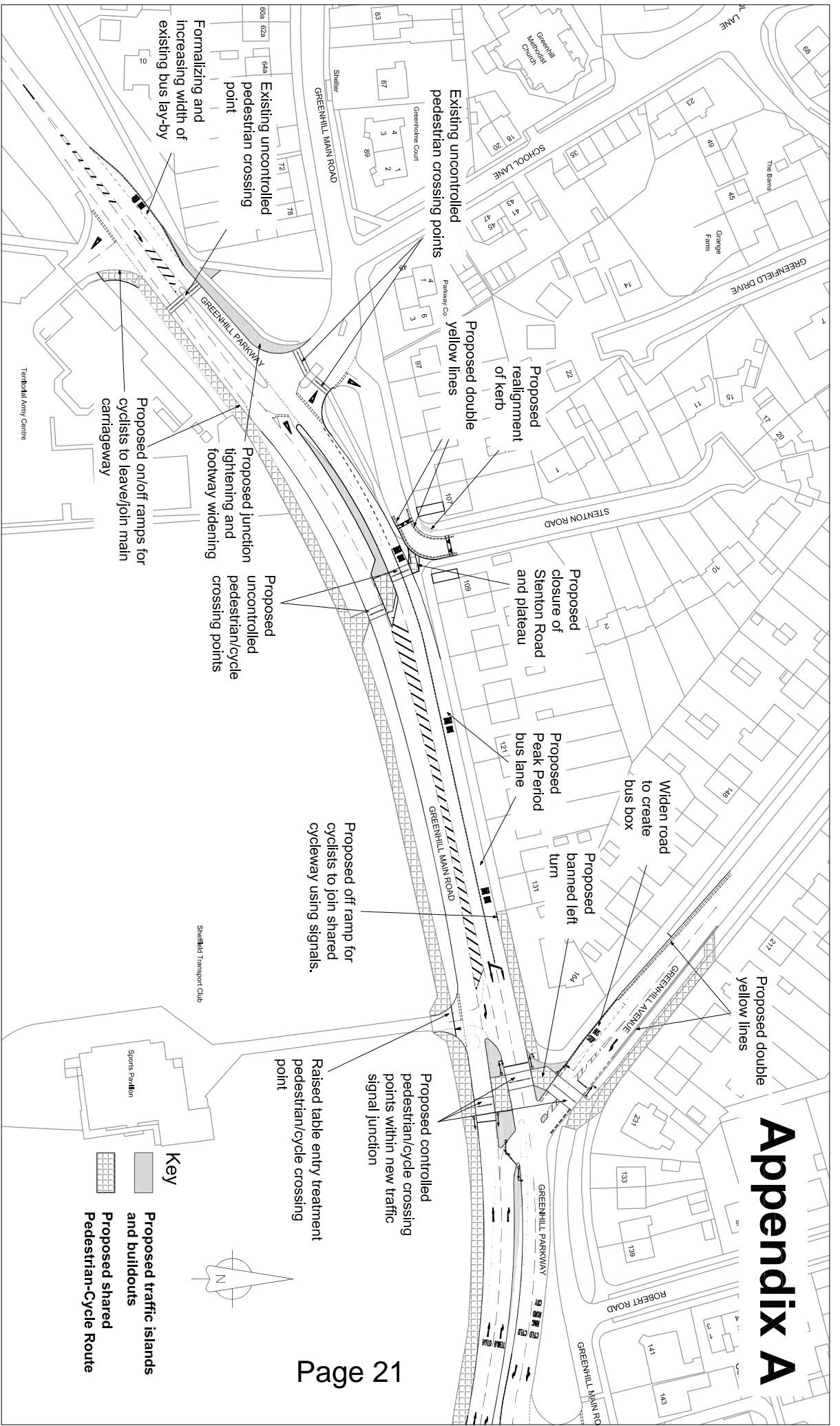
Subject to the outcome of the consultation, approval of the scheme and authority to proceed from the Cabinet Highways Committee, it is hoped to commence works on site early in the new year. Consequently, the Council would be pleased to receive your comments to ensure the views of local residents are taken into account and, where appropriate and feasible, to be incorporated in the scheme.

If you wish to make any comments, or require further details, please contact Tony Lawery on 0114 2734192, email tony.lawery@sheffield.gov.uk. Alternatively, you can write to the address outlined below. Please ensure your comments are received before the end of October 2013.

Yours faithfully,

Tony Lawery
Senior Transport Planner
Sheffield City Council
Room G32
Town Hall
Sheffield S1 2HH

Appendix A



Better Buses 2 - Consultation Plan

Greenhill Parkway/Greenhill Avenue

Proposed Traffic Signals, Bus Lane and

Cycle Route

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APPENDIX 'B'

GREENHILL MAIN ROAD/GREENHILL AVENUE

PROPOSED INTRODUCTION OF TRAFFIC SIGNALS

Representations received in response to first consultation.

Summary of issues raised and Officers response :-

- Proposed waiting restrictions on Greenhill Avenue (2 representations) – not necessary as any parking over these lengths is infrequent; the restrictions will create difficulties for delivery vehicles, result in lower property values and make the properties less saleable.

Officer response :- The waiting restrictions are necessary to protect the induction loops on the approach to the proposed signals; vehicles are permitted to load and unload on double yellow lines; with regard to loss of property value etc., all the properties affected by the proposed waiting restrictions have adequate off-street parking facilities. The Council has a duty to ensure the safe and expeditious movement of all users of the highway and must consider the benefits of a highway improvement against potentially negative aspects of the proposals. The Council is satisfied that on this occasion, the benefits outweigh the disadvantages.

- Loss of highway trees/grass verges (2 representations) – concerns expressed in relation to affecting the aesthetic character of the Avenue; increase in traffic noise resulting from loss of screening provided by trees.

Officer response :-

Every effort will be made to retain the trees potentially affected by the proposals (possibly 5 in total). It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out; The loss of grass verge will be limited to the minimum area required to accommodate the signals and shared footway/cycleway arrangements.

- Traffic signals are not needed at this location -- will cause queuing; speeds will increase as drivers approach a green signal; traffic queues at the signals will obstruct access to private drives and residents will cause queues when waiting to

access their drives; the pedestrian crossings are too close to the junction and will obstruct traffic flow. (2 representations).

Officer response :- Traffic modelling identified that the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction would make a material additional contribution to the overall effectiveness of the Meadowhead roundabout improvements. The proposals are anticipated to deliver a reduction in delays of around 20% during the peak hours; There are no indications that drivers would approach the junction any differently than they do under the current arrangements; It is acknowledged that there may be instances when a resident may be unable to access their drive due to queuing traffic from the signals. However, the temporary obstruction is likely to be for a short time only and any queues resulting from the hold-up are unlikely to cause any significant problems. The same situation can also occur in a free-flowing situation where a continuous stream of traffic prevents access; the crossings are located to achieve the most efficient signals arrangement and are positioned to best accommodate the pedestrian/cyclist desire line – re-location of the crossings would be likely to result in pedestrians crossing the road injudiciously, to the detriment of road safety.

- Proposed banned left turn into Greenhill Avenue – the banned left turn and associated works in the highway will make the junction look unsightly; measures do not provide any advantages; will cause traffic that currently turns left to transfer onto other routes through Greenhill Village to the detriment of the Conservation Area, road safety and amenity (9 representations); will cause congestion on School Lane due to residents' parking; requests for provision of measures in Greenhill Village to mitigate the effect of the additional traffic (3 representations);

A petition has also been submitted to the Council which states :-

“As a result of the proposed scheme to prevent traffic travelling towards the Meadowhead roundabout from Greenhill turning left into Greenhill Avenue, we the local residents are concerned about the increased volume of traffic which will impact on Greenhill Main Road, School Lane, Greenfield Road, Annesley Road in order for vehicles to access Greenhill Avenue” (292 signatures).

Officer response :- The works associated with the banned turn will be constructed using the approved palette of materials for highway schemes of this nature. Traffic signs and lines will be limited to those necessary to meet all statutory and road safety requirements; The banned left provides the optimum arrangement for the traffic signals and crossings, providing the advantages outlined in the officer response above; A classified traffic count undertaken at the junction in the 12 hour period between 0700 hours and 1900 hours identified that 199 vehicles turned left into Greenhill Avenue, an average of less than 17 vehicles/hour. This

is a relatively low volume of traffic and spread over 12 hours, it is unlikely any increased flow through Greenhill Village would be noticed. However, it is acknowledged that local residents feel that existing traffic volumes are excessive, to the detriment of the area. A number of the respondents requested some form of mitigating measures to be provided on routes through the village, but such provision is not within the remit of the signalisation scheme.

- Bus stops –Concerns that the alterations in the vicinity of the bus stop on the west side of Greenhill Avenue will compromise vehicular access to the adjacent property; the improved bus stop provides the potential for buses to use this as a waiting stop causing noise and pollution issues; re-locate bus stop further from junction or remove the bus stop from both sides of the road completely.

Officer response :-

Access to the property will remain unaffected – (respondent notified); There is no intention to change the bus stop to a waiting/timing point and buses stand at the stop only to enable the boarding and alighting of passengers. The location of bus stops is the responsibility of the bus Operators and SYPTTE and there has been no indication that these bodies wish to re-locate or remove the stops in question. Furthermore, service changes introduced in January limit the use of stops on Greenhill Avenue to a few services per day.

- Bus Lane – Not required (4 representations)

Officer response :- This element is removed from the reduced scheme.

- Suggestion to replace the proposed signals with a roundabout.

Officer response :-

Traffic modelling has shown that the signalisation proposal contributes to a significant reduction in delays in the area. The Council does not control all the land required to accommodate a roundabout and land acquisition procedures often involve lengthy and complex processes. A roundabout would also present disadvantages to pedestrians as appropriate crossing facilities generally need to be located a distance away from the obvious desire line.

APPENDIX 'C'

The Occupier

Dear Sir/Madam,

Proposed traffic signals at junction of Greenhill Main Road/Greenhill Avenue

Proposed pedestrian/cycle route, Chesterfield Road South to Greenhill Parkway

You will recall I wrote to you in September to inform you of proposed highway alterations in the vicinity and to seek your views regarding the proposals. I now attach a drawing showing details of a much reduced scheme, which is more affordable than the scheme previously developed and which addresses some of the concerns expressed by many local residents who responded to the consultation.

The scheme now proposed is limited to the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction which will incorporate full pedestrian/cyclist crossing facilities. However, it is still proposed to ban the left turn from Greenhill Main Road to Greenhill Avenue in order to maximise the benefits of the signals and to accommodate the optimum crossing layout. It is also intended to provide the off-carriageway shared pedestrian/cycle route from Chesterfield Road South, but this would not continue beyond the Sports Club access, at which point cyclists would re-join the main carriageway.

A significant number of responses to the previous consultation (including a 292 signature petition) expressed discontent with the proposal to ban the left turn because of concerns about the possible transfer of left-turning traffic to other routes through the Greenhill Conservation Area. A 12 hour traffic count undertaken between 7am and 7pm identified that less than 200 vehicles turned left at the junction. It is probable that such a small volume of additional traffic would not be noticed over a period of 12 hours, although it is acknowledged that local residents are already concerned about the existing volume of traffic on certain roads through Greenhill Village.

In order to implement the banned turn and to introduce waiting restrictions (double yellow lines) at the locations indicated on the plan, it will be necessary to make a Traffic Regulation Order (TRO).

As part of the TRO process notices will be displayed on-street and published in the Sheffield Star inviting the public to comment and/or object if they wish. It is anticipated the TRO will be advertised towards the end of November and in view of the Christmas break, the normal three weeks consultation period will be extended to **6th January 2014**.

Please note that if you wish to formally object to the proposals, in order to comply with the provisions of the Road Traffic Regulation Act 1984, you must do so in writing to the address given below, stating the grounds for your objection, by **6th January 2014**.

We would also like to hear from people who support the proposals.

All comments/objections received (including those previously received in response to the original consultation) will be reported to the Cabinet Member responsible for highway matters for a decision to be made on how to proceed. This will be at a meeting open to the public and anyone submitting a comment or objection will be invited to attend.

If you have any questions about the proposals now being considered for the Greenhill Main Road/Greenhill Avenue junction, please contact Tony Lawery on 0114 2734192 or email tony.lawery@sheffield.gov.uk.

Queries relating to the Traffic Regulation Order process should be directed to Brian Hey on 0114 2736086, email brian.hey@sheffield.gov.uk.

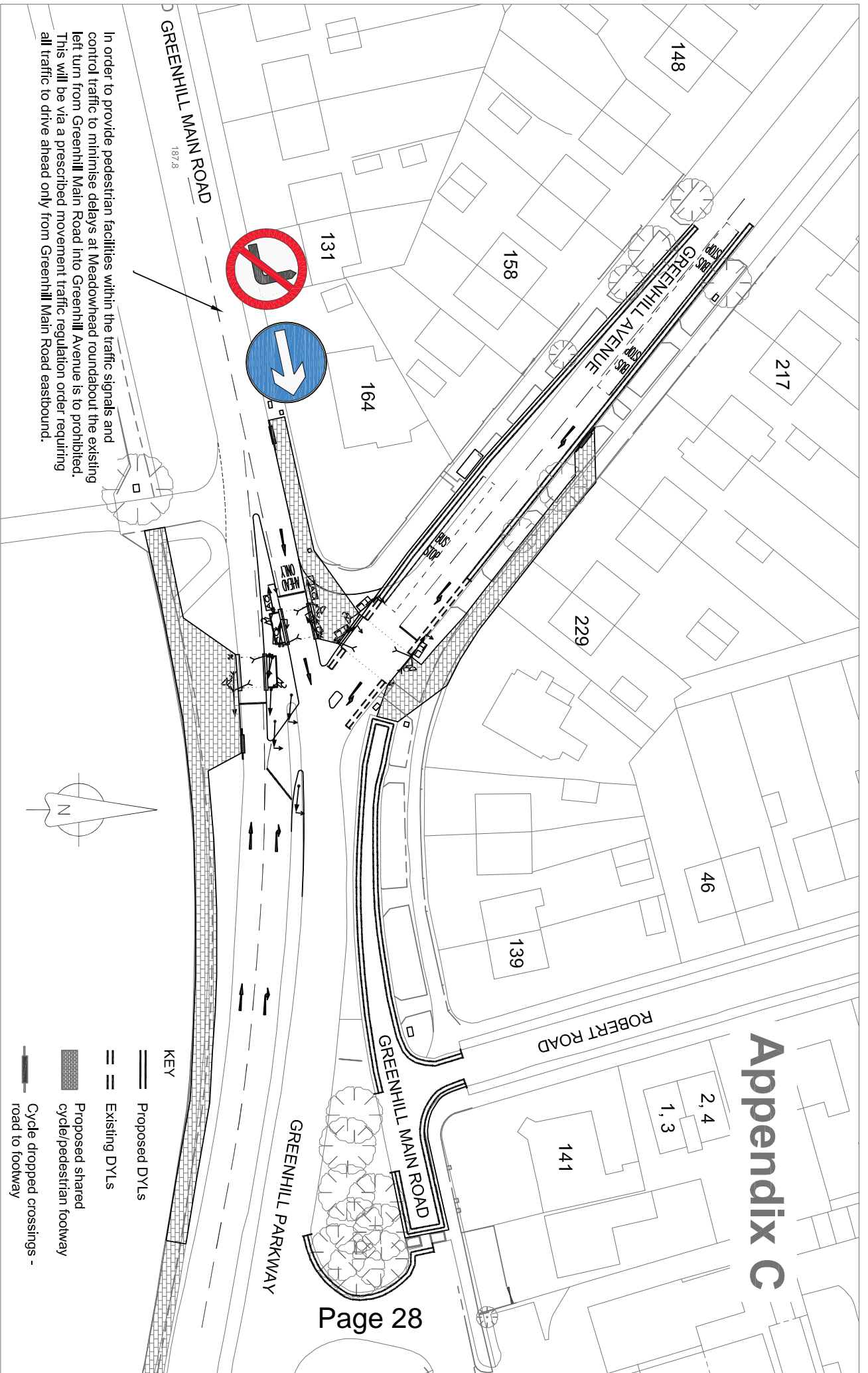
Comments/objections should be submitted to:-

Tony Lawery,
Sheffield City Council,
Room G32,
Town Hall,
Sheffield S1 2HH.

Yours faithfully,

Tony Lawery

Senior Transport Planner



In order to provide pedestrian facilities within the traffic signals and control traffic to minimise delays at Meadowhead roundabout the existing left turn from Greenhill Main Road into Greenhill Avenue is to prohibited. This will be via a prescribed movement traffic regulation order requiring all traffic to drive ahead only from Greenhill Main Road eastbound.

- KEY**
- ==== Proposed DYLS
 - == Existing DYLS
 - ▒ Proposed shared cycle/pedestrian footway
 - Cycle dropped crossings - road to footway

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Greenhill Parkway/Greenhill Avenue Traffic Signals Scheme Proposed Traffic Regulation Orders

Scheme Design - Nov 2013
 Drawing No: 1513BB2-SD-LT107-TRO-B
 Scale NTS



APPENDIX 'D'

GREENHILL MAIN ROAD/GREENHILL AVENUE

PROPOSED INTRODUCTION OF TRAFFIC SIGNALS

Representations received in response to the re-consultation (reduced scheme)

Summary of issues raised and Officers response :-

- Proposed waiting restrictions on Greenhill Main Road – not necessary as any parking over these lengths is infrequent and does not cause any problems on those occasions.

Officer response :-

The waiting restrictions in question were reviewed and the extent reduced along the frontage of the objector's property. The objection was subsequently formally withdrawn.

- Loss of highway trees/grass verges – concerns expressed in relation to affecting the aesthetic character of the Avenue

Officer response :-

Every effort will be made to retain the trees potentially affected by the proposals (possibly 5 in total). It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out; The loss of grass verge will be limited to the minimum area required to accommodate the signals and shared footway/cycleway arrangements but it is likely that approximately 60% of the verge in front of the objector's property will be adversely affected. The respondent has been informed.

- Concerns that the traffic signals/crossings will cause light/noise nuisance at properties in the near vicinity of the equipment.

Officer response :- Following discussions with the design engineer, assurances have been given that there will be no adverse effects on nearby properties. The respondent has been informed.

- Proposed banned left turn into Greenhill Avenue – the banned left turn will cause traffic that currently turns left to transfer onto other routes through Greenhill Village to the detriment of the Conservation Area, road safety and amenity (3 representations); will cause congestion on School Lane due to residents' parking; requests for provision of measures in Greenhill Village to mitigate the effect of the additional traffic (3 representations); particular concerns about the effect on road safety during the morning peak hour as children travel to school.

Officer response :- The banned left provides the optimum arrangement for the traffic signals and crossings, providing the advantages outlined in the report. A classified traffic count undertaken at the junction in the 12 hour period between 0700 hours and 1900 hours identified that 199 vehicles turned left into Greenhill Avenue, an average of less than 17 vehicles/hour. This is a relatively low volume and it's unlikely any increased flow of traffic through Greenhill Village would be noticed spread over the 12 hour period. Similarly, the morning peak hour (cited by one of the objectors as being the main period of concern from a road safety viewpoint), shows 18 vehicles could potentially transfer to routes through the village. However, it is acknowledged that local residents already feel that existing traffic volumes are excessive, to the detriment of the area. A number of the respondents requested some form of mitigating measures to be provided on routes through the village, but such provision is not within the remit of the signalisation scheme.

- Concerns about traffic congestion and queuing in the vicinity as a result of the proposals.

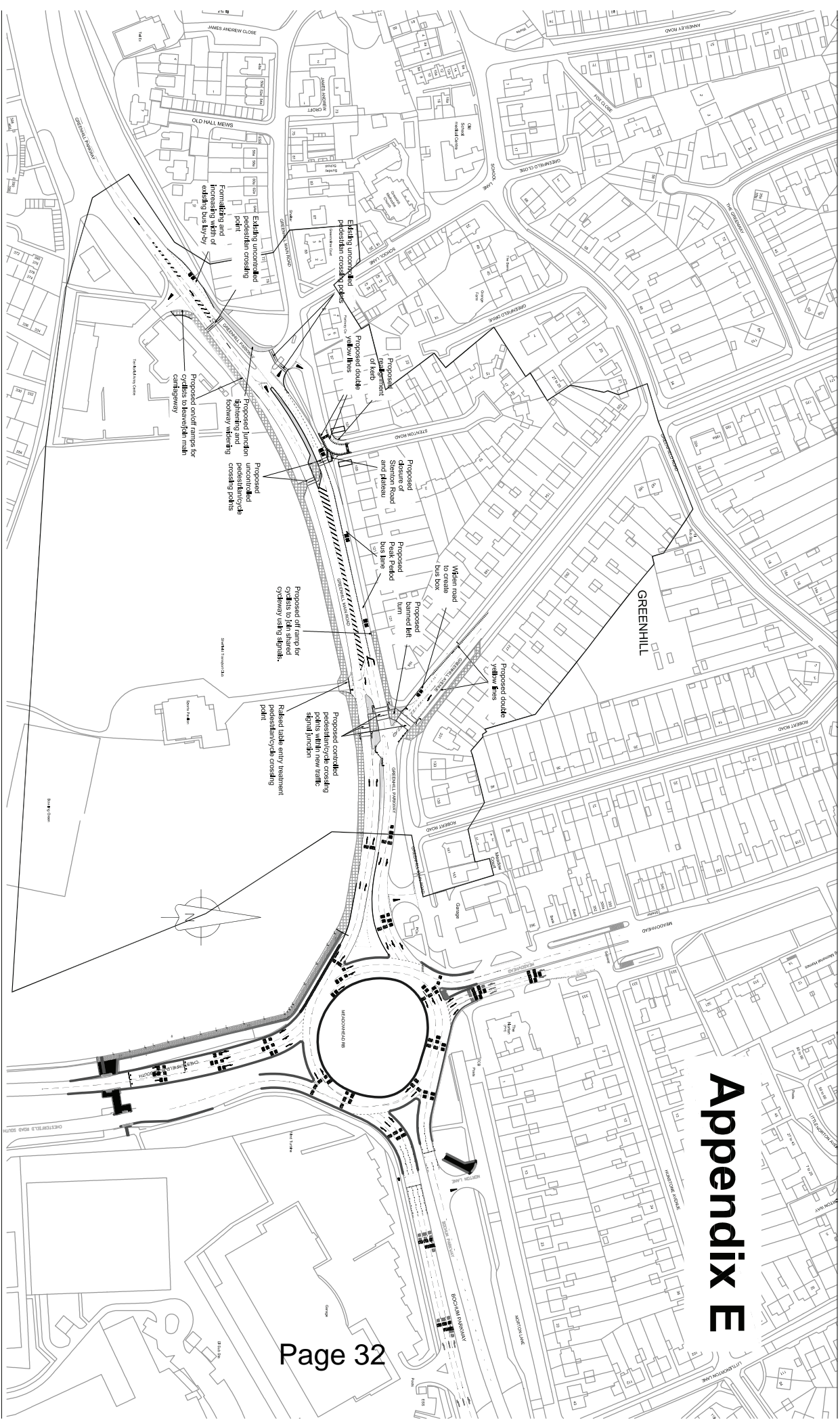
Officer response :- Traffic modelling identified that the introduction of traffic signals at the Greenhill Main Road/Greenhill Avenue junction would make a material additional contribution to the overall effectiveness of the Meadowhead roundabout improvements. The proposals are anticipated to deliver a reduction in delays of around 20% during the peak hours. Additionally, the installation of CCTV at Meadowhead roundabout together with equipment installed in conjunction with the proposed signals will enable the Councils UTC team to monitor and react appropriately to any significant incidents of congestion.

- Proposed cycle facilities are a waste of time and money.

Officer response :- The proposed shared cycle routes and Toucan crossings will provide links with and enhance similar facilities that already exist in the area and will provide significant road safety benefits. The Council is committed to providing

such facilities to improve and extend the cycle network in all areas of the City whenever possible.

Appendix E



Better Buses 2 - Letter Drop for Consultation Plan

Greenhill Parkway/Greenhill Avenue Proposed Traffic Signals, Bus Lane and Cycle Route

- Key**
- Proposed traffic islands and buildouts
 - Proposed shared Pedestrian-Cycle Route
 - Boundary of letter drop

Scheme Design - September 2013
 Drawing No: 1513BB2-SD-LT107-C2
 Scale NTS



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